



Ramsey County Regional Railroad Authority.
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Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

file
John T. Finley, Chairman

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uane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

TUESDAY, NOVEMBER 12, 1991

10:30 A.M. - LARGE CONFERENCE ROOM - 316

CHAIRMAN'S COMMENTS

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of October 22, 1991.
2. * Adopt Scoping Decision Document for St. Paul South LRT Corridor.
3. Information on LRT Station in vicinity of T.H. 280/I-94/ Westgate - Discussion only.
4. * Approve Joint Powers Agreement for Light Rail Transit.
5. Regional Transit Board's Recommendation on Light Rail Transit - Discussion only.
6. * Approve Partial Payment No. 16 (FINAL) to SRF, Inc. in the amount of \$1,000.00 (Northeast Corridor Alignment Study).

* Action is Requested.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

<u>REGIONAL RAILROAD AUTHORITY</u> <u>Originating Department</u> <u>K. DeSpiegelaere</u> <u>10/31/91</u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> Adopt Scoping Decision Document for St. Paul South LRT Corridor. <u>ACTION IS REQUESTED</u>
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Request Justification

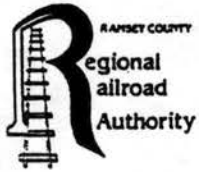
- See attached: 1) Proposed resolution
 2) Memorandum from K. DeSpiegelaere
 3) Scoping Decision Document

<u>Budgeting and Accounting</u> <u>Ed Blaut</u> <u>County Attorney</u> <u>D. L. Marshall</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	<u>Date / Time</u> <u>Received By</u>
--	---

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
November 12, 1991	<u>F. L. Henderson</u>	11/4/91
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, An Environmental Assessment Worksheet/Draft Scoping Decision Document has been prepared for Ramsey County Regional Railroad Authority and Dakota County Regional Railroad Authority; and

WHEREAS, Notice of availability of the reports was published in the Minnesota Environmental Quality Board's (EQB) Monitor and the period of comment ended on October 2, 1991; and

WHEREAS, Copies of the reports were forwarded to all agencies listed on the official notification list of the EQB, to all libraries in Ramsey County, and to other interested parties; and

WHEREAS, Press releases were sent to newspapers in the area of the project and those of general circulation about the availability and content of the reports; and

WHEREAS, A scoping meeting to present information on the project and obtain the responses of the public was convened on September 19, 1991; and

WHEREAS, Comments on the project have been received from many organizations and individuals and have been considered by Ramsey County Regional Railroad Authority; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority adopts the Scoping Decision Document for the South Corridor.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

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MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *KD*

SUBJECT: Environmental Assessment Worksheet/Draft Scoping
Decision Document

DATE: October 31, 1991

The proposed resolution indicates that Ramsey County Regional Railroad Authority adopts the Scoping Decision Document for the South Corridor. Dakota County Regional Railroad Authority is expected to approve the report on November 5.

The Environmental Assessment Worksheet and Draft Scoping Decision Document were prepared and circulated in September. A Scoping meeting was convened on September 19.

Comments on the reports have been assembled and are included in the final report. The comments have resulted in the revised report attached to this memorandum.

A decision on whether or not to prepare an Environmental Impact Statement for this project will be requested during the Ramsey County Regional Railroad Authority's budget process later this year.

Recommendation:

Approve the proposed resolution.

KD/blk
Attachment

*Saint Paul South
Light Rail Transit Corridor*

*Scoping
Decision
Document*

November 1991

Dakota County Regional Railroad Authority Ramsey County Regional Railroad Authority



**DAKOTA COUNTY/RAMSEY COUNTY
ST. PAUL SOUTH LIGHT RAIL TRANSIT CORRIDOR**

SCOPING DECISION DOCUMENT

Prepared by:

**Dakota County Regional Railroad Authority
Western Service Center
14955 Galaxie Avenue West
Apple Valley, Minnesota 55124-8579**

and

**Ramsey County Regional Railroad Authority
15 West Kellogg Boulevard
316 Courthouse
Saint Paul, Minnesota 55102**

with Assistance by:

**BRW, Inc.
700 Third Street South
Minneapolis, Minnesota 55415**

November 1991

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NOTE: Transcript from Scoping Meeting is available upon request
from Dakota or Ramsey County.

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SUMMARY

The Dakota County Regional Railroad Authority (DCRRA) and the Ramsey County Regional Railroad Authority (RCRRA) have prepared this Scoping Decision Document in conformance with the Environmental Quality Board (EQB) regulations pertaining to the preparation of an Environmental Impact Statement (EIS). The Scoping Decision reflects information prepared for the St. Paul South LRT Corridor Environmental Assessment Worksheet (EAW).

This Scoping Decision Document identifies the alternatives to be addressed in the St. Paul South LRT Corridor EIS, and issue areas to be addressed in detail in the EIS.

PROPOSED PROJECT

The proposed project is a light rail transit (LRT) transit line to serve the St. Paul South Corridor. The light rail transit line would run south from downtown Saint Paul to approximately Upper 55th Street, just south of I-494. This corridor is located in Ramsey and Dakota Counties. The estimated construction cost including right-of-way of the proposed LRT transit line ranges from \$144 million to \$159 million depending on the alignment.

ALTERNATIVES TO BE STUDIED IN THE EIS

The St. Paul South LRT Corridor Draft Environmental Impact Statement will assess the impacts of two alternatives.

Alternative 1: Build the St. Paul South LRT Route as shown in Figure 1.0.

The proposed St. Paul South LRT line would be an extension of the LRT line proposed in the Midway Corridor connecting downtown Minneapolis and downtown Saint Paul. The Midway Corridor LRT line will end on 4th Street at Wacouta (Figure 2.0). The EAW and Draft Scoping Decision

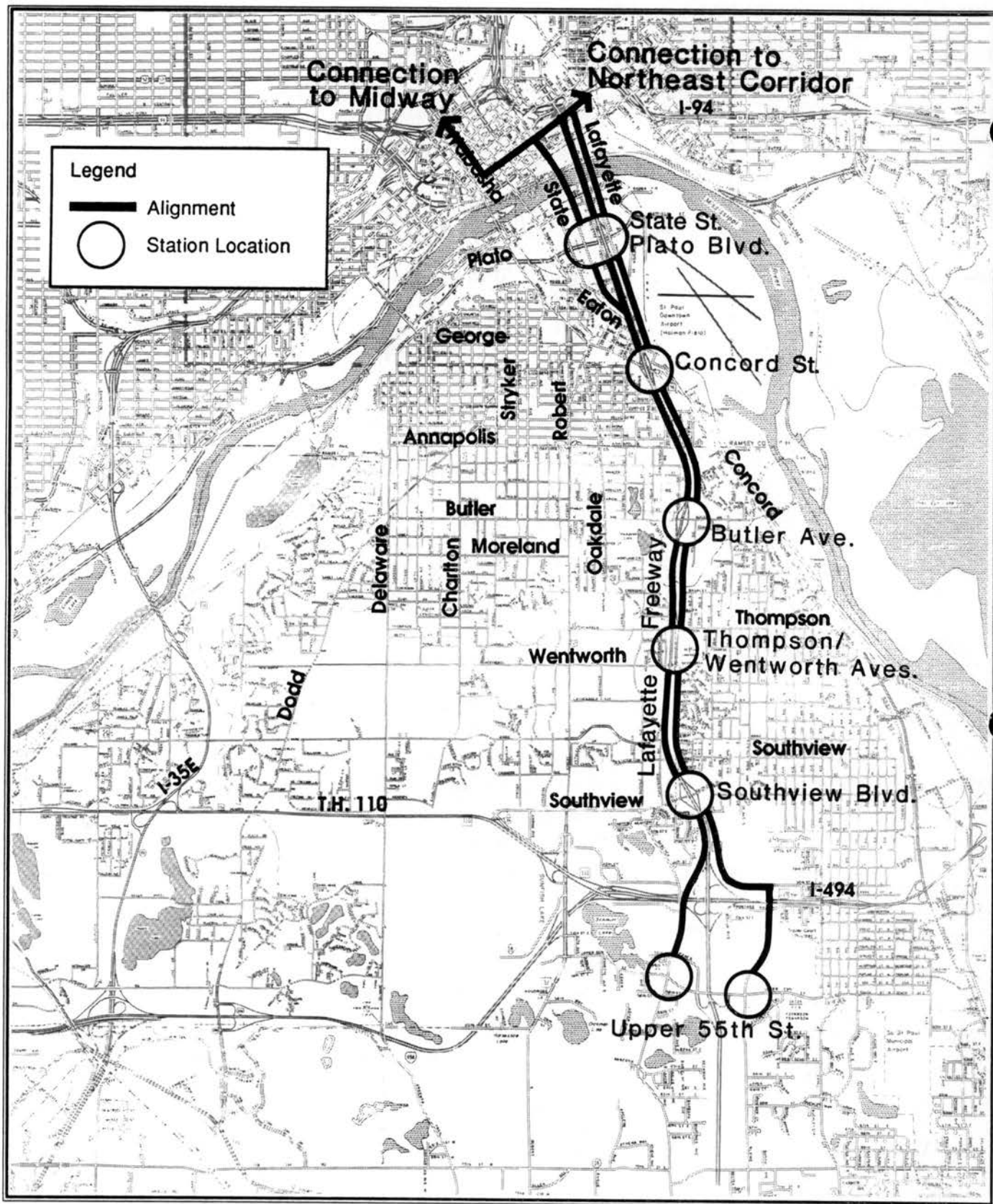
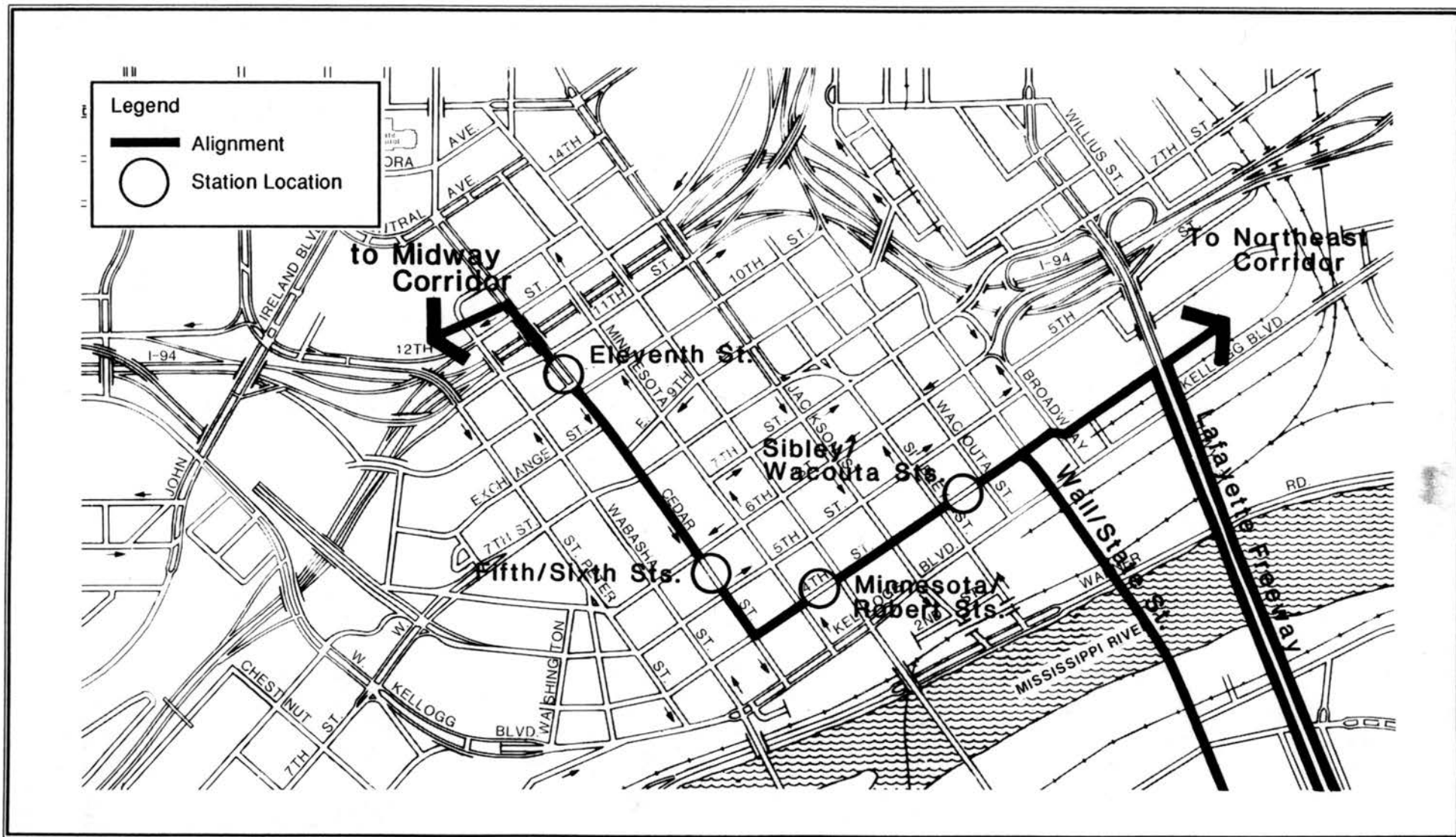


Figure 1.0



St. Paul South LRT Corridor
 E.A.W./Scoping Decision
 DCRRA • RCRRA

**DOWNTOWN CONNECTION
 ALTERNATIVES**



Figure 2.0

Document identified two major alignment options for connecting with the downtown Saint Paul alignment and crossing the Mississippi River.

Option A: Wall/State Street Alignment

Under this alignment option, the LRT continues from Wacouta to Wall Street, where it turns south and crosses the Mississippi River on a newly constructed bridge approximately 600 feet upstream from the existing Lafayette Freeway bridge. The proposed bridge would begin north of Kellogg Boulevard, bridge over Kellogg Boulevard and the existing parking deck by the Post Office, over the railroad tracks south of the Post Office parking deck and the Mississippi River. The bridge would continue over Fillmore Avenue on the south side of the river and end on State Street north of Plato Boulevard. From State Street the LRT alignment follows Eaton Street to the Lafayette Freeway.

Option B: Lafayette Freeway Alignment

Under this alignment option, the LRT continues on 4th Street to Broadway, bends south around the southwest corner of the Gillette Building onto Prince Street and follows Prince Street to the Lafayette Freeway. Under this option, a new bridge to accommodate the LRT would be constructed immediately adjacent to either the east or west side of the Lafayette Freeway bridge.

The EIS will also give consideration to an LRT alignment along Concord Street between Wabasha Street and the Lafayette Freeway. This alignment would require an alternative river crossing and connection to the proposed LRT alignment in downtown St. Paul than those defined above. This alternative river crossing and connection to downtown will be defined and evaluated with the alignment along Concord Street in determining the feasibility of the Concord Street alignment.

South of Concord Street, the LRT alignment would be constructed in the east or west side slope of the existing freeway. The LRT track would be separated from the highway traffic lanes with a raised concrete jersey median barrier. At interchanges the LRT line would follow the exit ramp to the intersecting cross-street where it would cross the intersecting signalized roadway at-grade.

LRT stations are proposed at:

- Plato Boulevard
- Concord Street
- Butler Avenue
- Thompson or Wentworth Avenue
- Southview Boulevard
- Upper 55th Street

Alternative 2: No-Build.

The No-Build alternative assumes that the proposed St. Paul South LRT line, in Ramsey and Dakota Counties, is not constructed. Transit service would be provided by the existing bus transit system plus any bus system improvements planned by the Metropolitan Transit Commission (MTC), which are consistent with the Regional Transit Board's Guidelines for Year 2010 bus service.

TOPICS TO BE ADDRESSED IN THE ENVIRONMENTAL IMPACT STATEMENT

Topics that will be addressed in the EIS include:

- Wetlands/Vegetation and Wildlife
- Steep Slopes
- Shoreland Zoning/Floodplains/Mississippi River Critical Area/
National River and Recreation Area
- Soils
- Storm Water
- Energy
- Air Quality
- Noise and Vibration
- Transit Service
- Traffic
- Cultural Resources
- Parklands
- Visual Impacts
- Financial Impacts
- Economic Development, Employment, and Sociological Impacts
- Utilities
- LRT Ridership Projections

1.0 ENVIRONMENTAL IMPACT STATEMENT SCOPE

1.1 ALTERNATIVES TO BE STUDIED IN THE EIS

The St. Paul South LRT Corridor Draft Environmental Impact Statement will assess the impacts of two alternatives.

Alternative 1: Build the St. Paul South LRT Route as shown in Figure 1.0.

The proposed St. Paul South LRT line would be an extension of the LRT line proposed in the Midway Corridor connecting downtown Minneapolis and downtown Saint Paul. The Midway Corridor LRT line will end on 4th Street at Wacouta (Figure 2.0). The EAW and Draft Scoping Decision Document identified two major alignment options for connecting with the downtown Saint Paul alignment and crossing the Mississippi River.

Option A: Wall/State Street Alignment

Under this alignment option, the LRT continues from Wacouta to Wall Street, where it turns south and crosses the Mississippi River on a newly constructed bridge approximately 600 feet upstream from the existing Lafayette Freeway bridge. The proposed bridge would begin north of Kellogg Boulevard, bridge over Kellogg Boulevard and the existing parking deck by the Post Office, over the railroad tracks south of the Post Office parking deck and the Mississippi River. The bridge would continue over Fillmore Avenue on the south side of the river and end on State Street north of Plato Boulevard. From State Street the LRT alignment follows Eaton Street to the Lafayette Freeway.

Option B: Lafayette Freeway Alignment

Under this alignment option, the LRT continues on 4th Street to Broadway, bends south around the southwest corner of the Gillette Building onto Prince Street and follows Prince Street to the Lafayette

Freeway. Under this option, a new bridge to accommodate the LRT would be constructed immediately adjacent to either the east or west side of the Lafayette Freeway bridge.

The EIS will also give consideration to an LRT alignment along Concord Street between Wabasha Street and the Lafayette Freeway. This alignment would require an alternative river crossing and connection to the LRT alignment in downtown St. Paul than those defined above. This alternative river crossing and connection to downtown will be defined and evaluated with the alignment along Concord Street in determining the feasibility of the Concord Street alignment.

South of Concord Street, the LRT alignment would be constructed in the east or west side slope of the existing freeway. The LRT track would be separated from the highway traffic lanes with a raised concrete jersey median barrier. At interchanges the LRT line would follow the exit ramp to the intersecting cross-street where it would cross the intersecting signalized roadway at-grade.

LRT stations are proposed at:

- Plato Boulevard
- Concord Street
- Butler Avenue
- Thompson or Wentworth Avenue
- Southview Boulevard
- Upper 55th Street

The need for and location of stations will be further evaluated in the EIS.

Alternative 2: No-Build.

The No-Build alternative assumes that the proposed St. Paul South LRT line, in Ramsey and Dakota Counties, is not constructed. Transit service would be provided by the existing bus transit system plus any bus system improvements planned by the Metropolitan Transit Commission (MTC), which are consistent with the Regional Transit Board's Guidelines for Year 2010 bus service.

1.2 ALTERNATIVES ELIMINATED

The St. Paul South Corridor was identified as a potential corridor for LRT in the Ramsey County and Dakota County Comprehensive LRT System Plans. In December of 1990, Ramsey and Dakota County initiated an

alignment study for the St. Paul South Corridor. The purpose of the Alignment Study was to identify the preferred alignment and station locations for LRT in the St. Paul South corridor, to identify the terminus for the St. Paul South LRT line and the connection to downtown Minneapolis.

One of the first steps in the alignment study was to define the boundaries of the St. Paul South Corridor. This was done based on the analysis completed for the Ramsey and Dakota County Comprehensive LRT System Plans which evaluated several different travel sheds to the southwest, south and southeast of downtown St. Paul. The travelshed to the south showed the greatest potential ridership and had the lowest cost per rider. The boundaries of this travelshed were generally defined by the Mississippi River.

The next step in the process was to identify candidate alignment corridors within the St. Paul South corridor. The initial set of alignment corridors considered included all state and county highway rights-of-way and any railroad rights-of-way. These candidate alignments were then screened based on three criteria: right-of-way availability, service area, and land use compatibility.

This screening process narrowed the north/south corridor alignments to Robert Street and Lafayette. Two primary east-west routes were also included for further evaluation: I-494 and Lone Oak Road. One of the objectives of the alignment study was to determine whether the line should extend to the west to serve the growing employment base in Eagan or continue south to serve the growing population in Inver Grove Heights.

The alignments selected in the screening process were then evaluated in more detail to select a preferred alignment corridor, preferred station locations, and terminus. The Robert Street corridor north of TH 110 was eliminated in this process because it would require acquisition and relocation of a number of residences and businesses on Robert Street and the construction of a bridge 3,000 feet long on Robert Street from approximately Concord Street to Annapolis. The right-of-way needed for LRT on Robert Street would require relocation of approximately five housing units and twenty businesses. The bridge is estimated to cost about \$10 million and would have a significant visual impact on adjacent properties.

Based on cost estimates and ridership estimates for the different alignment options south of I-494, it was determined that the line should end at Upper 55th Street in Inver Grove Heights. Extensions of the line south or west

added significantly to the cost of the project with very little increase in ridership. It was determined that the areas that might be served by an extension of the line south or west could also be served by feeder bus routes from LRT to those areas.

Alternative connections to downtown St. Paul that utilized an existing bridge were eliminated during the alignment and scoping study process. The construction of LRT on existing roadway bridges over the Mississippi River would require removal of traffic lanes. There is not sufficient capacity on any of the existing roadway bridges to remove traffic lanes and still provide an adequate level of service for the remaining traffic. The use of the existing railroad bridge would result in a circuitous LRT alignment and difficulties in maintaining a schedule on the LRT line since the railroad bridge is a lift bridge.

In addition, during the downtown St. Paul alignment study, alternatives that did not connect with the 4th Street and Wacouta station were eliminated because they did not provide good access to the Lowertown area of downtown St. Paul, the track turnout to separate the St. Paul South line would impact existing buildings at other locations, and an at-grade LRT crossing on Kellogg Boulevard would be required and would create unacceptable traffic impacts and potentially impact an existing park located on the south side of Kellogg Boulevard.

Other non-fixed rail alternatives with better service to increase transit ridership by an amount similar to LRT are not under consideration in this corridor. The "no-build" alternative will be consistent with Regional Transit Board's Guidelines for year 2010 bus service.

1.3 TOPICS TO BE ADDRESSED IN THE EIS

The following topics have been identified for in-depth analysis in the Environmental Impact Statement (EIS). The LRT alternatives previously defined will be evaluated in terms of these topics. This section provides a brief description of each of the major topics to be studied.

Wetlands, Vegetation and Wildlife

The EIS will address impacts on wetlands, vegetation, and wildlife.

Park-and-ride lots are proposed at the Thompson/Wentworth, Southview Boulevard and Upper 55th Street stations. These parking facilities, along with right-of-way required for all the stations and the LRT alignment will be assessed for impacts to area wetlands, vegetation and wildlife.

Protected waters within the study area will be identified, impacts will be quantified, to the extent possible, and suggested mitigation measures will be presented.

The proposed alignments are within the range of two federally listed bird species, the Bald Eagle and the Peregrin Falcon. The project will not likely impact habitat of either species; however, potential impacts will be addressed in the EIS.

The Minnesota Natural Heritage Program of the Department of Natural Resources (DNR) will be requested to review their database for records of state or federally listed species within or near the project area.

A site evaluation of the LRT alignment and station areas will be conducted to determine if prairie plant species are present.

Steep Slopes

The EIS will address and present areas where slope requirements warrant retaining walls or other special treatments.

South of Concord Street the LRT line would be constructed in the side slope of the existing freeway. To accommodate the LRT adjacent to the highway, the side slope would require excavation and construction of a retaining wall to provide adequate space for the thirty-foot right-of-way required for the LRT track.

Shoreland Zoning, FloodPlains, Mississippi River Critical Area/National River and Recreation Area, Groundwater Appropriation

Shoreland Zoning

The Minnesota DNR requires that cities and townships adopt zoning regulations to protect the environmental qualities of surface waters and the natural and economic values of shoreland areas, and to provide for the wise utilization of such waters. The Shoreland Zoning District Ordinance of each of the municipalities within the study area will be reviewed to determine the impacts resulting from the proposed alignment.

Floodplains

Information regarding the study area floodplain boundaries and floodplain regulations will be obtained from the municipalities in the study area and Watershed Districts to determine potential LRT construction impacts on floodplain areas. A HEC II analysis of the potential floodway/stage increase for a new bridge over the Mississippi River will be prepared.

Mississippi River Critical Area/National River and Recreation Area

The proposed LRT alignment (under both river crossing alternatives) would cross the Mississippi River which is designated a Mississippi River Critical Area and National River and Recreation Area. The Critical Area Plan will be reviewed to determine LRT's consistency with the policies of the Plan. An approved National River and Recreation Area plan has not been completed at this time. The EIS will identify the National River and Recreation Area boundaries. The DCRRA/RCRRA will coordinate with the National Park Service regarding proposed LRT alignment plans within the designated area.

Groundwater Appropriation

The EIS will address areas where dewatering may occur during LRT construction.

Soils

LRT alignments are primarily located along highway right-of-way. Generally, soils in these areas provide an adequate base for roadway/highway construction. Possible exceptions to this are those areas not yet designated as park-and-ride lots and embankment areas. The EIS will address soil conditions at potential facility sites, cleanup and disposal of contaminated soil, as necessary, and the impacts directly related to the project. The Minnesota Pollution Control Agency will be requested to conduct a file search of their database for contaminated and/or potentially contaminated areas within one mile of the proposed St. Paul South LRT alignment. The intent of this review is to provide a preliminary identification of existing contaminated sites that may be present within the study area.

Storm Water Runoff

It is anticipated that the additional storm water runoff will be generated by increasing impervious surfaces such as track ballast, bituminous and concrete pavement, and rooftop areas of the park-and-ride sites.

Storm water runoff resulting from the construction of the proposed LRT alignment and station areas, particularly major park-and-ride lots (more than 200 parking stalls), and its impact on receiving bodies of water, will be addressed in the EIS.

Receiving waters throughout the corridor vary from creeks and ditches to local storm water pipe systems. The projected impact on receiving waters will be identified and addressed in the EIS.

Energy

The EIS will include a preliminary estimate of the annual LRT energy consumption for the St. Paul South LRT system. Detailed electrical power requirements and specific distribution system characteristics will be further refined during the preliminary engineering phase of the project.

Air Quality

The EIS will address project-related air quality impacts.

As presented in Section 1.6, the EIS will estimate the annual energy consumption for the proposed St. Paul South LRT system. The EIS will also estimate the amount of air pollutants emitted by electrical generating facilities to produce the energy needed to power the proposed LRT system. The estimate will be based on the estimated LRT energy requirement and the average pollutant emission rates from NSP power generating facilities in 1986. The EIS will not identify the specific existing power plant(s) which will provide power for the LRT system.

The EIS will estimate the vehicle miles of travel (VMT) in the corridor with and without the proposed LRT. The change in VMT will be used to estimate the change in vehicle air pollutant emissions.

Where LRT operates at-grade and will significantly change traffic operations, the EIS will contain detailed analyses of project impacts on carbon monoxide concentrations. Traffic forecasts used for air quality analysis will be for the year of completion and will be developed based on a combination of the increase in vehicle miles traveled in the region and

increases due to future development on the LRT line. The detailed air quality analysis will be based on the peak traffic hour.

If LRT station-generated traffic causes a significant change in traffic operations, detailed analyses of carbon monoxide concentrations will be done and presented in the EIS.

Dust will be generated during construction of portions of the proposed system. This impact will be temporary, lasting only the duration of construction. Dust generation can be minimized by paving or by promptly replacing vegetative cover after grading, applying dust suppressants and limiting construction operations during periods of high winds. The generation of dust is regulated by the Minnesota Pollution Control Agency (Minnesota Rules Part 7005.0550). Construction dust generation will not be analyzed in the EIS.

Noise and Vibration

The EIS will estimate light rail vehicle (LRV) noise levels and identify land uses which may experience noise levels exceeding American Public Transit Association (APTA) noise standards and guidelines due to LRT operation.

The EIS will identify noise impacts caused by feeder bus operations and LRT station-generated traffic.

Noise will be generated by equipment used to construct the LRT system. Noise impacts caused by construction activities will vary depending on the type of equipment in use, the location of the equipment on the construction site, and the operating mode. The EIS will address the construction-related noise impacts.

The EIS will estimate LRV ground-borne vibration and identify vibration sensitive land uses which may be impacted by LRV operations.

A detailed description of criteria, guidelines, and methodologies for assessment of noise impacts is included in Appendix E.

Transit Service

The impacts of the project on existing and future transit service in the affected areas of Ramsey and Dakota Counties will be addressed in the EIS. This will include:

- Refinement of preliminary feeder bus system; frequency of buses; required fleet size; estimated daily bus vehicle miles travelled
- Impact on existing bus service
- Impact on quality of transit service in corridor and in particular for people dependent on transit
- Estimated transit travel times
- Operations and maintenance responsibilities and operations under adverse weather conditions such as heavy snow

The analysis of transit service will provide a comparison of transit service characteristics for the proposed project and for the "no-build" alternative. This would include operating costs, total transit ridership, and total annualized cost per passenger. The LRT operating costs should include the feeder bus costs.

Traffic

Traffic impacts associated with LRT in the St. Paul South Corridor will be addressed in the EIS.

There are four purposes of the St. Paul South LRT Transportation Analysis:

- Identification/quantification of transportation impacts and benefits of LRT implementation in the St. Paul South LRT Corridor
- Design/evaluation of measures to mitigate the identified impacts
- Provide input in the design/evaluation of LRT facilities and operating scenarios
- Provide input to analysis of traffic-related environmental issues

Transportation impacts to be considered in the analysis are the direct and immediate effects of LRT operations adjacent to the alignment and stations as well as those that may occur in other locations. Effects of LRT implementation on the transportation system can be identified/quantified within three analysis areas:

- On-Street
 - at-grade LRT street and railroad crossings
 - taking general traffic lanes and consequent reductions in available on-street capacity
 - closure of streets
 - vehicular safety
 - restrictions on certain traffic movements and operations
 - closure of driveways to parking lots and building access points
 - emergency vehicle access
 - reductions in sidewalk width and pedestrian circulation
 - traffic operational impacts to TH 3 (Lafayette Freeway) and I-494, including impacts to access ramps
- Stations
 - feeder bus access to LRT stations, park-and-ride, and drop-off vehicles
 - vehicle access to LRT stations, park-and-ride, and drop-off facilities
 - pedestrian circulation, accessibility, and safety
 - reduction in available sidewalk widths
 - location of crosswalks and other pedestrian amenities/aids
- Traffic Diversions
 - reduction in St. Paul South LRT Corridor traffic volume due to bus/LRT mode split
 - rerouting of traffic volume adjacent to the alignment that cannot be accommodated by available capacity and permitted traffic movements and operations

- reduction in available on-street capacity and land use accessibility along streets where traffic will be rerouted
- identification of neighborhood streets that may experience an increase in traffic due to LRT

Cultural Resources

The St. Paul South LRT alignment could potentially impact three structures already considered significant by the Saint Paul Historic Preservation Commission (HPC). These buildings are located at 634 South Woodbury Street, 306 East Baker Street, and 555 East Concord. These structures will need additional study to determine if they are eligible for listing, then mitigation measures may be required to prevent, reduce or compensate for the impacts. The EIS will also evaluate the impacts of the LRT alignment alternatives on the Lowertown Heritage Preservation District and identify the costs and benefits to the area.

In addition to the known cultural resources, there is a possibility for the existence of previously undetected archaeological, architectural, and historical resources. A reconnaissance survey will need to be conducted within the study corridor to identify and locate these areas. If warranted, further investigation for previously undetected and/or unrecorded cultural resources will be recommended.

The cultural resources identification program will be conducted and reviewed according to the guidelines set forth by the National Historic Preservation Act and the Procedure of the National Advisory Council of Historic Preservation (36 CFR 800).

Parklands

The EIS will address potential impacts of the project on public park and recreation areas, such as required park acquisition, access, user safety, visual and noise impacts and projected adjacent development.

Visual

The EIS will include an analysis of visual and aesthetic impacts to the existing environment resulting from LRT implementation in the St. Paul South Corridor.

The impacts will be addressed in terms of the relative sensitivity of surrounding land uses and the visibility of the roadbed, catenary wires, and

LRT vehicles from adjacent publicly accessible areas such as sidewalks or parklands. The aesthetic impacts of a new bridge over the Mississippi River will also be addressed.

Financial Impacts

The EIS will address the financial impacts of constructing (capital costs), maintaining and operating the proposed St. Paul South LRT Corridor. A detailed analysis of the cost effectiveness and financial impacts of LRT compared with the "no-build" alternative will be conducted. This analysis will include potential funding sources and impacts on individual taxes.

Economic Development, Employment, and Sociological Impact

The EIS will address:

- Economic and development/redevelopment impacts of LRT
- Pedestrian and transit user safety
- Impacts on low-to-moderate income, and transit dependent residents
- Impacts on access to community facilities and services
- Impacts to neighborhood boundaries
- Potential for increased crime in neighborhoods
- The estimated number of construction and permanent jobs
- Potential relocations/displacements
- Coordination of development and land use planning with LRT

Utilities

Utility structures which could be impacted by the proposed St. Paul South LRT system will be addressed in the EIS.

Each utility owner within the study area will be contacted to determine the scope of their facilities and potential impacts and treatments required to accommodate the proposed LRT system.

Ridership Forecasts

Forecasts of Year 2010 LRT ridership will be prepared. The forecast will use the ridership forecasting model developed for the region in the Hennepin County LRT Preliminary Engineering Study. The forecasts developed by the Metropolitan Council will produce estimates of average weekday ridership, peak hour maximum load point volume, peak hour forecasts, access mode, and station parking demand.

New Airport

The EIS will include discussion of the potential implications of a new airport in Dakota County on the alignment and future LRT service that may be provided in this corridor.

2.0 EIS SCHEDULE

The regional railroad authorities have not yet made a decision to prepare an EIS for this project. If an EIS is undertaken, the following are the earliest anticipated completion dates for the various tasks and phases of the EIS process.

<u>Work Task</u>	<u>Approximate Date</u>
EAW Available to EQB	August 12, 1991
EAW Notice Published in <u>EQB Monitor</u>	August 19, 1991
Scoping Meeting	September 19, 1991
Scoping Period Ends	October 2, 1991
DCRRA/RCRRA Approves Scoping Decision	November 5-12, 1991
Scoping Decision Distributed to EQB	November 18, 1991
Scoping Decision/EIS Preparation Notice Published in <u>EQB Monitor</u>	November 25, 1991
DCRRA/RCRRA Begin Preparation of EIS	March 1992
DCRRA/RCRRA Approves DEIS/ DEIS Distributed	September 1993
DEIS Submitted to EQB	September 1993
DEIS Notice Published in <u>EQB Monitor</u>	September 1993
Public Information Meeting	October 1993
FEIS Notice Published in <u>EQB Monitor</u>	February 1993

<u>Work Task</u>	<u>Approximate Date</u>
DCRRA/RCRRA Makes Adequacy Decision/ Adequacy Decision Distributed	March 1994
Adequacy Decision Notice Published in <u>EQB Monitor</u>	March 1994

Note: The required public hearings and meetings on the Preliminary Design (10% level of engineering) will be completed as required by state legislation. The hearings will be held after the DEIS public hearing.

3.0 REQUIRED GOVERNMENTAL ACTIONS

A number of permits will be required as part of the LRT project approval process. These permits include or may include the following:

LEVEL OF GOVERNMENT	TYPE OF APPLICATION	STATUS
FEDERAL:		
U.S. Army Corps of Engineers	Section 10, Section 404 Permits for Dredge and Fill Activities within Wetlands	Need to be determined
	Approval of Mississippi River LRT Bridge Design	To be submitted
Federal Highway Administration	Preliminary Design Approval	To be submitted
	Final Design Approval	To be submitted
United States Coast Guard	Approval of Mississippi River LRT Bridge Design	To be submitted
National Park Service	Review of Plans for Consistency with National River and Recreation Area	To be submitted
STATE:		
MN Department of Natural Resources	Groundwater Appropriations Permit	Need to be determined
	Work in Protected Waters Permit	Need to be determined
MN Pollution Control Agency	Indirect Source Permit	Need to be determined
	NPDES Permit	Need to be determined

LEVEL OF GOVERNMENT	TYPE OF APPLICATION	STATUS
MN Pollution Control Agency	Review/Approval of Existing Contaminated Soil Mitigation Measures	Need to be determined
Minnesota Public Service Commission	Permit to Operate a Transit System	Need to be determined
Minnesota Department of Transportation	Preliminary Design Approval for segments within Mn/DOT ROW	To be submitted
	Final Design Approval for segments within Mn/DOT ROW	To be submitted
	Permit to Use/Access a Trunk Highway	To be submitted
State Historic Preservation Officer (SHPO)	Review of Archaeological Mitigation	To be determined
State Archaeologists	Review of Archaeological Mitigation	To be determined
REGIONAL:		
Regional Transit Board	Preliminary Design Plans (Review/Comment/ Recommend Modifications)	To be submitted
	Final Design Approval	To be submitted
Metropolitan Council	Preliminary Design Plans Final Design Plans (Review for Consistency with Development Guide)	To be submitted
Dakota County Regional Railroad Authority	Preliminary Design Approval	To be submitted
	Final Design Approval	To be submitted
Dakota County Board of Commissioners	Preliminary Design Approval	To be submitted
	Final Design Approval	To be submitted

LEVEL OF GOVERNMENT	TYPE OF APPLICATION	STATUS
Ramsey County Regional Railroad Authority	Preliminary Design Approval	To be submitted
	Final Design Approval	To be submitted
Ramsey County Board of Commissioners	Preliminary Design Approval	To be submitted
	Final Design Approval	To be submitted
Lower Mississippi Watershed Management Organization	Varies	To be determined
Dakota County Soil and Water Conservation District	Review of Erosion and Sediment Control Measures	To be determined
Ramsey County Soil and Water Conservation District	Review of Erosion and Sediment Control Measures	To be determined

LOCAL:

The Physical Design component of the Preliminary Design Plans and Final Design Plans will require approval from the following cities:

St. Paul	West St. Paul
South St. Paul	Inver Grove Heights

- Any and all permits associated with zoning, platting, subdivision, site plan, and building processes where and if applicable.
- Review by the St. Paul Heritage Preservation Commission regarding impacts to archaeological sites, historic districts and properties.
- Additional wetland permits may be required after January 1992 by the Board of Water and Soil Resources or the local governmental units, as a result of the 1991 Wetland Conservation Act.

The information for these permits will be collected at appropriate times during the course of project development. Appropriate permit application forms will be filed as required.

4.0 CONCURRENT PERMIT APPLICATION AND DATA COLLECTION

An Indirect Source permit may be required for each park-and-ride facility which provides more than 1,000 parking spaces. It is not expected that any park-and-ride facilities will exceed 1,000 spaces; however, this determination will be made during the preliminary design/EIS phase of the project.

A majority of the data required for the submittal of an Indirect Source permit, as required by the Minnesota Pollution Control Agency, will be collected during the EIS process. All data collected for the Indirect Source Permit will either be made part of the EIS text or will appear as a table or text in the EIS appendix.

The EIS will also address the need for a National Pollution Discharge Elimination System (NPDES) permit.

5.0 BACKGROUND DATA COLLECTION AND STUDIES

Some new research and data collection will be conducted to refine ridership estimates. Also, Traffic Impact Studies will be conducted where appropriate. Some additional data collection may be required to complete the Air Quality analysis and an Indirect Source Permit application. Background CO concentrations and noise levels will need to be monitored in the study area. The data will be analyzed in accordance with standardized and approved predictive modeling, using the CALINE3 and MOBILE2 computer models. Noise impacts will be predicted using the STAMINA 1.0 computer model.

Some additional data collection, including field investigations, will be required for completion of the Wetlands/Vegetation and Wildlife Section, existing Land Use, Soil Contamination Sites, and Historic/Cultural Resources.

Other studies related to the completion of the EIS are not expected to require the collection of new data, but rather, an examination and analysis of existing data.

6.0 IDENTIFICATION AND EXAMINATION OF INDIRECT EFFECTS

All expected or potential direct and indirect effects of the LRT project have been listed under Section 1.0: EIS Scope.

APPENDIX A

SCOPING MEETING
NOTIFICATION

APPENDIX A

SCOPING MEETING FLYER DISTRIBUTION

- South St. Paul - Inver Grove Heights Chamber of Commerce - 700 members
- Northern Dakota County Chamber of Commerce - 850 members
- City Halls for Cities in Corridor
- Libraries in Corridor
- Dakota County Fair
- Following Mailing Lists

**DAKOTA COUNTY UPDATE MAILED TO EVERYONE
IN COUNTY -- ARTICLE ON PAGE 3**

PRESS RELEASE AND LEGAL NOTICES

ST. PAUL SOUTH CORRIDOR LRT PUBLIC SCOPING MEETING SCHEDULED

The Dakota & Ramsey County Regional Railroad Authorities invite citizens to offer advice on the St. Paul South LRT Corridor Study at a Public Scoping Meeting:

Thursday, September 19, 1991

7:00 PM

**West St. Paul City Hall
1616 Humboldt Avenue**

(2 blocks west of the intersection of Robert Street and Wentworth Avenue)

The Rail Authorities have prepared the *Environmental Assessment Worksheet (EAW)* and *Draft Scoping Decision Document* for public review. The reports are available for review in public libraries in the South Corridor area. These two documents identify major alternatives to be studied in the South Corridor and develop the foundation and framework for Preliminary Engineering and the Environmental Impact

Statement (EIS). Advisory committees comprised of community and business representatives and technical staff have reviewed information and made recommendations throughout the study.

The Scoping Decision for the South Corridor EIS is anticipated in late 1991. Selection of a preferred alignment could be made approximately one year later upon completion of the EIS.

Major alternatives to be addressed in the EIS include a No-Build option and an LRT Build option:

No-Build. This option would include some improvements to existing bus service.

LRT Build. The LRT line would be located in the side slope on either the east or west side of the Lafayette Freeway from downtown St. Paul to approximately I-494 in Dakota County. The connection from downtown to the Lafayette Freeway would either follow Fourth Street, Wall Street, State Street and Eaton Street or follow Fourth Street and Prince Street. The EIS will also evaluate whether the line should terminate at Southview Boulevard or extend to Upper 55th Street.

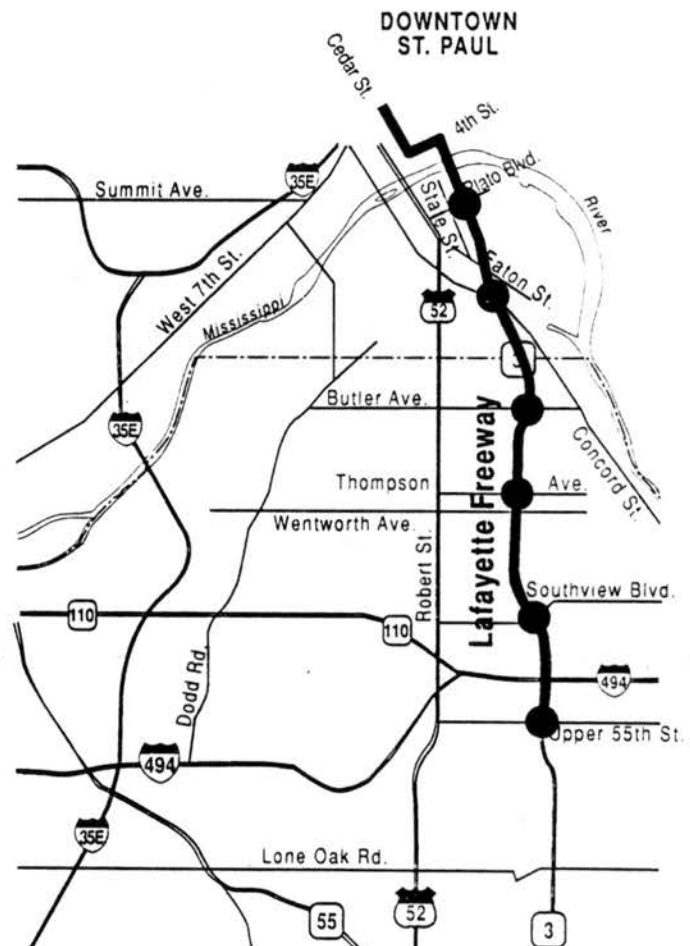


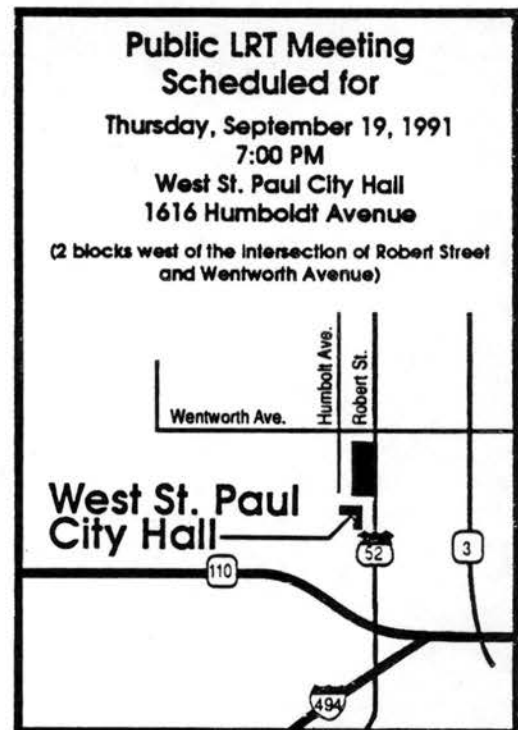
Figure 1 shows proposed LRT alignment and station location

Comments may be submitted orally or in writing at the Scoping Meeting. Written statements may be submitted until October 2, 1991, to either of the following:

Allen Moe
Dakota County Regional
Railroad Authority
14955 Galaxie Boulevard
Apple Valley, MN 55124
(612) 891-7030

Kathryn DeSpiegelaere
Ramsey County Regional
Railroad Authority
316 Courthouse
15 West Kellogg Boulevard
St. Paul, MN 55102
(612) 292-7155

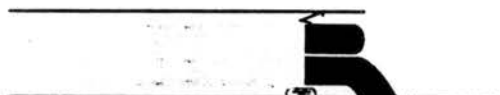
The Rail Authorities will carefully consider the comments and make appropriate revisions to the reports.



Please join us. The public is an important part of our planning process!



Dakota County Regional Railroad Authority
14955 Galaxie Avenue
Apple Valley, MN 55124



Ramsey County Regional Railroad Authority

OCCUPANT
286 CONGRESS
ST PAUL MN 55107

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288 WINIFRED
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ST PAUL MN 55107

Printing House

4/22/91

Standard Report

Page 1

Last Name	First Name	Title	Street Address	City	State	Zip Code
GRAHAM	RICHARD	DARTS	608 EDDY STREET	HASTINGS	MN	55033
HARRIS	JOSEPH	COUNTY COMMISSIONER	1282 WEST 14TH ST	HASTINGS	MN	55033
LOEDING	STEVEN G.	COUNTY COMMISSIONER	3260 147TH ST WEST	ROSEMOUNT	MN	55068
NAPPER	VERNON	MAYOR, ROSEMOUNT CITY HALL	2875 14TH STREET WEST	ROSEMOUNT	MN	55068
PEDERSON	RONALD		3511 143RD ST WEST	ROSEMOUNT	MN	55068
SCHULDT	LOU	BOX 363	3764 UPPER 149TH ST WEST	ROSEMOUNT	MN	55068
BANCROFT	RICHARD	COUNCIL MEMBER	RT 24, 100 WINDY HILL RD	SO ST PAUL	MN	55075
BANGERTER	DE VON	PLANNING COMMISSION	2208 WENTWORTH AVE	SO ST PAUL	MN	55075
BRAUN	WENDY	PLANNING COMMISSION	1011 HIGHLAND AVE	SO ST PAUL	MN	55075
EGAN	THOMAS	SOUTH ST. PAUL	633 8TH AVE. SO.	SOUTH ST. PAUL	MN	55075
GAYLORD	KATHLEEN	COUNCIL MEMBER	2301 ANTHONY ST	SO ST PAUL	MN	55075
GLEWWE	LOIS	COUNCIL MEMBER	1000 16TH AVE N	SO ST. PAUL	MN	55075
JOHNSON	DWAYNE	CHAIR, PLANNING COMM	100-17TH AVE SO	SO ST PAUL	MN	55075
KALAESEWSKI	JOE	COUNCIL MEMBER	256 6TH AVE. S.	SO ST PAUL	MN	55075
KLIMAS	MARLISS	PLANNING COMMISSION	401 9TH AVE SO.	SO ST PAUL	MN	55075
KRECH	WARREN	COUNCIL MEMBER	1150 - 110TH STREET WEST	INVER GROVE HEIGHTS	MN	55075
LAGOO	JOHN	COUNCIL MEMBER	208 MACARTHUR ST W.	SO ST. PAUL	MN	55075
LANGE	RUDY	PLANNING COMMISSION	853 7TH AVE SO	SO ST PAUL	MN	55075
LEHMANN, SR	EDWARD	PLANNING COMMISSION	5930 BABCOCK	INVER GROVE HEIGHTS	MN	55075
MAHER	DONALD J.	COUNTY COMMISSIONER	556 FIFTH AVE. SO.	SO ST PAUL	MN	55075
MAIR	RAY	PLANNING COMMISSION	621 7TH AVE SO.	SO ST PAUL	MN	55075
OSTER	EDWIN	CITY COUNCIL	2311 HEIMEL STREET	SOUTH ST PAUL	MN	55075
OSTER	EDWIN	COUNCIL MEMBER	2311 HEIMEL ST.	SO ST PAUL	MN	55075
PIEKARSKI-KRECH	ROSEMARY	MAYOR	7572 BABCOCK TRAIL	INVER GROVE HEIGHTS	MN	55075
SCHAEFER	ROBERT	CITY ADMINISTRATOR	8150 BARBARA AVENUE	INVER GROVE HEIGHTS	MN	55075
SEABERG	ROBERT	PLANNING COMMISSION	230 5TH AVE NORTH	SO ST PAUL	MN	55075
SEABERG	TOM	COUNCIL MEMBER	1421 THOMPSON AVE.	SO ST PAUL	MN	55075
SIMON	BOB	CITY ENGINEER	CITY HALL-125 3RD AVE, NORTH	SOUTH ST PAUL	MN	55075
TELANDER	BRUCE	COUNCIL MEMBER	8 WOOD DUCK PASS	SO ST PAUL	MN	55075
WORD	GARY	CITY ADMINISTRATOR	125 - 3RD AVE. N.	SO ST PAUL	MN	55075
COTTRELL	HARRY	INVER HILLS COMM COLLEGE	7450 BORMAN	INVER GROVE HEIGHTS	MN	55076
KLEIN	BILL	COUNCIL MEMBER	8103 CLEADIS AVE.	INVER GROVE HEIGHTS	MN	55076
LARSON	JOHN	PLANNING COMMISSION	3420 CUNEEN TRAIL	INVER GROVE HEIGHTS	MN	55076
MUELLER	JAMES	PLANNING COMMISSION	7800 BOYD AVE	INVER GROVE HEIGHTS	MN	55076
SCHMIDT	RONALD	PLANNING COMMISSION	7569 CAHILL	INVER GROVE HEIGHTS	MN	55076

SHERWOOD	GUY	PLANNING COMMISSION	7565 BOWMAN CT.	INVER GROVE HEIGHTS	MN	55076
TATONE	PAUL	PLANNING COMMISSION	3764 74TH ST	INVER GROVE HEIGHTS	MN	55076
TOURVILLE	GEORGE	COUNCIL MEMBER	3385 68TH STREET	INVER GROVE HEIGHTS	MN	55076
BAUER	KATHRYN		4895 ASHLEY LANE, #206	INVER GROVE HEIGHTS	MN	55077
BLOMQUIST	CALVIN	CHAIR, PLANNING COMM	1658 HWY 110	INVER GROVE HEIGHTS	MN	55077
FITCH	DAVID	PLANNING COMMISSION	1188 90TH ST	INVER GROVE HEIGHTS	MN	55077
JOHNSON	GARY	DIRECTOR OF PUBLIC WORKS	8150 BARBARA AVE	INVER GROVE HEIGHTS	MN	55077
KRECH	WARREN	CITY COUNCIL	1150 WEST 110TH ST.	INVER GROVE HEIGHTS	MN	55077
POLLOCK, JR	ROBERT J.	CITY COUNCIL	1785 - 96TH ST	INVER GROVE HEIGHTS	MN	55077
STIFFLER	JERRY	PLANNING COMMISSION	5715 AUDREY AVE	INVER GROVE HEIGHTS	MN	55077
EILER	STEPHANIE	REGIONAL TRANS BOARD	230 EAST 5TH ST. MEARS PARK	ST PAUL	MN	55101
LYONS	KAREN	METROPOLITAN COUNCIL	230 EAST 5TH STREET	ST PAUL	MN	55101
BLANK	TIM	WEST PUBLISHING CO.	50 WEST KELLOGG BLVD	ST PAUL	MN	55102
PEARSON	LEON	ST PAUL PUBLIC WORKS	CITY HALL ANNEX, RM 800	ST. PAUL	MN	55102
TORSTENSON	ALLAN	ST PAUL PED	11 CITY HALL ANNEX	ST PAUL	MN	55102
HOFFMAN	STEVE	UNIV. OF ST THOMAS	MAIL #4322	ST PAUL	MN	55105
DUPAUL	KARIN	DISTRICT 4	668 GREENBRIER	ST. PAUL	MN	55106
FAULKNER	WILLIAM	FAULKNER & ASSOC.	240 EAST PLATO BLVD	ST PAUL	MN	55107
FLORES	JOHN	CORCORD ST.BUSINESS ASSOC	176 CONCORD STREET,2ND FLOOR	ST PAUL	MN	55107
JUNGWIRTH	PHIL	ST.PAUL CHAMBER OF COMM	345 EAST PLATO BLVD.	ST PAUL	MN	55107
MILLER	BRIAN	DISTRICT 3	197 PRESCOTT	ST PAUL	MN	55107
PEREZ	FRED	DISTRICT 3	360 WEST STEVENS	ST PAUL	MN	55107
VERDEJA	SAMUEL	EXECUTIVE DIRECTOR	176 CONCORD ST. 2ND FLOOR	ST PAUL	MN	55107
VOCKRODT	BOB	MD/DOT	3485 HADLEY AVE N	OAKDALE	MN	55109
ANDREWS	JAMES	CHAIR, PLANNING COMM	314 E. EMERSON	WEST ST PAUL	MN	55118
BAKEWELL	LEE	PLANNING COMMISSION	1846 DELAWARE AVE	WEST ST PAUL	MN	55118
BISANZ	MICHAEL	MAYOR, WEST ST PAUL	1360 IMPERIAL RIDGE	WEST ST PAUL	MN	55118
BLESNER	JANET	COUNCIL MEMBER	1815 TWIN CIRCLE	MENDOTA HTS	MN	55118
CARROLL	DENNIS	PLANNING COMMISSION	1025 MACARTHUR AVE	WEST ST. PAUL	MN	55118
CHRISTENSEN	STEVE	PLANNING COMMISSION	386 E CARMEL	WEST ST PAUL	MN	55118
CONANT	ROGER	PLANNING COMMISSION	2 SUNFISH LANE	ST PAUL	MN	55118
CRAIG	WILLIAM	CITY MANAGER	1616 HUMBOLT AVE	WEST ST PAUL	MN	55118
DREELAN	CAROLYN	PLANNING COMMISSION	2234 SWAN CT.	MENDOTA HTS	MN	55118
DUGGAN	ULTAN	PLANNING COMMISSION	813 HAZEL CT.	MENDOTA HTS	MN	55118
DUNNING	PETER	COUNCIL MEMBER	2560 DELAWARE AVE.	ST PAUL	MN	55118
DWYER	MIKE	PLANNING COMMISSION	558 STONE RD.	MENDOTA HTS	MN	55118
FENTON	JOSEPH	COUNCIL MEMBER	951 ALLEN AVE	WEST ST PAUL	MN	55118
FINELL	ANTHONY		181 WESTCHESTER DRIVE	WEST ST PAUL	MN	55118
HICKEY	DAN	PLANNING COMMISSION	11 E EMERSON	WEST ST PAUL	MN	55118
HOBAN	THOMAS	PLANNING COMMISSION	300 RUBY DR	WEST ST PAUL	MN	55118
HOUSLEY	JAMES	WEST ST PAUL CITY HALL	1616 HUMBOLT AVE	WEST ST PAUL	MN	55118
HOVEY	HENRY	MAYOR, SUNFISH LAKE	2030 CHARLTON RD	ST PAUL	MN	55118
KELLY	ROBERT	COUNCIL MEMBER	1501 GALVIN AVE	WEST ST. PAUL	MN	55118
KENNEDY	JAMES	COUNCIL MEMBER	848 ALLEN AVE	WEST ST PAUL	MN	55118
KLING	SALLY	COUNCIL MEMBER	2162 CHARLTON RD	ST PAUL	MN	55118

KOCH	CHRISTINE	COUNCIL MEMBER	1152 SYLVANDEALE	MENDOTA HEIGHTS	MN	55118
KOLL	SHARON	PLANNING COMMISSION	633 SUNSET BLVD	MENDOTA HTS	MN	55118
KRESBACK	SANDRA	PLANNING COMMISSION	1832 TWIN CIRCLE	MENDOTA HTS	MN	55118
LAWELL	THOMAS	CITY ADMINISTRATOR	1101 VICTORIA CURVE	MENDOTA HTS	MN	55118
MC CARTHY	PATRICK	COUNCIL MEMBER	1087 S SMITH	WEST ST PAUL	MN	55118
MORSON	JERRY	CHAIR, PLANNING COMM	1442 WACHTLER	MENDOTA HTS	MN	55118
OSETH	DON	PLANNING COMMISSION	1386 CHARLTON	WEST ST PAUL	MN	55118
OSIECKI	GERALD	PLANNING COMMISSION	386 E CARMEL	WEST ST PAUL	MN	55118
SCHATZ	LOUISE	PLANNING COMMISSION	2120 CHARLTON RD	ST PAUL	MN	55118
SHIRLEY	SANDRA	COUNCIL MEMBER	1455 CARRIE ST	WEST ST PAUL	MN	55118
TESSMER	MARK	WEST ST. PAUL	1036 HALL AVE	WEST ST PAUL	MN	55118
TILSEN	DANIEL	PLANNING COMMISSION	1653 S. VICTORIA	MENDOTA HTS	MN	55118
ULBRICH	RON	PLANNING COMMISSION	979 OHIO ST	WEST ST PAUL	MN	55118
VITELLI	RICHARD	COUNCIL MEMBER	423 E MAINZER	WEST ST PAUL	MN	55118
WALSH	DENNIS	PLANNING COMMISSION	27 SUNNYSIDE LANE	ST PAUL	MN	55118
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MERTENSOTTO	CHARLES	MAYOR, MENDOTA HEIGHTS	2371 ROGERS AVE.	MENDOTA HEIGHTS	MN	55120
SMITH	JILL	COUNCIL MEMBER	625 HAMPSHIRE DR	MENDOTA HTS	MN	55120
CHAPDELAINE	DONALD R.	COUNTY COMMISSIONER	575 CHAPEL LANE	EAGAN	MN	55121
EGAN	THOMAS	MAYOR	2969 INLAND ROAD	EAGAN	MN	55121
GUSTAFSON	DAVE	COUNCIL MEMBER	4077 DIAMOND DR.	EAGAN	MN	55122
HEDGES	THOMAS	CITY ADMINISTRATOR	3830 PILOT KNOB ROAD	EAGAN	MN	55122
HOSKIN	DOUG	DISTRICT 17	3640 BIRCHPOND RD	EAGAN	MN	55122
MC CREA	PAM	COUNCIL MEMBER	4851 N. SAFARI CT.	EAGAN	MN	55122
PAWLENTY	TIM	COUNCIL MEMBER	732 WINDMILL CT.	EAGAN	MN	55122
QUADAY	WILLIAM		4280 BLACKHAWK	EAGAN	MN	55122
RIDLY	MIKE	EAGAN CITY HALL	3830 PILOT KNOB RD	EAGAN	MN	55122
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SCHREINER	MARGARET		1795 MONTEREY LANE	EAGAN	MN	55122
SPIRO	BARBARA		4392 ONYX DR	EAGAN	MN	55122
WACHTER	THEODORE	COUNCIL MEMBER	4550 BLACKHAWK ROAD	EAGAN	MN	55122
TURNER	MICHAEL E.	COUNTY COMMISSIONER	13108 MYRTLE DR	BURNSVILLE	MN	55337
AULD	BEV	MTC - ATTN: DONNA KAYE	560 6TH AVE NORTH	MINNEAPOLIS	MN	55411

Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

August 13, 1991

Roseville Branch Library
County Road B & Hamline Ave.
Roseville, Minnesota 55113

Enclosed please find 50 flyers for posting and distribution regarding the St. Paul South Corridor LRT Public Scoping Meeting which is scheduled for 7 PM, Thursday, September 19, 1991.

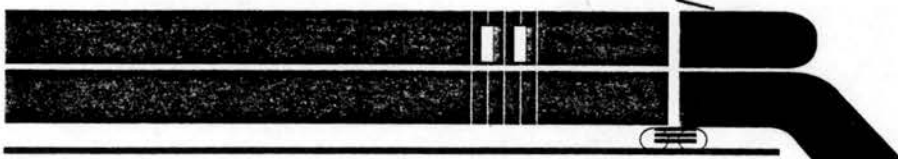
Thank you for your cooperation in this regard.

Very truly yours,



Kathryn DeSpiegelaere
Director of LRT Planning

KD/blk
Enclosures



Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman

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Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

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Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

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August 13, 1991

St. Paul Public Library
90 W. Fourth Street
St. Paul, Minnesota 55102

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Very truly yours,

Kathryn DeSpiegelare
Director of LRT Planning

KD/blk
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316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

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District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

August 13, 1991

Riverview Branch Library
1 East George Street
Saint Paul, Minnesota 55107

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Thank you for your cooperation in this regard.

Very truly yours,



Kathryn DeSpiegelaere
Director of LRT Planning

KD/blk
Enclosures



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Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

August 13, 1991

West Seventh Popular Library
265 Oneida Street
St. Paul, Minnesota 55102

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Thank you for your cooperation in this regard.

Very truly yours,

Kathryn DeSpiegelaere
Director of LRT Planning

KD/blk
Enclosures



Tight budget for '92 requires setting priorities

Dakota County will have fewer dollars in 1992 to provide services for a growing number of people, as a result of new state Legislation.

County Board Chair Michael Turner said the 1992 property taxes collected will probably fall about \$1 million short of the amount needed to maintain services at the current level. The budget shortfall would have been greater if the County Board had not consented to the new one-half cent state sales tax. The County would lose \$14 million in state aid, and cities in Dakota County would lose \$19 million if the sales tax increase were turned down.

"We have no choice," Turner said. "We don't actually get any direct money from that sales tax. But our state aid is cut less if we pass the sales tax."

The sales tax went into effect statewide on July 1. However, each County Board must vote to enact it, or it would end in that county on Dec. 31. That county and all its municipalities would then lose funding from the state. The

Dakota County Board approved the sales tax in June, with the support of nearly all cities in the county.

'We may have to make some tough choices about what programs to fund.'

Officials say the effect of the County's 1992 budget on individual property taxes will vary, because the Legislature also changed the way some tax rates are figured. Estimates of property tax changes will not be known until later in the year, but Dakota County continues to have the lowest tax rates in the metropolitan area.

The County Board will be working on the 1992 budget during the summer, and is seeking opinions of citizens regarding priorities for service. "We want to know what is most important to residents of Dakota County," Turner said. "We may have to make some tough choices about what programs to fund, and public participation is very important when we make those decisions."

County growth of '80s becomes challenge of '90s

Dakota County's population grew by 42 percent in the 1980s, making it the fastest growing county in the state. The growth already affects the way the County delivers services to its residents and will continue to have an impact during the next decade.

According to census figures supplied by the Metropolitan Council, Dakota County's population stood at 275,227 in 1990 compared to 194,279 in 1980.

The most immediate effect on Dakota County is the need to deliver more of the same services. The total population increase of nearly 81,000 is the same as adding two more cities the size of Eagan and Apple Valley to Dakota County.

"Whatever we do, we're doing more of it," said Dakota County Commissioner Joseph Harris, chair of the Community Services Board Committee. He said the kinds of increased

services range from handling more property tax forms to increasing child abuse investigations.

The changing characteristics of the population may also affect County services.

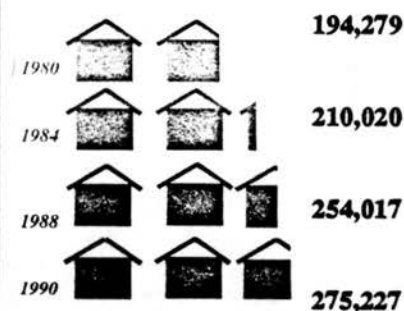
"Just as the larger population ages, so will the population in our County," Harris said. One consequence could be the need for more or expanded services to the aging.

Harris also noted that Dakota County's minority population has increased nearly five percent along with the total population growth. He said the increase, though small, reflects larger social trends.

In terms of County staff, multicultural diversity is going to be a reality, Harris said. For example, he said, the County may need to hire translators for the increased Asian population.

Several other trends emerged from the 1990 census data. More than 80 percent of Dakota County's popula-

County Population



tion growth occurred in the Cities of Apple Valley, Burnsville, Eagan and Lakeville. Migration into the County, rather than natural increase, accounted for most of the population growth. And most of that growth occurred during the second half of the 1980s.

Harris speculated that the large immigration of the second half of the 1980s will continue at least during the first few years of the 1990s.

Students learn difficulties of garbage decisions

The fourth grade students at Diamond Path Elementary School in Rosemount completed a year-long study on decision-making by listening to a debate about the proposed Dakota County waste-to-energy project.

The students had studied environmental and other issues, such as smoking, and had to form their own opinions. To provide a local focus to the environmental studies, teachers invited a Dakota County representative and an incinerator opponent to speak to the classes.

Here's a sampling of letters the students sent to Dakota County following the debate:

"I never new that garbage was so serious. My mom and I recycle alot but we don't have a paper recycle box. We mostly recycle cans the part I like the best is putting the cans in a thing for cans and then you get money. It's really neat."

"I think Dakota County needs an incinerator. I think that if this idea works the legislature should tell other states about this. At my house we have woods in our backyard. I go down in the woods and pick up all the pollution that gets down there. My dad says it helps the environment alot."

"Thank you for everything you taught us on the 31st of May. You made good points on why we should have a incinerator in Dakota County. It was a great debate."

"I'm for the incinerator, but only if it is built with the pollution control things and the electricity plant thing. Why; I think it would be nice to get rid of all the garbage."

"I'm against it because if someone would push people to reuse, recycle, and reconduct then there wouldn't be as much garbage. Also if everyone recycled, reused, and reconducted everything they possibly could, there would probably be a lot less garbage. That is why I will not support the Incinerator."

"I think that there should be a incinerator. Because it doesn't produce as much pollution. I think you had some good ideas very good ideas. I was wondering if earth got filled up with garbage and we had to move to a different planet which one would it be and what year would it be."

Light rail plans continue to move

Several recent developments reflect Dakota County's continuing interest in light rail transit (LRT) as a possible transportation alternative for the future. LRT is an urban rail system of quiet vehicles powered by electricity from overhead wires.

This Sept. 19 at 7 p.m., the Dakota County and Ramsey County Regional Railroad Authorities have scheduled a public meeting for County residents to discuss potential LRT routes in the St. Paul South Corridor. One route will eventually be selected from within the Corridor, which runs from downtown St. Paul parallel to the Lafayette Freeway and South Robert Street. The meeting will be at the West St. Paul City Hall, 1616 Humboldt Ave.

Two advisory committees of citizens and local government staff have already been studying LRT in Dakota County, and their recommendations will be presented during the meeting. Committee members represent communities in the St. Paul South Corridor including Mendota Heights, South St. Paul, West St. Paul, Inver Grove Heights and Eagan.

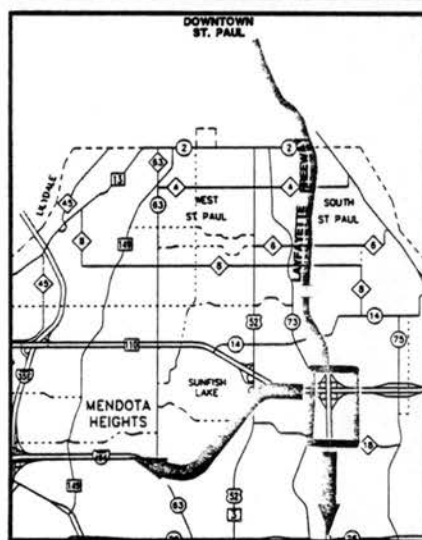
Commissioner Donald Chapdelaine, chair of the Dakota County Regional Railroad Authority, said the advisory committee has recommended that one route along South Robert Street be dropped from further study. Instead, a route along Lafayette Freeway will continue to be studied, and possible station locations will be identified. This route could be extended in the future either south to Highway 55 or west, paralleling Lone Oak Road or I-494. Final committee recommendations are expected this fall.

In another development, the Dakota County Regional Railroad Authority approved a resolution in April supporting metro-wide efforts to obtain federal funds for several corridors of a Twin Cities light rail system, including the I-35W Corridor.

The resolution also supports efforts of the Regional Transit Board to seek regional funds to match the federal contribution.

According to Commissioner Donald Maher, Vice Chair of the Dakota County Regional Railroad Authority, an LRT system can help relieve congestion on critical roadways and bridges, direct efficient community growth, and integrate new bus service to improve overall transit services in the County.

Dakota County continues to work with other regional railroad authorities and the Regional Transit Board to establish priorities for developing LRT in the metropolitan area.



Proposed alignment for LRT South corridor

Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

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Hal Norgard

District 7

Donald Salverda

District 2

PRESS RELEASE

DATE: July 10, 1991

SUBJECT: St. Paul South Corridor EAW/Scoping Document submitted
for Public Review

CONTACT: Jill Goski, Community Participation Coordinator, 292-7155

"The area south of St. Paul is experiencing rapid growth. Planning to manage the increasing development, including transportation improvements, needs to occur now. In the next few months, the public will have an important opportunity to offer advice on light rail transit (LRT) in the South Corridor extending from downtown St. Paul to the I-494 area in Dakota County," according to John T. Finley, Chairman of the Ramsey County Regional Railroad Authority (RCRRA) and Don Chapdelaine, Chairman of the Dakota County Regional Railroad Authority (DCRRA).

"We are interested in hearing comments about locations where LRT is being considered and its opportunities and impacts," Finley continued.

RCRRA and Dakota County Regional Railroad Authority (DCRRA) will hold a Scoping Meeting at 7:00 p.m. on Thursday, September 19, 1991, at the West St. Paul City Hall, 1616 Humboldt Avenue, West St. Paul, to receive public comments on initial steps in the St. Paul South Corridor LRT work. The Rail Authorities have prepared for public review the Environmental Assessment Worksheet (EAW) and Draft Scoping Decision Document which identify major alternatives to be studied in the South Corridor and develop the foundation and framework for subsequent preliminary engineering and environmental impact studies.

The reports have been issued in draft form so they can be reviewed by the public and various agencies before they are finalized. The reports have been circulated to organizations involved in the

MORE

process and copies are available for review in public libraries in the corridor area. The public comment period extends until October 2, 1991. Comments may be submitted at the Scoping Meeting or in writing to either:

Kathryn DeSpiegelaere
Ramsey County Regional
Railroad Authority
316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 55102
(612) 298-5420

Allen Moe
Dakota County Regional
Railroad Authority
14955 Galaxie Blvd.
Apple Valley, MN 55124
(612) 891-7030

The Rail Authorities will carefully consider comments received by October 2 and appropriate revisions will be made to the reports.

The South Corridor is an area extending from downtown St. Paul to the I-494 area in Dakota County. All state trunk highway, county road, and railroad rights-of-way in the South Corridor have been analyzed based potential suitability for on LRT service.

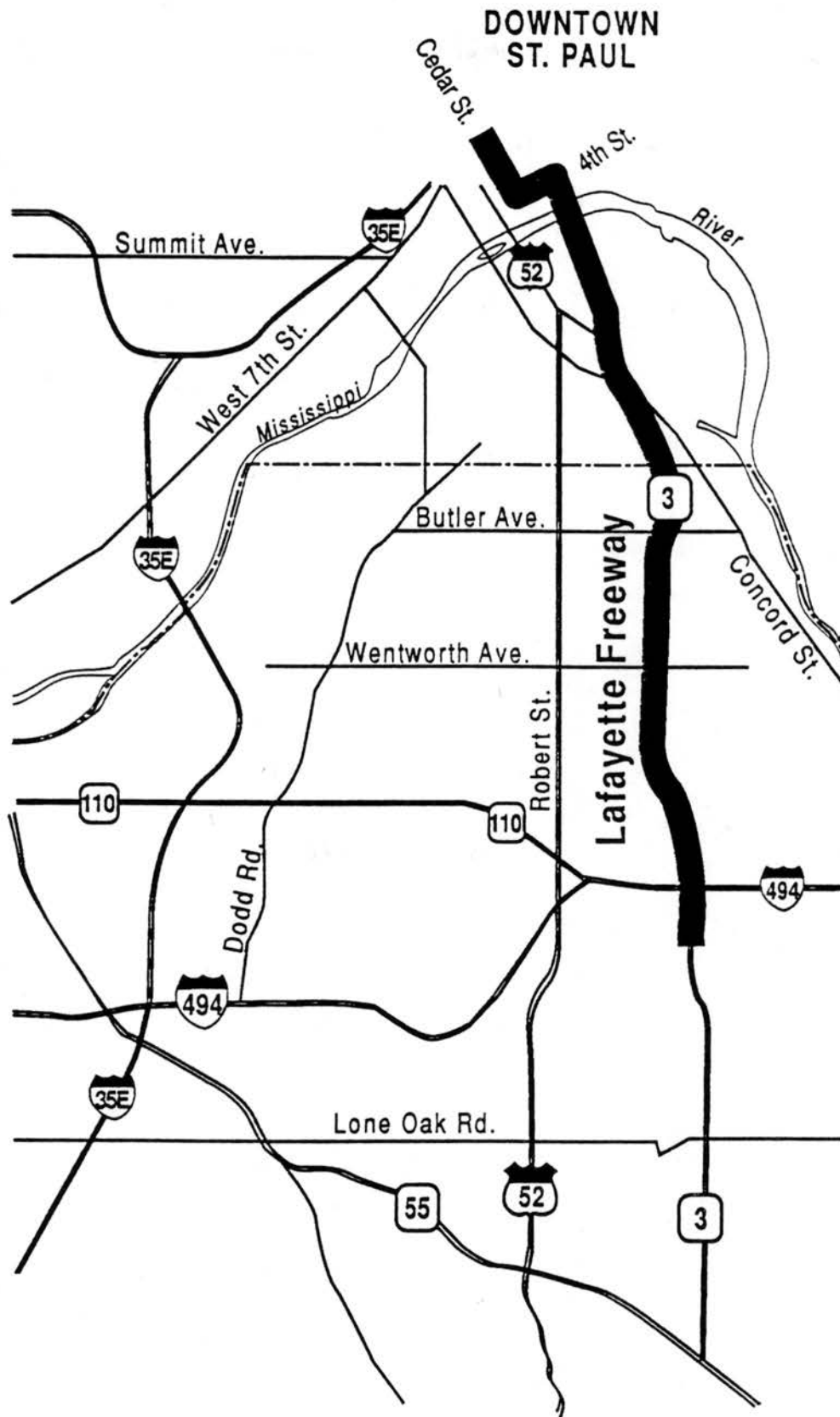
Major alternatives to be addressed in the EIS include a no build option and an LRT build option:

Alternative 1 - No Build. Under this option existing bus service would be retained without major improvements.

Alternative 2 - LRT Build. This option provides for construction of light rail transit along the Lafayette Freeway from downtown St. Paul to approximately I-494 in Dakota County. This option includes a number of variations for downtown connections, transition to the freeway and location within the freeway right-of-way. The southern terminus for the corridor will also be evaluated. Existing bus service would be enhanced to complement LRT.

The EAW identifies issues relevant to the project by answering a series of standard questions developed by the Minnesota Environmental Quality Board. The Draft Scoping Decision Document does three things:

- o identifies the LRT alignment alternatives to be studied in the South Corridor;
- o identifies the issues to be addressed in the EIS;
- o describes how those issues will be addressed.



Proposed St. Paul South Alignment

THE VOICE
878 South Smith Ave.
St. Paul, MN 55107

EASTSIDER
909 Payne Ave.
St. Paul, MN 55101

MAILING LIST FOR SOUTH CORRIDOR
PRESS RELEASE

WEST SIDE CITIZENS ORG.
Greg Lichti, C.O.
625 Stryker Ave.
St. Paul, MN 55107

NEIGHBORHOOD HOUSE
Gilbert Diao
179 East Robie
St. Paul, MN 55107

CRIMEWATCH
Betsy Wehrwein, C.O.
127 W. Winifred
St. Paul, MN 55107

OUR LADY OF GUADALUPE CHURCH
530 Andrew Street
St. Paul, MN 55107

DAYTON'S BLUFF DISTRICT FORUM
741 E. Sixth St.
St. Paul, MN 55106-5121

STAR TRIB ST. PAUL EDITION
345 Wabasha, Suite 275
St. Paul, MN 55102

DAYTON'S BLUFF COMMUNITY COUNCIL
Susan Omoto, C.O.
678 E. Seventh St.
St. Paul, MN 55106-5024

PIONEER PRESS
"24 Hours" Newsroom
345 Cedar Street
St. Paul, MN 55101

COMMUNITY REPORTER
265 Oneida St.
St. Paul, MN 55102

Allen Moe
Dakota County RRA
14955 Galaxie
Apple Valley, MN 55124

DOWNTOWNER
372 St. Peter St., #304
St. Paul, MN 55102

Commissioner Don Chapdelaine
Dakota County RRA
West Highway 55
Hastings, MN 55033-2392

SKYWAY NEWS
110 Metro Square
St. Paul, MN 55101

Tony Heppelmann
BRW, Inc.
Thresher Square
700 Third St. S.
Minneapolis, MN 55415

DOWNTOWN COMM. DEV. COUNCIL
Julie McEnroe
245 E. Sixth St., Suite 101
St. Paul, MN 55101

Dr. Steve Hoffman
University of St. Thomas
Mail No. 4322
2115 Summit Avenue
St. Paul, MN 55105

PIONEER PRESS
345 Cedar Street
St. Paul, MN 55101

Ramsey County Commissioners

**ST. PAUL SOUTH LRT CORRIDOR
PUBLIC SCOPING MEETING NOTICE**

The Ramsey County Regional Railroad Authority and the Dakota County Regional Railroad Authority have prepared for public review the Environmental Assessment Worksheet and Draft Scoping Decision Document for the St. Paul South Light Rail Transit Corridor. The purpose of this report is to identify major alternatives and issues to be studied in future preliminary engineering and environmental impact statement studies which may be undertaken. The report has been issued in draft form so it can be reviewed by the public and various agencies before it is finalized. The report has been circulated to organizations involved in the process and copies are available for review in public libraries and City Halls in the South Corridor area.

In addition, the two Rail Authorities will hold a Scoping Meeting for the South Corridor to receive oral comments on the report. The Scoping Meeting is scheduled for:

Thursday, September 19, 1991
7:00 p.m.
West St. Paul City Hall
1616 Humboldt Avenue
West St. Paul

The proposed project is a light rail transit (LRT) line to serve the portion of Ramsey County south of the Mississippi River and the northern part of Dakota County. The report identifies issues relevant to the project by answering a series of standard questions developed by the Minnesota Environmental Quality Board. In addition, it identifies the alignment alternatives to be studied and describes how the issues will be addressed.

Major alternatives to be considered in future studies of the South Corridor include a No-Build option and a LRT Build option. The LRT Build option would locate LRT in the side slope on either the east or west side of the Lafayette Freeway between Chicago and North Western railroad and approximately I-494. The location of the alignment north of the Chicago and North Western railroad depends on the connection to downtown St. Paul. Alignment options for connecting the South Corridor to downtown St. Paul are also part of this project.

The public comment period extends until October 2, 1991, and written statements should be submitted by that date to either: Kathryn DeSpiegelaere, Director of LRT Planning, Ramsey County Regional Railroad Authority, 316 Courthouse, St. Paul, Minnesota 55102 (612-292-7155) or Allen Moe, Planning Director Dakota County Regional Railroad Authority, 14955 Galade Avenue, Apple Valley, Minnesota 55124 (612-891-7030).

AFFIDAVIT OF PUBLICATION

State of Minnesota
County of Ramsey

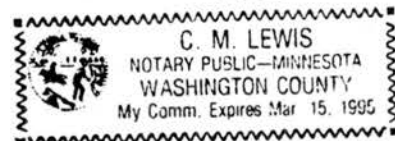
Samuel E. Lewis, Jr., being duly sworn, on oath says that he is the publisher of the newspaper known as the Saint Paul Legal Ledger and has full knowledge of the facts which are stated below:

(A) The newspaper has complied with all of the requirements constituting qualification as a qualified newspaper, as provided by Minnesota Statute 331A.02, 331A.07, and other applicable laws, as amended.

(B) The printed notice
which is attached was cut from the columns of said newspaper and was printed and published once; it was published on FRiday, the 16th day of August, 19 91; and printed below is a copy of the lower case alphabet from A to Z, both inclusive, which is hereby acknowledged as being the size and kind of type used in the composition and publication of said notice:

abcdefghijklmnopqrstuvwxyz
X M N O P Q R S T U V W X Y Z

Subscribed and sworn to before me this 16th day of August, 19 91



Rate Information

- (1) Lowest classified rate paid by commercial users for comparable space is \$ n/a.
- (2) Maximum rate allowed by law for the above publication is \$ 61.81.
- (3) Rate actually charged for the above publication is \$ 53.75.

AFFIDAVIT OF PUBLICATION

STATE OF MINNESOTA

COUNTY OF RAMSEY

**ST. PAUL
SOUTH LRT CORRIDOR
PUBLIC SCOPING
MEETING NOTICE**

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Pioneer Press Aug 21 No 243

ROSEMARY J FRANK

, being
duly sworn on oath, says: that he is, and during
all times herein stated has been, Clerk of
Northwest Publications, Inc., publisher of the
newspaper known as the Saint Paul Pioneer
Press, a newspaper of general circulation within
the City of St. Paul and the County of Ramsey.

That the Notice hereto attached was cut from the
columns of said newspaper and was printed and
published therein on the following dates:

21st day of August, 19 91
____ day of _____, 19 ____
____ day of _____, 19 ____
____ day of _____, 19 ____
____ day of _____, 19 ____
____ day of _____, 19 ____
____ day of _____, 19 ____

Rosemary J Frank

Subscribed and sworn to before me this

28th day of August, 19 91

Kay M Ritchie
Notary Public

Washington _____ County, Minnesota

My commission expires October 9, 19 93

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
KAY M. RITCHIE
NOTARY PUBLIC-MINNESOTA
WASHINGTON COUNTY
My Commission Expires Oct. 09, 1993
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Farmington Independent

AFFIDAVIT OF PUBLICATION

Diane Berge, being duly sworn, on oath says that she is an authorized agent and employee of the publisher of the newspaper, known as *The Farmington Independent*, and has full knowledge of the facts which are stated below:

(A) The newspaper has complied with all of the requirements constituting qualification as a legal newspaper, as provided by Minnesota Statutes 331A.02, 331A.07 and other applicable laws, as amended.

(B) The printed Notice

which is attached, was cut from the columns of said newspaper, and was printed and published once each week for 2 (two) successive weeks; it was first published on Thursday, the 5th day of Sept, 1991 and was thereafter printed and published on every Thursday, to and including Thursday, the 12th day of Sept, 1991; and printed below is a copy of the lower case alphabet from A to Z, both inclusive, which is hereby acknowledged as being the size and kind of type used in the composition and publication of the notice:

abcdefghijklmnopqrstuvwxyz

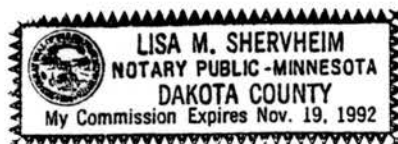
By: Diane Berge
Title: Administrator for the Publisher.

Subscribed and sworn to before me on this 13 day of Sept, 1991.

Lisa M. Shervheim
Notary Public

AFFIDAVIT

00:12:08



PUBLIC MEETING NOTICE OF PUBLIC SCOPING MEETING FOR ST. PAUL SOUTH LRT CORRIDOR

The Dakota County Regional Railroad Authority and the Ramsey County Regional Railroad Authority have prepared for public review the Environmental Assessment Worksheet and Draft Scoping Decision Document for the St. Paul South Light Rail Transit Corridor. The purpose of this report is to identify major alternatives and issues to be studied in future preliminary engineering and environmental impact statement studies which may be undertaken. The report has been issued in draft form so it can be reviewed by the public and various agencies before it is finalized. The report has been circulated to organizations involved in the process and copies are available for review in public libraries and city halls in the South Corridor area.

In addition, the two Rail Authorities will hold a Public Scoping Meeting for the South Corridor to receive oral comments on the report. The Public Scoping Meeting is scheduled for:

Thursday, September 19, 1991
7:00 p.m.
West St. Paul City Hall
1616 Humboldt Avenue
West St. Paul, MN

The proposed project is a light rail transit (LRT) line to serve the portion of Ramsey County south of the Mississippi River and the northern part of Dakota County. The report identifies issues relevant to the project by answering a series of standard questions developed by the Minnesota Environmental Quality Board. In addition, it identifies the alignment alternatives to be studied and describes how the issues will be addressed.

Major alternatives to be considered in future studies of the South Corridor include a No-build option and a LRT Build option. The LRT Build option would locate LRT in the side slope on either the east or west side of the Lafayette Freeway between Chicago and North Western railroad and approximately I-494. The location of the alignment north of the Chicago and North Western railroad depends on the connection to downtown St. Paul. Alignment options for connecting the South Corridor to downtown St. Paul are also part of this project.

The public comment period extends until October 2, 1991. Written statements should be submitted by October 2, 1991 to either Kathryn DeSpiegelaere, Director of LRT Planning, Ramsey County Regional Railroad Authority, 316 Courthouse, St. Paul, Minnesota 55102 (612-298-7155) or Allen Mos, Planning Director, Dakota County Regional Railroad Authority, 14955 Galaxis Boulevard, Apple Valley, MN 55124, (612-891-7030).

Norma B. Marsh
Dakota County Auditor
9/5/91

Minnesota Suburban Newspapers

AFFIDAVIT OF PUBLICATION

STATE OF MINNESOTA)

SS.

COUNTY OF HENNEPIN)

Gregory Ptacin

, being duly sworn on an oath says that he/she

the publisher or authorized agent and employee of the publisher of the newspaper known

West St. Paul/Mendota Heights
Sun-Current

, and has full knowledge of the facts which

stated below.

(A) The newspaper has complied with all of the requirements constituting qualification as a qualified newspaper

as provided by Minnesota Statute 331A.02, 331A.07, and other applicable laws, as amended.

(B) The printed Notice of Public Scoping Meeting

which is attached was cut from the columns of said newspaper, and was printed and published once each week

for one successive weeks; it was first published on Wednesday, the 11

of Sept, 1991, and was thereafter printed and published on every _____

and including _____, the _____ day of _____, 19____; and printed below

a copy of the lower case alphabet from A to Z, both inclusive, which is hereby acknowledged as being the

and kind of type used in the composition and publication of the notice:

abcdefghijklmnopqrstuvwxyz

BY: _____

TITLE: General Manager

Acknowledged before me on this

11 day of September, 1991.

Desiderio D. Deaton
Notary Public

RATE INFORMATION

- (1) Lowest classified rate paid by commercial users for comparable space
- (2) Maximum rate allowed by law for the above matter
- (3) Rate actually charged for the above matter

\$ 1.10 per line
(Line, word, or inch rate)
\$ 74.9¢ per line
(Line, word, or inch rate)
\$ 62¢ per line
(Line, word, or inch rate)

Public Notice

(Official Publication)
PUBLIC MEETING

NOTICE OF PUBLIC SCOPING MEETING FOR ST. PAUL SOUTH LRT CORRIDOR

The Dakota County Regional Railroad Authority and the Ramsey County Regional Railroad Authority have prepared for public review the Environmental Assessment Worksheet and Scoping Decision Document for the St. Paul South Light Rail Transit Corridor. The purpose of this report is to identify major alternatives and issues to be studied in future preliminary engineering and environmental impact statement studies which may be undertaken. The report has been issued in draft form so it can be reviewed by the public and various agencies before it is finalized. The report has been circulated to organizations involved in the process and copies are available for review in public libraries and city halls in the South Corridor area.

In addition, the two Rail Authorities will hold a Public Scoping Meeting for the South Corridor to receive oral comments on the report. The Public Scoping Meeting is scheduled for:

Thursday, September 19, 1991

7:00 p.m.

West St. Paul City Hall

1616 Humboldt Avenue

West St. Paul, MN

The proposed project is a light rail transit (LRT) line to serve the portion of Ramsey County south of the Mississippi River and the northern part of Dakota County. The report identifies issues relevant to the project by answering a series of standard questions developed by the Minnesota Environmental Quality Board. In addition, it identifies the alignment alternatives to be studied and describes how the issues will be addressed.

Major alternatives to be considered in future studies of the South Corridor include a No-build option and a LRT Build option. The LRT Build option would locate LRT in the side slope on either the east or west side of the Lafayette Freeway between Chicago and North Western railroad and approximately I-494. The location of the alignment north of the Chicago and North Western railroad depends on the connection to downtown St. Paul. Alignment options for connecting the South Corridor to downtown St. Paul are also part of this project.

The public comment period extends until October 2, 1991. Written statements should be submitted by October 2, 1991 to either Kathleen DeSpiegelaere, Director of LRT Planning, Ramsey County Regional Railroad Authority, Courthouse, St. Paul, Minnesota 55102 (612-298-7155) or Allen Moe, Planning Director, Dakota County Regional Railroad Authority, 14955 Galaxie Boulevard, Apple Valley, MN 55124, (612-891-7830).

NORMA B. MARSH
Dakota County Auditor

(Sept. 11, 1991)-WSP-MEN. HGTS.

INVER GROVE HTS.

Public can comment on light-rail route

Public comments are invited on a possible light-rail corridor running from St. Paul south along the Lafayette Freeway to just past Interstate Hwy. 494 in Inver Grove Heights.

Copies of a preliminary environmental assessment of routes in the corridor are available in public libraries in the area. A public meeting will be held at 7 p.m. Sept. 19 in the West St. Paul City Hall, 1616 Humboldt Av.

Written comments will be accepted until Oct. 2 by the Ramsey and Dakota county railroad authorities. Call 298-5420 or 891-7030 for more information.

Public meetings

Notices of public community and governmental meetings of widespread interest should be sent to City Desk, Star Tribune, 425 Portland Av. S., Minneapolis, Minn. 55488, by noon Thursdays.

Thursday

St. Paul City Council — 9 a.m., Council Chambers.

Neighborhood Planning Committee, 8 a.m., 10th floor, City Hall Annex.

Capitol Improvement Budget Committee, 3:30 p.m., Room 1503, City Hall Annex.

Washington County — Park and Open Spaces Committee, 7 p.m., Washington County Board Room.

Metropolitan Council — Metropolitan and Community Development Committee, 2 p.m., Council Chambers, Mears Park Centre, 230 E. 5th St., St. Paul.

Metro Recycling Education Task Force, 2 to 4 p.m., Room 2A.

Ramsey County Alliance for the Mentally III — 7 p.m., Assumption Church, 51 W. 7th St., St. Paul.

Ramsey County — Open House and Dedication Ceremony for the new so-

larium, Ramsey County Nursing Home, 10 a.m., 2000 White Bear Av., Maplewood.

South Corridor Light Rail Transit Public Scoping Meeting, 7 p.m., West St. Paul City Hall, 1616 Humboldt Av., West St. Paul.

LRT public meeting set by Dakota, Ramsey counties

A proposed light rail transit (LRT) route from St. Paul to West St. Paul is the topic of a public meeting scheduled for Sept. 19 at 7 p.m. at the West St. Paul City Hall, 1616 Humboldt Ave.

The purpose of the meeting is to receive oral comments on the recently completed scoping document for the route, call the St. Paul South LRT Corridor.

The proposed project would serve the portion of Ramsey County south of the Mississippi River and the northern part of Dakota County, connecting to LRT in downtown St. Paul. The downtown St. Paul connection will access other metropolitan LRT corridors, as well as other available mass transit.

The Dakota County Regional Railroad Authority and a like group in Ramsey County have prepared an Environmental Assessment Worksheet and Draft Scoping Decision Document for the proposed corridor. The report identifies major alternatives and issues to be studied in preliminary engineering and environmental studies which may be done.

The route being considered would locate the LRT in the side slope on either the west or east side of the Lafayette Freeway, from the Chicago and North Western railroad in St. Paul to approximately I-494 in West St. Paul. Options for connecting the South Corridor to downtown St. Paul are also part of this project, as are station locations.

Public comment is accepted on the draft report until Oct. 2. Written statements can be submitted either to Kathryn DeSpiegelaere, Director of LRT Planning, Ramsey County Regional Railroad Authority, 316 Courthouse, St. Paul, 55102, or to Allen Moe, Planning Director, Dakota County Regional Railroad Authority, 14955 Galaxie Blvd., Apple Valley 55124. Copies of the draft report are available for review in public libraries and city halls in the South Corridor area.

WEST ST. PAUL

**Public hearing scheduled
on light rail route proposal**

A public meeting will be held at 7 p.m. Thursday in the West St. Paul City Hall to hear citizens' comments on a proposed light rail transit route from St. Paul to Inver Grove Heights.

The proposed route, known as the St. Paul South LRT Corridor, would run from downtown St. Paul along either the east or west slope of the Lafayette Freeway to Upper 55th Street in Inver Grove Heights.

The Dakota County Regional Railroad Authority and the Ramsey County Regional Railroad Authority have prepared an environmental assessment worksheet. Copies of the draft report are available for review in public libraries and city halls in the area.

Written comments will be accepted until Oct. 2. They can be submitted to Allen Moe, Planning Director, Dakota County Regional Railroad Authority, 14955 Galaxie Blvd., Apple Valley, Minn. 55124.

APPENDIX B

SUMMARY OF
COMMENTS/RESPONSES

APPENDIX B

SUMMARY OF COMMENTS/RESPONSES TO THE ENVIRONMENTAL ASSESSMENT WORKSHEET AND DRAFT SCOPING DECISION DOCUMENT

SOURCE	MAJOR ISSUE	RESPONSE
FHWA	If federal funding is being considered, the EIS must include a TSM alternative and one other transit alternative.	Federal funding is not presently being pursued for this project. If federal funding is pursued, these alternatives will be studied in the EIS.
US DOI	Draft Scoping Decision Document is adequate.	No response needed.
Mn/DOT	Concerned with traffic operations at ramp intersections where the LRT crosses the cross street at-grade.	This issue will be studied in the EIS.
Mn/DNR	Should study alternative of using an existing bridge over the Mississippi River for LRT Crossing.	The use of existing bridges for LRT was evaluated and eliminated. Reasons included in Scoping Decision Document.
	Should study both aesthetic and flood management issues for proposed bridge.	These issues will be studied in EIS.
	Require a HEC II analysis	A HEC II analysis will be

	of floodway/stage increase for new bridge.	prepared for EIS.
MPCA	Scope of noise analyses outlined in EAW is satisfactory to address noise impacts from construction and operation of LRT.	No response needed.
	Should consider location of rail maintenance facilities to ensure compatibility with sensitive land uses.	The rail maintenance facilities for the system have been studied in other corridors. No additional rail maintenance facilities are being considered for this project.
	Roadway improvement needs should be based on peak hour with highest number of trips.	The traffic analysis in the EIS will analyze the peak traffic hour.
	Traffic forecasts used for Air Quality analyses should be for year of completion and should be a combination of the increase in vehicle miles traveled in the region as well as increases due to future development on the LRT line.	Traffic forecasts will be developed for year of completion for determining air quality impacts for the EIS.
Minnesota Historical Society	Concur with Draft Scoping Decision Document. Require qualified individuals to perform survey of archaeological and historical architectural resources.	Qualified professionals will perform work.

Metro
Council

EIS should indicate how consistency with local plans would be achieved.

This will be discussed in EIS.

Scoping Decision should document number of housing units and businesses potentially displaced by LRT on Robert Street and cost estimate of bridge required.

This information has been added to the Scoping Decision.

Met
Council
Cont.

EIS should recognize that with LRT on Lafayette an adequate level of bus service needs to be maintained on Robert Street.

The LRT transit system considered in the EIS will include an adequate level of bus service on Robert Street.

EIS should include analysis of total annualized cost per passenger for LRT including feeder bus costs and compare to "no-build" all-bus system.

This analysis will be included in EIS.

EIS should also include operating cost implications of LRT including feeder bus costs in comparison with the "no-build" system.

This information will be included in EIS.

FHWA and Mn/DOT policy prohibits any rail tracks from crossing highway access ramps.

None of the alternatives propose to cross a freeway ramp with LRT.

EIS should include a detailed analysis of the cost-effectiveness and financial impacts of LRT

The EIS will include an analysis of the cost-effectiveness and financial impacts of LRT compared

	compared with "no-build" alternative.	to the "no-build" alternative.
RTB	Should provide a cost estimate in Final Scoping Decision Document.	Cost estimate included in Final Scoping Decision Document.
	Should provide a comparison of transit service characteristics including total transit system ridership for proposed project and for "no-build" alternative.	The EIS will provide this comparison.
	EIS should address the airport issue and potential ramifications for future LRT service in the corridor.	The EIS will address this issue.
MWCC	Corridor crosses Metropolitan Interceptor I-MS-100 at intersection of Cedar and 11th Street and MWCC would like to review preliminary plans when available.	Preliminary plans in this area will be made available for MWCC review.
St. Paul	EIS should address potential economic development and redevelopment impacts of LRT.	The EIS will address this.
	EIS should assess impacts of alternatives on quality of transit service, particularly for transit dependents.	This will be addressed in the EIS.
	A non-fixed rail alternative with better service to increase transit	"No-Build" alternative has improved transit service

	ridership by an amount similar to LRT should be considered.	but does not have same transit ridership as LRT.
St. Paul Heritage Preservation Commission	EIS should address potential impact to Lowertown Heritage Preservation District.	This will be addressed in EIS.
Public Comments	Opposed to LRT in Lafayette Corridor.	A "no-build" alternative will be analyzed.
	Insufficient ridership to justify station at Butler Avenue.	The need for specific stations will be analyzed in the EIS.
	Concerned about potential increase in crime due to LRT.	The impact of LRT on crime in other cities will be documented.
	Concerned about increase in noise due to LRT.	The noise impacts of LRT will be addressed in EIS.
	Question whether LRT ridership would be high enough to warrant LRT system in this corridor and suggest that improved bus service would be more cost effective.	No-build includes improvements to existing bus system and an analysis of cost effectiveness will be conducted for EIS.
	Notification process was not adequate.	Appendix A documents the notification efforts.
	Advisory Committees were not comprised of community representatives.	Membership on the Advisory Committee is documented in Appendix A.
	LRT requires coal to generate electricity and can impact air quality.	Air Quality issues will be addressed in EIS.

Concerned about relocation of people living in the corridor.

Relocation impacts will be addressed in EIS.

Concerned about increased traffic and congestion on neighborhood streets.

This issue will be addressed in EIS.

Should study other alternatives including:

1. Improve bus system and increase incentives to use transit.

"No-build" includes some improvements to existing bus system.

2. Elevated LRT in median of Lafayette.

Elevated alternatives would almost double cost so they are not under consideration.

3. LRT in TH 61 Corridor.

LRT in TH 61 Corridor would not serve St. Paul South Corridor.

4. LRT in West 7th/ I-35E Corridor to junction of I-35E and I-494.

The I-35E Corridor is considered to be a different corridor than St. Paul South and St. Paul South was given higher priority because of higher ridership potential.

5. An alignment from downtown St. Paul that follows Robert Street to Concord Avenue and Concord Avenue to the Lafayette Freeway.

This alternative will be studied in EIS.

Should consider

Will be considered in EIS.

implications of potential
new airport.

Impact of snow and steep
grade on LRT operations.

Question of
responsibilities for snow
removal, maintenance,
security, coordination with
MTC buses.

Potential financing and
impact on taxes.

Will be addressed in EIS.

Will be addressed in EIS.

Will be addressed in EIS.

APPENDIX C

A scoping meeting to receive comments on the Environmental Assessment Worksheet (EAW)/Draft Scoping Decision was held on Thursday, September 19, 1991 at 7:00 PM in the West St. Paul City Hall at 1616 Humboldt Avenue.

A brief presentation regarding the project was made at the hearing. Individuals present at the meeting were invited to comment. The comment period for the EAW/Draft Scoping Decision Document officially closed on Wednesday, October 2nd, 1991 but the regional railroad authorities accepted comments through October 11, 1991.

Comments regarding the EAW and the Draft Scoping Decision Document were received from the following agencies:

Federal Agencies

Federal Highway Administration
US Department of the Interior

State Agencies

Minnesota Department of Transportation
Minnesota Department of Natural Resources
Minnesota Pollution Control Agency
Minnesota Historical Society

Regional Agencies

Metropolitan Council
Regional Transit Board
Metropolitan Waste Control Commission

Local Agencies

City of St. Paul

City of St. Paul Heritage Preservation Commission

The comment letters received including letters from the general public follow. A transcript of the public hearing is available upon request from either the Dakota County or Ramsey County Regional Railroad Authorities.



U.S. Department
of Transportation
**Federal Highway
Administration**

Region 5
Minnesota Division

Suite 490, Metro Square Building
7th Place and Robert Street
St. Paul, Minnesota 55101-2333

September 3, 1991

Mr. John T. Finley, Chairman
Ramsey County Regional Rail Authority
316 Ramsey County Courthouse
15 West Kellogg Boulevard
St. Paul, Minnesota 55102

Re: St. Paul South Light Rail
Transit Corridor
Environmental Assessment Worksheet
Draft Scoping Decision Document

Dear Mr. Finley:

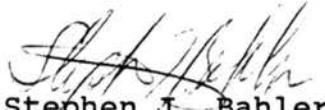
Thank you for the opportunity to review the referenced Environmental Worksheet and Draft Scoping Decision Document. The Federal Highway Administration actions listed on Page 17 of the Draft Scoping Decision Document are not required unless FHWA funding is being considered. It will be necessary for the Minnesota Department of Transportation to obtain FHWA approval prior to permitting use of any right-of-way from Federal-Aid highways such as TH 3 (Page 18).

If Federal funding of this LRT proposal is being considered, the requirements of 23 CFR 771 will have to be met for the Environmental Impact Statement. In this regard, the EIS must consider at least two additional alternatives - a Transportation System Management alternative and at least one other transit alternative such as High Occupancy Vehicle lanes.

Again, thank you for the opportunity to review this proposal.

Sincerely yours,

Charles E. Foslien
Division Administrator


By: Stephen J. Bahler
Acting Program Operations Engineer



IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE

MISSISSIPPI NATIONAL RIVER AND RECREATION AREA

P.O. BOX 65456

ST. PAUL, MINNESOTA 55165-0456



L7621(MISS)

September 10, 1991

Ms. Kathryn DeSpiegelaere
Ramsey County Regional Railroad Authority
15 West Kellogg Boulevard
316 Courthouse
Saint Paul, Minnesota 55102

Dear Ms. DeSpiegelaere:

Thank you for the opportunity to comment on the Environmental Assessment Worksheet (EAW) and the Draft Scoping Decision Document (DSDD) for the South Light Rail Transit Corridor. As indicated in the documents, portions of the project limits are within the Mississippi National River and Recreation Area. Both of the alternative river crossings are within legislated boundaries, as are the proposed Plato Boulevard and Concord Street LRT station sites.

We believe the EAW and DSDD adequately outline issues to be addressed in an Environmental Impact Statement (EIS). We look forward to review of the Draft EIS when it becomes available.

Please contact me at 290-4160 if the National Park Service can answer questions or otherwise assist in the preparation of the EIS.

Sincerely,

Ron Erickson

Norman J. Reigle
Superintendent

Acting





Minnesota Department of Transportation

Transportation Building, St. Paul, MN 55155

October 8, 1991

Allen Moe
DCRRA
14955 Galaxie Boulevard
Apple Valley, Minnesota 55124

EAW: ST. PAUL SOUTH LIGHT RAIL TRANSIT CORRIDOR

Thank you for the opportunity to review this EAW, Mr. Moe. Our comments relate to the design of the corridor, including some technical considerations of the rail itself.

The USDOT and the FHWA have indicated there will be no at-grade intersections with LRT at interstate highways or freeway ramps and loops, including T.H. 3/Lafayette Freeway. As a result of this policy, LRT designers have placed the rails on either the west or east side of T.H. 3. Subsequently, at all interchange points, the alignment actually "bubbles" as it skirts the exit and entrance ramps. This design eliminates the need to construct grade separations. On the other hand, it surfaces some roadway design concerns, among which include right turns off the ramps and on to the rail rights of way and rail crossings; station/pedestrian concerns, and local feeder bus circulation routes. All of these affect the overall safety of the regional and local roadway networks.

Again, thank you for the opportunity to review this EAW.

Isaac Mc Crary, Jr.

ISAAC MC CRARY, JR.--ENVIRONMENTAL COORDINATOR

IM:jm

cc: V. Zankevics--Oakdale
L. Foote
F. Pafko



STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES

500 LAFAYETTE ROAD • ST. PAUL, MINNESOTA • 55155-40¹⁰

DNR INFORMATION
(612) 296-6157

September 30, 1991

Allen Moe, Program Manager
Planning and Program Management
Dakota Co. Regional Railroad Authority
14955 Galaxie Boulevard
Apple Valley, MN 55124

Kathryn DeSpiegelaere, Director
Light Rail Transit Planning
Ramsey Co. Regional Railroad Authority
316 Court House
Saint Paul, MN 55102

RE: St. Paul South Light Rail Transit
Scoping Environmental Assessment Worksheet (EAW) and
Draft Scoping Decision Document (SDD)

Dear Mr. Moe and Ms. DeSpiegelaere:

The Department of Natural Resources has reviewed the Scoping EAW and Draft Scoping Decision Document for the proposed St. Paul South Light Rail Transit project. We offer the following comments on the proposed Environmental Impact Statement scope.

As proposed, the project would involve constructing a new bridge over the Mississippi River near downtown St. Paul. From both esthetic and flood management perspectives, we view additional bridge construction as an issue that should be included in the EIS scope. In addition, it is our view that use of an existing bridge for the light rail transit crossing should be considered as an alternative to new bridge construction.

As indicated in the EAW, a DNR Protected Waters Permit would be required for any construction in the Mississippi River, or in any other state protected water. We would require that a HEC II Analysis of floodway/stage increase encroachment be prepared to determine impacts on the floodway from bridge pier construction and bridge approach fill.

Thank you for the opportunity to review these documents. We look forward to receiving the Draft EIS for this project. Please contact Rebecca Wooden of my staff, at (612)297-3355, if you have questions regarding these comments.

Sincerely,

Thomas W. Balcom

Thomas W. Balcom, Supervisor
Natural Resources Planning and Review Section
Office of Planning

c: Karen Bowen
Steve Colvin
Lynn M. Lewis, USFWS

Tom Lutgen
Steve Johnson, Mississippi River Team
Gregg Downing, EQB

#920029-01
EQB1/SPSLRT.doc



Minnesota Pollution Control Agency

520 Lafayette Road, Saint Paul, Minnesota 55155-3898

Telephone (612) 296-6300

October 1, 1991

Mr. Allen Moe
Program Manager
Department of Planning and Program Management
Dakota County Regional Railroad Authority
14955 Galaxie Boulevard
Apple Valley, Minnesota 55124

Dear Mr. Moe:

RE: St. Paul South Light Rail Transit Corridor Environmental Assessment
Worksheet and Draft Scoping Decision Document

The Minnesota Pollution Control Agency (MPCA) staff has completed a review of the above referenced documents. Based upon this review, the MPCA staff believe that the documents adequately address potential environmental impacts that the project may generate. The scope of the Environmental Impact Statement (EIS) as outlined in the Draft Scoping Decision Document (DSDD) will satisfy the Environmental Quality Board Rules, Minn. Rules pt. 4410.2300, defining the contents of an EIS. We do, however, have several comments to make in the areas of noise and air quality.

NOISE

1. The commitment to complete the various noise analyses as outlined in the Environmental Assessment Worksheet (EAW)/DSDD will be satisfactory to evaluate the potential impacts associated with the construction and operation of the proposed system.
2. Past experience with rail maintenance facilities, switchyards, etc., has indicated that proper location of these types of support mechanisms is essential to ensure compatibility with sensitive land uses. Staff suggest that this factor be given consideration in the preliminary design of any proposed light rail transit system.

AIR QUALITY

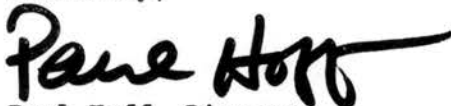
1. On page 30, the EAW indicates that "the analysis will consider Daily and P.M. peak hour trips. The need for roadway improvements will be based on P.M. peak hour conditions." This is acceptable, providing the P.M. peak hour period has more trips than the A.M. peak hour period. If not, the A.M. peak hour conditions must be used.
2. On page 31, the EAW indicates that the "the analysis will generally be based on existing traffic conditions plus the addition of project-generated traffic. In some cases, increases in traffic because of other sources will be considered, depending on local

Mr. Allen Moe
Page 2

conditions." The analysis must be based on the traffic conditions expected to exist at the time of completion of the Light Rail Transit (LRT) line, including all increases in traffic that could reasonably be expected to occur by that time. The forecasting of these future conditions should be a combination of reasonable expected growth in traffic due to normal increase in vehicle miles traveled (VMT) in the region, as well as VMT increases due to future development that will be in place by the time the LRT line opens.

Thank you for the opportunity to review these documents. If you have any questions or concerns, please contact Meri K. Nielsen of my staff at 612/297-1766.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Hoff", with a stylized flourish at the end.

Paul Hoff, Director
Environmental Analysis Office
Administrative Services Division

PH:ns



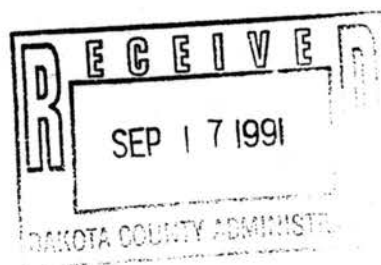
MINNESOTA HISTORICAL SOCIETY

FOUNDED IN 1849

Fort Snelling History Center, St. Paul, MN 55111 • (612) 726-1171

September 12, 1991

Mr. Donald Chapdelaine
Dakota County Regional Railroad Authority
14955 Galaxie Avenue
Apple Valley, Minnesota 55124



Dear Mr. Chapdelaine:

Re: St. Paul South Light Rail Transit; S32, T29, R22; S5, 8, 9, 16, 17, 20,
21, 28, 29, 31, 32, 33, T28, R22; St. Paul, South St. Paul, West St.
Paul, Inver Grove Heights; Dakota and Ramsey Counties
MHS Referral File Number: 91-2284

Thank you for providing this office a copy of the Environmental Assessment Worksheet for the above-referenced project. It has been reviewed pursuant to responsibilities given to the Minnesota Historical Society by the Minnesota Historic Sites Act and the Minnesota Field Archaeology Act and through the process outlined in Minnesota Rules 4410.1600.

We concur with the recommendation that further cultural resource survey of the project area is necessary. This survey should address both archaeology and history/architecture resources. Personnel who meet the Secretary of the Interior's Professional Qualifications Standards for Archaeologist and the Secretary of the Interior's Professional Qualifications Standards for Historian or Architectural Historian should complete the survey. The survey work should conform to the Secretary of the Interior's Standards for Identification and Evaluation.

It is important that this survey work is completed at an early stage so that, should adverse effects on cultural resources be identified, consideration of alternate plans is still possible.

Please contact us if you have any questions regarding our review of this project.

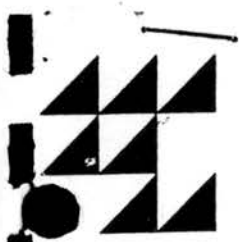
Sincerely,

Dennis A. Gimmestad
Deputy State Historic Preservation Officer

DAG:dmb

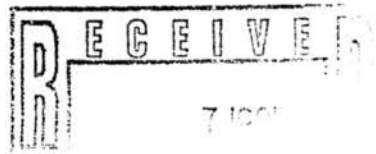
cc: John T. Finley, Ramsey County Regional Railroad Authority
316 Ramsey County Courthouse, St. Paul, Minnesota 55102

9/18/91
cc: Bd. of C. (Routed)
Allen Mac (Record)
File JK



METROPOLITAN COUNCIL *Mears Park Centre, 230 East Fifth Street, St. Paul, MN. 55101 612 291-6359*

October 3, 1991



Donald Chapdelaine, Chairman
Dakota County Regional Railroad Authority
14955 Galaxie Avenue
Apple Valley, Minnesota 55124

RE: Draft Environmental Assessment Worksheet and
Draft Scoping Decision Document for
Saint Paul South Light Rail Transit Corridor in
Dakota and Ramsey Counties
Metropolitan Council Referral File No. 14625-3

Dear Mr. Chapdelaine:

At its meeting on September 26, 1991, the Metropolitan Council considered the Environmental Assessment Worksheet and Draft Scoping Decision Document for the Saint Paul South Light Rail Transit (LRT) corridor. This consideration was based on a report of the Metropolitan Systems Committee, Referral Report No. 91-53. A copy of this report is attached.

The Metropolitan Council submits the attached memorandum to the Ramsey County and Dakota County Regional Rail Authorities as the Metropolitan Council's comments on the Environmental Assessment Worksheet and Draft Scoping Decision Document for the St. Paul Light Rail Transit Corridor.

Sincerely,

Mary E. Anderson

Mary E. Anderson
Chair

MEA:lv
Attachment

cc: Greg Downing, Environmental Review Coordinator, EQB
Karen Lyons, Metropolitan Council Staff

10/7/91

cc: Allen Moe ✓

Metropolitan Council Meeting of September 26, 1991

Business Item: C-2

METROPOLITAN COUNCIL
Mears Park Centre, 230 East Fifth St., St. Paul, Minnesota 55101
REPORT OF THE METROPOLITAN SYSTEMS COMMITTEE
REFERRAL REPORT NO. 91-53

DATE: September 20, 1991
TO: Metropolitan Council
SUBJECT: Draft Environmental Assessment Worksheet and Draft Scoping Decision Document for the Saint Paul South Light Rail Transit Corridor in Dakota and Ramsey Counties, Referral # 14625-3, Metropolitan Council Districts 2, 15

BACKGROUND

Ramsey County and Dakota County Regional Rail Authorities transmitted for Council review and comment the Environmental Assessment Worksheet and Draft Scoping Decision Document for the Saint Paul South Light Rail Transit (LRT) corridor. The Metropolitan Council has review and comment responsibilities over general environmental analyses and preliminary design studies relating to LRT, and is reviewing the EAW and Scoping Document for consistency with the Metropolitan Development Guide.

ISSUES AND CONCERNS

None

RECOMMENDATIONS

That the Metropolitan Council submit the attached memorandum to the Ramsey County and Dakota County Regional Rail Authorities as the Metropolitan Council's comments on the Environmental Assessment Worksheet and Draft Scoping Decision Document for the St. Paul South Light Rail Transit Corridor.

Respectfully submitted,

Dirk deVries, Chair

METROPOLITAN COUNCIL

Mears Park Centre, 230 E. Fifth St., St. Paul, Minnesota 55101

DATE: September 9, 1991
TO: Metropolitan Systems Committee
FROM: Transportation Division (Karen Lyons, Connie Kozlak)
SUBJECT: Draft Environmental Assessment Worksheet and Draft Scoping Decision Document for the Saint Paul South Light Rail Transit Corridor in Dakota and Ramsey Counties
Referral #14625-3, Metropolitan Council Districts 2 and 15

Introduction and Authority to Review

Ramsey County and Dakota County Regional Rail Authorities transmitted for Council review and comment the Environmental Assessment Worksheet and Draft Scoping Decision Document for the Saint Paul South light rail transit (LRT) corridor. The Metropolitan Council has review and comment responsibilities over general environmental analyses and preliminary design studies relating to LRT, and is reviewing the EAW and Scoping Document for consistency with the Metropolitan Development Guide.

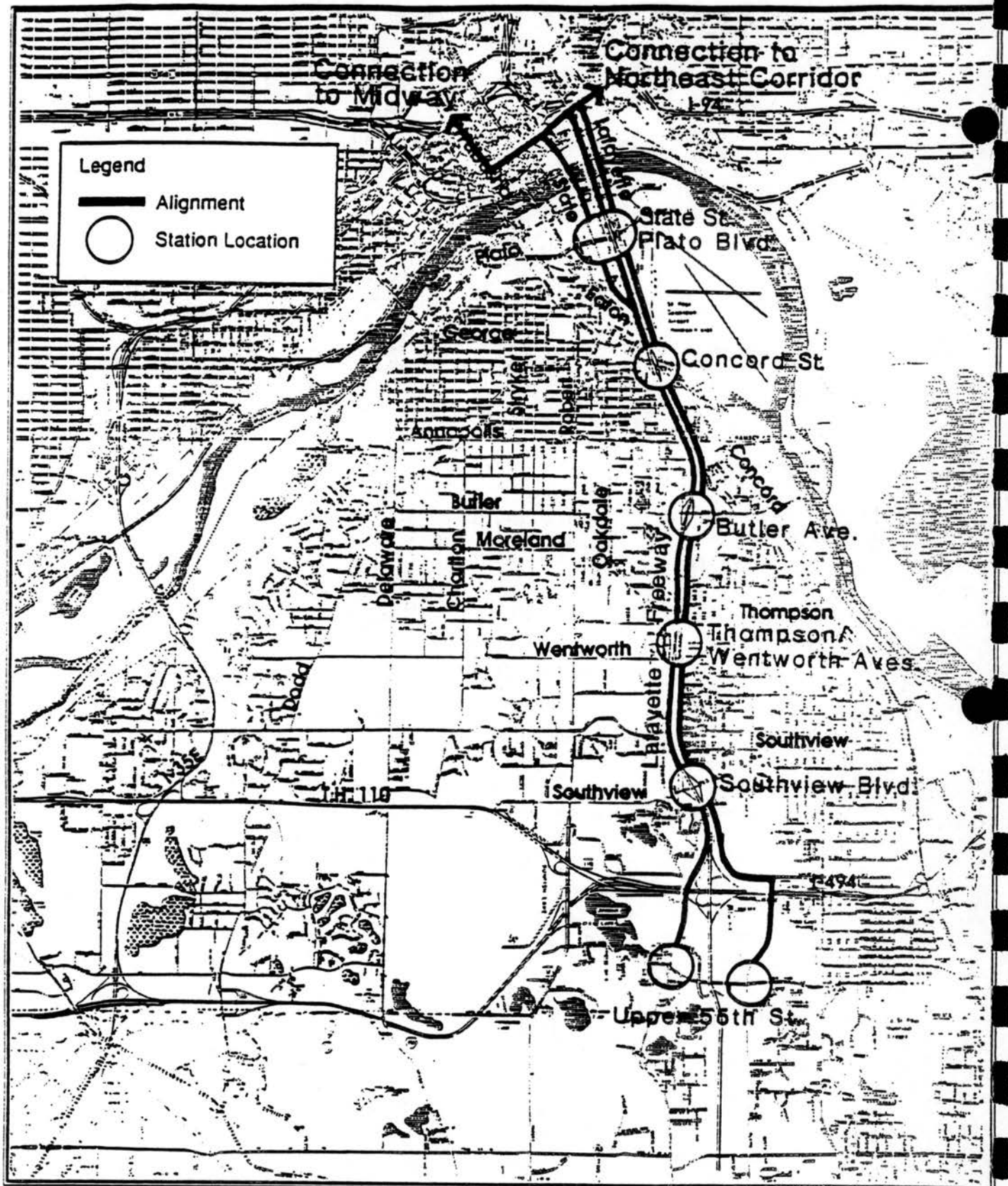
Description of Project

The St. Paul South Light Rail Transit Corridor is proposed to run south from Downtown St. Paul via the Lafayette Freeway on the right or left slope to just south of I-494 to approximately Upper 55th Street. (See Figure 1.0) Several alternative alignments were originally considered, including state and county highway and railroad rights-of-way. The candidates were screened down to Robert Street and the Lafayette Freeway, and finally the Lafayette Freeway was selected as the alignment for further study. The Robert Street alignment was eliminated because construction of LRT would require acquisition and relocation of a number of residences and businesses, and construction of a very long bridge on Robert St. from Concord St. to Annapolis St. The Lafayette Freeway LRT and the no-build alternatives have been selected for further review in the Preliminary Design/Draft Environmental Impact Statement (DEIS) and Final EIS.

Discussion & Analysis

MDIF

The EAW indicates that municipalities in the St. Paul South LRT study area should amend comprehensive land use plans to include LRT, and to address the opportunities and impacts that will be created with the LRT line. This is encouraged if LRT studies continue to move forward for this corridor, and this would apply to county comprehensive plans as well. The Metropolitan Council would review any comprehensive plan amendments pursuant to the Metropolitan Land Planning Act. The EIS should indicate how consistency with local plans would be achieved.



St. Paul South LRT Corridor

E.A.W./Scoping Decision

DCRRA • RCRRA

0' 5,000' NORTH

BRW

LRT ALIGNMENT WITH STATIONS LOCATIONS

Figure 1.0

The Scoping Document states that the EIS will consider impacts of LRT on neighborhoods and community services and facilities and will address the coordination of development and land use planning with LRT. Therefore, the EAW and Scoping Document have adequately addressed the need for local comprehensive planning actions.

Transportation

The Transportation Policy Plan's primary policy on LRT is Policy 2, Strategy C, that states that LRT should serve metro centers, initially be limited to the fully developed area, should be implemented in corridors where it can be cost-effective, serve transit dependent populations and relieve congestion, and staged primarily based on cost-effectiveness.

The Council's transportation plan does not include the St. Paul South LRT Corridor. In its 1990 review of the Comprehensive Light Rail Transit Plan for Dakota County the Council commented that the South St. Paul Corridor should be considered only for general alignment studies and right-of-way preservation.

The EAW states that the alignment screening process eliminated Robert Street from further consideration because of the need to acquire and relocate businesses and because of the need for construction of a very long bridge from Concord to Annapolis. The cost estimate for this bridge and the number of housing units and businesses potentially displaced by LRT on Robert Street should be documented in the Scoping Document/EAW.

The primary transit market at present in the corridor is on Robert Street, and LRT implemented on Lafayette may not benefit many of the current Robert Street patrons from a locational and travel time standpoint. Therefore, the EIS should recognize that if LRT is implemented in the St. Paul South Corridor on Lafayette, an adequate level of bus service would still need to be maintained on Robert Street.

The EIS should include analysis of the Lafayette alignment's total annualized cost per passenger including capital, operating, and maintenance costs, along with feeder bus costs, and compare this with the no-build all-bus system. The cost-effectiveness measure threshold currently set in the Council's Transportation Development Guide/Policy Plan is \$4.00 per passenger (1988 dollars).

The Scoping Document indicates that the EIS will include a definition of the feeder bus system, estimating the frequency of buses, bus miles, required fleet size, impact on existing bus service, impact on transit dependent and low and moderate income persons, and travel times resulting from implementation of LRT in the corridor. The EIS should, in addition, include operating cost implications of LRT, the feeder bus service, and other support services in the corridor, in comparison with the no-build system.

The Scoping Document indicates that the following will be addressed in the EIS: transportation impacts and benefits; mitigation measures; operational impacts on the Lafayette Freeway and at I-494 and their access ramps; and station area access and circulation issues. It appears that the necessary transportation issues will be addressed in the EIS. The county regional rail authorities should be aware that Federal Highway Administration (FHWA) and Minnesota Department of Transportation (Mn/DOT) policy prohibits any rail tracks from crossing highway access ramps.

Housing

The Council's housing policies (Nos. 26 and 27) relate to careful selection of housing clearance in terms of location and redevelopment and to appropriate efforts to find replacement housing for displaced residents. Of particular concern are areas with affordable, low-income housing.

Residential neighborhood impacts intended to receive consideration in the EIS include noise and vibration, visual impacts, pedestrian safety, air quality, impacts on neighborhood boundaries and potential relocations and displacements. Therefore, the EAW and Scoping Document adequately address housing and environmental issues.

Parks

The EAW indicates that this LRT line would impact several local parks. The Scoping Document indicates that the EIS will adequately address the potential impacts of the project on public park and recreation areas, such as required park acquisition, access, user safety, visual and noise impacts and projected adjacent development.

Natural Resources

The EAW and Scoping Document identifies appropriate natural resource issues for inclusion in the EIS. These include:

- The impacts on adjacent wetlands.
- The impacts on surface water quality from increased runoff at park and ride facilities.

Findings and Conclusions

1. The Ramsey County and Dakota County Regional Railroad Authorities have prepared a Environmental Assessment Worksheet (EAW) and Draft Scoping Decision Document for the South St. Paul Light Rail Transit Corridor.
2. The EAW states that the Robert Street alignment and various other alignment alternatives were eliminated from further analysis during the Scoping process due to the cost of new bridge from Concord to Annapolis on S. Robert Street, and because of residential and business impacts. The bridge cost and the number of housing units and businesses impacted by a Robert Street alignment should be documented in the Draft Scoping Decision Document and Environmental Assessment Worksheet.
3. The EAW/Draft Scoping Document indicates that the Environmental Impact Statement will sufficiently address the following:
 - The need for consistency between LRT and local comprehensive planning.
 - Definition of a feeder bus system to serve the alignment, and impacts on existing bus service and travel times.
 - Impacts on transit dependent and low and moderate income persons.
 - Transportation impacts and mitigation measures, including impacts on the Lafayette

- Freeway and I-494.
 - Impacts on parks and natural resources.
 - Housing and environmental effects.
4. The EIS should incorporate a detailed analysis of the cost-effectiveness and financial impacts of the Lafayette LRT alignment compared with a no-build, all-bus alternative, including capital, operating, maintenance, and feeder bus costs, consistent with Policy 2, Strategy C of the Metropolitan Development Guide/Policy Plan.

Recommendation

That the Metropolitan Council submit the attached memorandum to the Ramsey County and Dakota County Regional Rail Authorities as the Metropolitan Council's comments on the Environmental Assessment Worksheet and Draft Scoping Decision Document for the St. Paul South Light Rail Transit Corridor.

km/neco

REGIONAL TRANSIT BOARD

Mears Park Centre
230 East Fifth Street, St. Paul, Minnesota 55101
612/292-8789

DATE: September 9, 1991

TO: Chair and Members of the Policy Committee

FROM: Stephanie Eiler, AICP *SE*
Senior Light Rail Transit Planner

SUBJECT: Review and Comment on St. Paul South LRT Corridor
Environmental Assessment Worksheet and Draft Scoping Decision
Document

SUMMARY

Dakota and Ramsey County Regional Railroad Authorities issued an Environmental Assessment Worksheet (EAW) and a Draft Scoping Decision Document for the light rail transit corridor connecting downtown St. Paul with South St. Paul, West St. Paul, and Inver Grove Heights. As part of the public review process, the Regional Transit Board has been invited to comment on the EAW. This memorandum presents staff comments on the document. Action is requested to approve these comments for transmittal to the two rail authorities.

BACKGROUND

An EAW is the initial document required by Minnesota's environmental review procedures for projects which have the potential for significant environmental effects. The draft Scoping Decision Document, issued along with the EAW, identifies what will and will not be studied in subsequent environmental documents. After comments are received, the final scoping document is issued, marking the end of the "scoping process". The project may then go on to a full Environmental Impact Statement (EIS).

The LRT Regional Development and Financial Plan identifies a maximum 20-year LRT system for the region. Within the 20-year system, a 10-year plan is identified. The 10-year plan prioritizes corridors into three groups (A, B and C) based on technical criteria, and establishes an approach for staged construction based on a corridor's readiness for construction and the availability of financing. The St. Paul South Corridor, which connects downtown St. Paul in Ramsey County with Inver Grove Heights in Dakota County, is one of the five Group B corridors in the LRT Regional Development and Financial Plan.

The proposed St. Paul South LRT line is an extension of the Central LRT Corridor connecting downtown St. Paul with downtown Minneapolis. The St. Paul South line would be located adjacent to the Lafayette Freeway on either the east or west side, extending

south to Upper 55th Street. In most areas sufficient freeway right-of-way exists to accommodate the line.

Two alternative alignments to connect downtown with the freeway LRT alignment are under consideration. Both require a new bridge across the Mississippi River. All six of the proposed stations provide for pedestrian and drop-off access to the LRT line. Several also provide bus connections and park-and-ride facilities. A plan for feeder bus service within the corridor has been developed by the MTC, working closely with the two rail authorities and RTB staff, and consultants.

DISCUSSION

Because the EAW is primarily an introductory report for a project which plans to complete Minnesota's environmental review process, it need not contain the detailed information which will be provided in the future Environmental Impact Statement. However, a cost estimate should be added to the project description to make it more complete in the final Scoping Decision Document.

Additional Areas to be Addressed

The Draft Scoping Decision identifies transit service issues which will be addressed in the EIS. While not specifically stated, ridership comparisons are assumed to be included. A comparison of transit service in the corridor including estimated total transit system ridership under both the proposed LRT project and the no-build alternative should also be included in the EIS.

The St. Paul South Corridor connects parts of Ramsey and Dakota Counties. Eastern Dakota County has been proposed as the future site of a possible new international airport if the present airport is not expanded. The EIS should address the airport issue and its potential ramifications for future LRT service in this corridor.

FINDINGS AND CONCLUSIONS

1. The project description in the final Scoping Decision Document should include an estimated cost for the project.
2. The evaluation of transit service in the EIS should address transit service characteristics including total transit ridership for both the build (LRT) and no-build alternatives.
3. The EIS should address the siting process for the possible relocated international airport, and its potential ramifications on future LRT service.

RECOMMENDATION

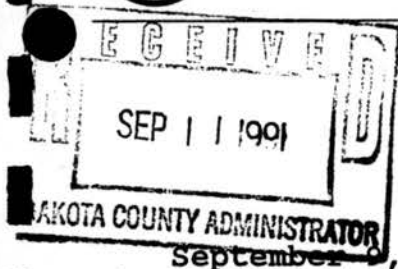
That the Policy Committee accept and recommend to the Board comments 1 through 3 on the St. Paul South LRT Corridor Environmental Assessment Worksheet and Draft Scoping Decision Document.



Metropolitan Waste Control Commission

Mears Park Centre, 230 East Fifth Street, St. Paul, Minnesota 55101

612 222-8423



September 8, 1991

Mr. Donald Chapdelaine, Chairman
Dakota County Regional Railroad Authority
14955 Galaxie Avenue
Apple Valley, MN 55124

RE: Saint Paul South LRT Corridor EAW and Draft Scoping Decision
document review comments.

Dear Mr. Chapdelaine:

The Metropolitan Waste Control Commission has reviewed the
aforementioned document, in regards to the effects of a LRT rail
system to the Metropolitan Waste Disposal System. According to
the currently proposed alignment we find that the corridor
crosses Metropolitan interceptor 1-MS-100 at the intersection of
Cedar and 11th streets in downtown St. Paul.

Due to the great vertical separation between interceptor 1-MS-100
and any future surface rail system, we do not anticipate an
impact to the interceptor. However we would like to request that
when preliminary plans become available, those plans in the area
of this intersection be submitted to the Commission for review
for conflicts between rail-line improvements and any possible
surface facilities that may exist for 1-MS-100, i.e. manhole
structures.

The Commission has no objection to the EAW and Draft Scoping
Decision Document as submitted.

Sincerely,

Donald S. Bluhm
Staff Engineer

DSB:klc

9/11/91
cc: Bd. of C (Rauter)
Allen Mac

RESOLUTION
CITY OF SAINT PAUL, MINNESOTA

Presented By



Referred To

Committee: Date

WHEREAS, the Ramsey County Regional Railroad Authority (RCRRA) has prepared the Saint Paul South Light Rail Transit Corridor Environmental Assessment Worksheet and Draft Scoping Decision Document; and

WHEREAS, the RCRRA has distributed these documents to various agencies and organizations, including the City of Saint Paul, for review and comment as required under part 4410.1500 Publication and Distribution of an EAW of the Minnesota Environmental Quality Board rules; and

WHEREAS, the proposed Saint Paul South LRT line would be located along Lafayette Freeway from downtown Saint Paul to Upper 55th Street near I-494 in Dakota County; and

WHEREAS, the connection from downtown to the Lafayette Freeway would either follow Fourth Street, Wall Street, State Street and Eaton Street or follow Fourth Street and Prince Street; and

WHEREAS, the proposed LRT line would have 6 stations, with stations at Plato Boulevard and at Concord Street in Saint Paul; and

WHEREAS, the Draft Scoping Decision Document includes consideration of a no-build alternative including some improvements to existing bus service; and

WHEREAS, good transit service is essential for many transit-dependent citizens and for the health of Saint Paul's neighborhoods and downtown; and

WHEREAS, decisions on Light Rail Transit in the Saint Paul South Corridor could have significant long-range effects on transportation systems and land use patterns in Saint Paul; and

WHEREAS, the Planning Commission has reviewed the Saint Paul South Light Rail Transit Corridor Environmental Assessment Worksheet and Draft Scoping Decision Document and has submitted its comments and recommendations to the Mayor and City Council; and

WHEREAS, the City Council concurs with the Planning Commission's comments and recommendations;

NOW, THEREFORE, BE IT RESOLVED, that the City Council makes the following comments on the Saint Paul South Light Rail Transit Corridor Environmental Assessment Worksheet and Draft Scoping Decision Document:

1. Consideration of LRT in the Saint Paul South Corridor is compatible with the Transit section of the Saint Paul Comprehensive Plan, which states that the city considers LRT a significant transit alternative with potential benefits for Saint Paul and urges serious consideration of all potential LRT corridors in Saint Paul, specifically including the Saint Paul South Corridor; and
2. The Environmental Impact Statement (EIS) should address the potential economic development and redevelopment impacts of LRT alternatives and the impact of alternatives for the location and design of stations and the feeder bus system on support of Saint Paul's economic development goals and opportunities; and
3. The EIS should assess the impact of each alternative on the quality of local and regional transit service, particularly for transit dependents; and
4. A non-fixed rail alternative to provide better public transit service and increase transit ridership in an amount similar to LRT should be considered in the EIS, and the cost per rider for such an alternative should be compared to the cost per rider for LRT alternatives including capital, operating, maintenance and feeder bus system costs.

	Yeas	Nays	Absent
<u>Dimond</u>	/		
<u>Goswitz</u>	/		
<u>Long</u>	/		
<u>Maccabee</u>	/		
<u>Rettman</u>	/	/	
<u>Thune</u>	/		
<u>Wilson</u>	4	1	

Adopted by Council: Date

SEP 26 1991

Adoption Certified by Council Secretary

By: Mally

Approved by Mayor: Date

SEP 30 1991

By: James Schmitt

Requested by Department of:

Planning and Economic Development

By: Bob Spogner 2c

Form Approved by City Attorney

By: Paul M. Hushy

Approved by Mayor for Submission to Council

By: James Schmitt



JAMES SCHEIBEL
MAYOR

CITY OF SAINT PAUL
HERITAGE PRESERVATION COMMISSION

25 West Fourth Street, Saint Paul, Minnesota 55102
612-228-3270

September 13, 1991

Ms. Kathy DeSpiegelaere
RCRRA
316 Court House
Saint Paul, MN 55102

RE: Saint Paul South Light Rail Transit Corridor: Environmental Assessment Worksheet and
Draft Scoping Decision Document

Dear Ms. DeSpiegelaere:

Thank you for the opportunity to comment on the preliminary planning document relating to the South LRT Corridor. Beth Bartz, historic preservation planner for the City of Saint Paul and staff to the Heritage Preservation Commission, has reviewed the above document, and found that all sites identified in the 1983 Saint Paul Historic Sites Survey have been discussed in the Draft Scoping Decision Document. We concur that the future EIS should take further steps to determine the eligibility of these structures for local designation and listing on the National Register of Historic Places. We also concur that a reconnaissance level survey is necessary to determine the existence of any previously undetected archaeological, architectural, and historic resources.

However, the Draft Scoping Decision Document fails to address any potential impact to the Lowertown Heritage Preservation District where the South Corridor will connect with the Midway Corridor. The Heritage Preservation Commission has reviewed the downtown alignment including the Lowertown Station located between Sibley and Wacouta Street. Further extension of the LRT corridor to either the Wall/State Street Alignment or the Lafayette Freeway Alignment will impact the Lowertown District. Both options should be evaluated for their impact to the district and both costs and benefits to the area be addressed.

If you would like to discuss this matter further please contact Beth Bartz at 228-3399 or myself at 227-4576.

Sincerely,

Sylvia Frank, Chair
Saint Paul Heritage Preservation Commission

cc: Allan Torstenson

460 E. Butler Avenue

W. St. Paul, MN 55118

September 28, 1991

Dear Ms DeSpiegelaere,

I am writing to you to express my views regarding the proposed St. Paul South Corridor of the LRT to be established along the Lafayette Freeway.

I live on the southwest corner of Butler and Highway 3 so I observe both the highway and this particular intersection. Although the highway is a well travelled and much needed highway, the traffic is insignificant compared to Interstates 35, 94, 494, 696 and 394. West St. Paul, South St. Paul and Inver Grove Heights are not dense population areas and ridership is in question. I understand that when the highway does link up with Hwy 55, there will be additional usage but then, and not until then, should consideration be given to the LRT and only after extensive research shows that the people would be willing to use the system. For these reasons I am against the proposed LRT South Corridor being established at this time.

If indeed the LRT does go through, I would propose to cancel the station scheduled for Butler Avenue. Several reasons enter into this opinion. By putting a station on this corner it will increase the traffic on an already too busy street. This is assuming that the system would be used which is questionable considering that a bus stop exists virtually at my driveway. I have never, in the 4 years that I have lived here, seen anyone at the bus stop for the eastbound bus and rarely, if ever, seen anyone on the westbound stop. The most that has ever been there has been three. Hardly a stop that is in great demand by the commuting community. Does it seem practice to think that an LRT stop would be any more used? In addition I am very concerned that there would be an increase in crime

with unattended cars during the day. This has been a serious issue in other areas that have a commuting station.

Possible alternatives to the establishment of the South Corridor might be to increase and improve the existing bus routes with a possible incentive for people to use them. This would not only eliminate the great expense of the LRT but would also leave open options to changes of routes when and if the needs arise with population movements. Another alternative, if the system is going to be used, would be to run the track elevated down the middle of the highway thus eliminating the need and expense of property reclamation as well as cutting down noise and vibrations to neighbors. Another possibility to consider would be to run the proposed corridor down Hwy. 61 where land is available thus causing a minimum of disturbance to property and need for major allocations for acquisitions.

In summary, I am against using the Lafayette Freeway as the corridor for the LRT and if it is going to be used, I am opposed to having a station on the corner of Butler Avenue.

Thank you for your time and I appreciate your keeping an open mind on an issue that is of vital importance to not only the traffic consideration but also the vast amount of money that will have to be used to fund a project that has questionable ridership. I would rather spend tax money on health care for those in need and for the education of our children.

Sincerely,

A handwritten signature in cursive script, appearing to read "Kay Williams".

Kay Williams

Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

October 10, 1991

Ms. Kay Williams
460 E. Butler Avenue
West St. Paul, MN 55118

Dear Ms. Williams:

We have received your letter regarding the South Corridor Light Rail Transit Study. The result of the current study is the identification of alternatives to be studied in subsequent engineering and environmental studies which may be undertaken. Your comments will be included as part of the South Corridor Scoping Comment Record and will be considered by the Dakota County and Ramsey County Regional Railroad Authorities.

Building LRT or improving bus service are the alternatives recommended to be considered if further studies are undertaken. Although LRT along the Lafayette Freeway is under consideration as the LRT alternative, no precise alignment has yet been determined for the corridor. This decision and the station locations and the facilities that would be provided at each station will be made subsequent to additional study and public comment.

Enclosed is a fact sheet on the South Corridor which was distributed at the Scoping Meeting and presents information on the South Corridor Light Rail Transit Study. I have included a brochure prepared by the Regional Transit Board which provides additional information on LRT planning throughout the region. I have also added your name to our newsletter mailing list.

Thank you for submitting comments on the South Corridor LRT Study. Your comments will be carefully considered by the Ramsey County Regional Railroad Authority and the Dakota County Regional Railroad Authority as they consider options in the South Corridor.

Sincerely,



Kathryn DeSpiegelaere
Director of Light Rail Transit Planning

Craig-y-nos
460 E. Butler Avenue
W. St. Paul, MN 55118
September 28, 1991

Dear Ms DeSpiegelaere,

I am writing to you to express my views regarding the proposed St. Paul South Corridor of the LRT to be established along the Lafayette Freeway.

I live on the southwest corner of Butler and Highway 3 so I have immediate and ongoing observations of both the highway and this particular intersection. When considering the potential ridership of the LRT, I have observed that, although the highway is a well travelled and much needed highway, when one compares it to the overused interstates such as 94, 35, 394, 494, and 694, the need for alternate means of transportation is slight. I understand that when the highway does link up with Hwy 55, there will be additional usage but then, and not until then, should consideration be given to the LRT and only after extensive research shows that the people would be willing to use the system. For these reasons I am against the proposed LRT South Corridor being established at this time.

If indeed the LRT does go through, I would propose to cancel the station scheduled for Butler Avenue. Several reasons enter into this opinion. By putting a station on this corner it will increase the traffic on an already too busy street. This is assuming that the system would be used which is questionable considering that a bus stop exists virtually at my driveway. My time of leaving the house in the morning varies from 6:50 am to 8:30 am which is prime traffic time. I have never, in the 4 years that I have lived here, seen anyone at the bus stop for the eastbound bus and rarely, if ever, see anyone on the westbound stop. The most that has ever been there has been three. Hardly a stop that is in great demand by the commuting community. Does it seem practical to think that an LRT stop would be any more used? How about the increase of crime in the neighborhood? This has been a serious issue in other areas that have a commuting station.

Possible alternatives to the establishment of the South Corridor might be to increase and improve the existing bus routes with a possible incentive for people to use them. This would not only eliminate the great expense of the LRT but would also leave open options to changes of routes when and if the needs arise with population movements. Another alternative, if the system is going to be used, would be to run the track elevated down the middle of the highway thus eliminating the need and expense of property reclamation as well as cutting down noise and vibrations to neighbors. Another possibility to consider would be to run the proposed corridor down

Hwy. 61 where land is available thus causing a minimum of disturbance to property and need for major allocations for acquisitions.

In summary, I am against using the Lafayette Freeway as the corridor the LRT and if it is going to be used, I am opposed to having a station on the corner of Butler Avenue.

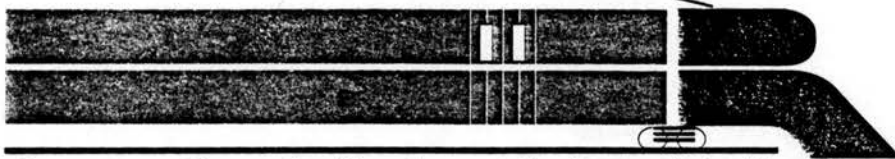
Thank you for your time and I appreciate your keeping an open mind on an issue that is of vital importance to not only the traffic consideration but also the vast amount of money that will have to be used to fund a project that will have little or no ridership at the end.

If there is anything else that I can do or anyone else that I could contact to express these views, which are not held by just me but the entire neighborhood, would you please let me know.

Sincerely,

A handwritten signature in cursive script that reads "Richard J. Garcia". The signature is written in dark ink and is positioned above the printed name.

Richard J. Garcia



Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

October 10, 1991

Mr. Richard Garcia
460 E. Butler Avenue
West St. Paul, MN 55118

Dear Mr. Garcia:

We have received your letter regarding the South Corridor Light Rail Transit Study. The result of the current study is the identification of alternatives to be studied in subsequent engineering and environmental studies which may be undertaken. Your comments will be included as part of the South Corridor Scoping Comment Record and will be considered by the Dakota County and Ramsey County Regional Railroad Authorities.

Building LRT or improving bus service are the alternatives recommended to be considered if further studies are undertaken. Although LRT along the Lafayette Freeway is under consideration as the LRT alternative, no precise alignment has yet been determined for the corridor. This decision and the station locations and the facilities that would be provided at each station will be made subsequent to additional study and public comment.

Enclosed is a fact sheet on the South Corridor which was distributed at the Scoping Meeting and presents information on the South Corridor Light Rail Transit Study. I have included a brochure prepared by the Regional Transit Board which provides additional information on LRT planning throughout the region. I have also added your name to our newsletter mailing list.

Thank you for submitting comments on the South Corridor LRT Study. Your comments will be carefully considered by the Ramsey County Regional Railroad Authority and the Dakota County Regional Railroad Authority as they consider options in the South Corridor.

Sincerely,

Kathryn DeSpiegelaere
Director of Light Rail Transit Planning

September 30, 1991

Ms. Kathryn DeSpiegelaere
Ramsey County Regional
Railroad Authority
316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 55102

This letter is in regard to the LRT that is planned to run along Lafayette Freeway. I am fearful that this will mean added noise to our neighborhood. At present, the West St. Paul suburb is near fully developed and few people use public transportation. I would hope that encouragement to use the bus system would be utilized. Personally, we would love to use buses if Park & Ride areas were available by the freeway and a good bus system available between suburbs, in our case West St. Paul to Bloomington. West St. Paul certainly isn't densely populated enough to economically use LRT.

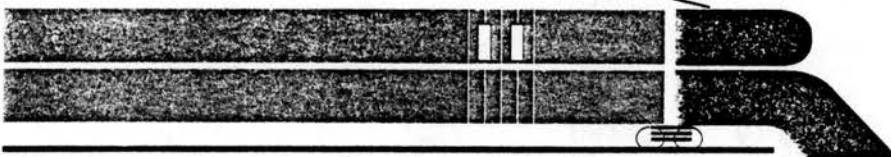
Dakota County is growing in numbers but is the density again enough to warrant such a system as LRT?

I will be interested in any information you can give me on this project.

Thank you,

Kathryn Kolstad

Kathryn Kolstad
1152 Stassen Lane
West St. Paul, MN 55118



Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

October 10, 1991

Mrs. Kathryn Kolstad
1152 Stassen Lane
West St. Paul, Minnesota 55118

Dear Mrs. Kolstad:

We have received your letter regarding the South Corridor Light Rail Transit Study. The result of the current study is the identification of alternatives to be studied in subsequent engineering and environmental studies which may be undertaken. Your comments will be included as part of the South Corridor Scoping Comment Record and will be considered by the Dakota County and Ramsey County Regional Railroad Authorities.

Building LRT or improving bus service are the alternatives recommended to be considered if further studies are undertaken. Although LRT along the Lafayette Freeway is under consideration as the LRT alternative, no precise alignment has yet been determined for the corridor. This decision and the station locations and the facilities that would be provided at each station will be made subsequent to additional study and public comment.

Enclosed is a fact sheet on the South Corridor which was distributed at the Scoping Meeting and presents information on the South Corridor Light Rail Transit Study. I have included a brochure prepared by the Regional Transit Board which provides additional information on LRT planning throughout the region. I have also added your name to our newsletter mailing list.

Thank you for submitting comments on the South Corridor LRT Study. Your comments will be carefully considered by the Ramsey County Regional Railroad Authority and the Dakota County Regional Railroad Authority as they consider options in the South Corridor.

Sincerely,

Kathryn DeSpiegelaere

Kathryn DeSpiegelaere
Director of Light Rail Transit Planning

September 30, 1991

Kathryn DeSpiegelaere
Ramsey County Regional
Railroad Authority
316 Courthouse
15 West Kellogg Blvd
St. Paul, MN 55102

Allen Moe
Dakota County Regional
Railroad Authority
14955 Galaxie Blvd.
Apple Valley, MN 55124

Dear Ms. DeSpiegelaere and Mr. Moe:

I am writing with the request that my letter be placed of record concerning Light Rail Transit and the South Corridor. My letter includes the following attachments which I support in their entirety and which are a part of my letter to be placed of record:

1. Citizens League Statement on Light Rail Transit
2. Two articles and one letter to the Ramsey County Regional Railroad Authority by Minnesota State Senator John Marty

I continue to criticize your notification process and the statement made in the third paragraph of item 2 on your Fact Sheet that your Advisory Committee was comprised of community representatives and that public meetings were held. Those residents who would be directly affected by the South Corridor were not notified, nor was there representation of these residents on your Advisory Committee. I am certain that those of you on the planning board and the advisory committee if threatened with a transit system next to your houses would take appropriate action against such a notification process.

Also, in reading comments made by those who attended your "public meeting" on July 30, 1991, there were more "not in favor" of a transit system, but you focused on only one comment and considered this community input! The majority of the very few that attended the September 19, 1991 "public meeting" also indicated favoring "no build." However, you did not address any of the alternatives particularly "no build" and the improvement of our excellent bus service.

I strongly oppose the Light Rail System anywhere in Saint Paul particularly on Lafayette Freeway, Highway 3, which you are calling the South Corridor for the following reasons:

1. I quote from the Citizens League Statement:

"LRT: Expensive and Ineffective. LRT

WILL NOT attract a meaningful number of people from their cars;

WILL NOT relieve congested freeways;

WILL NOT alter the metropolitan area's basically auto and oil dependent transport system.

WILL NOT significantly reduce the area's air pollution; and

WILL NOT carry substantially more passengers than already riding buses."

2. LRT would be expensive and who would pay for it? The taxpayers, of course, not only in income tax and sales tax increases, but with loss of homes or the terror of living next to a system that would lower property values and create health problems and social problems.
3. The South Corridor would be an extremely "low ridership" corridor. The majority of the population in the south work and shop in the west towards Minneapolis and Bloomington. Have you explored an LRT system to accommodate the ridership in that direction?
4. We have an excellent and most efficient MTC Bus System in the Twin Cities. Put your effort into improving and expanding this service. It would be less costly and move people around in a faster manner.
5. LRT is not as clean as you profess. Coal is also used to run these trains. Coal creates smoke and bad odors.
6. LRT is not as quiet as you profess. With a frequency of trains going through a neighborhood during the day - a frequency of every 10 minutes causing vibration certainly does not mean quiet. Vibration causes noise and vibration causes health problems and destruction to houses.
7. Why are you not exploring more highly travelled freeways, such as, 494, 35E, 35W, Highway 12? In listening to morning traffic reports, these are the freeways that cause traffic tie-ups, not Highway 3!
8. "Feeder buses" would only create greater traffic problems through neighborhoods and increase traffic on already busy streets.
10. Stations or parking lots would also create congestion in neighborhoods and increase crime.

From all indication, you are pushing the Light Rail Transit project on us - a system that will not be as "efficient and effective" as you are advocating - a system that would create a hardship for many of us in many ways.

From all indication, you are closing your minds to the fact that not all cities are designed for Light Rail Transit and that it would not be the answer for Saint Paul. It's fine for cities such as New York where people commute long distances.

From all indication, you are not disclosing that the operating costs for such a transit system would rise to over 100 percent!

I am in favor of No Build on Highway 3.

Sincerely,

Agnea Antoniadou

Agnea Antoniadou
399 East Curtice St.
St. Paul, Minnesota 55107
(6 2) 222-6161

cc:

State Senator Sandra Pappas
~~State~~ Representative Carlos Mariani
State Senator John Marty
State Representative Don Valento
State Senator Gary DeCramer, Chair
& Members of the Senate Transportation Committee
State Senator Keith Langseth, Chair
& Members of the Agriculture-Transportation-Regulation Committee
State Representative Keith Langseth, Chair
State Senator Don Frank, Chair
& Members of the Metro Affairs Committee
State Representative James Rice, Chair
& Members of the Appropriations on Economic Development Committee
State Representative Henry Kalis, Chair
& Members of the Transportation Committee
Mayor Jim Schibel, City of Saint Paul
City Council Member Dave Thune, Ward 2, Saint Paul
West Side Citizens Organization, Saint Paul
Ramsey County Commissioner Ruby Hunt
Ramsey County Commissioner John Finley

by Senator John Marty

SHOULD LIGHT RAIL BE DERAILED?

As traffic congestion in the Twin Cities has increased, and with growing concern for the environment, there has been a big push to develop a light rail transit system. However, before we commit up to \$2 billion for LRT, let's make sure we do careful comparisons with other alternatives.

LRT advocates envision a rail system with clean, efficient, quiet trains moving quickly through neighborhoods similar to the ones in Europe. While light rail might be attractive, will it really convince drivers to abandon their automobiles?

According to projections from the Regional Transit Board, if the entire \$2 billion rail system were built, it would carry about 205,000 passengers per day in the year 2010. That's fewer than the 226,000 bus riders in the Twin Cities now and less than 4 percent of the 5.9 million car trips taken every day in the metro area.

Even if there is no projected growth in the number of daily car trips over the next 20 years, is it wise to spend \$2 billion in capital costs for a system that will serve only 4 percent of vehicle passengers?

If we were to divide that \$2 billion into 20 annual payments of \$100 million and add that to the MTC budget, it would enable the MTC to offer all bus rides for free and still have over \$65 million a year left over for cleaner buses, additional routes and more frequent service.

With that much money, we could afford to install lifts to make buses accessible, give buses exclusive right-of-way on certain freeway lanes and operate more express buses. Wouldn't such additions do more to increase transit ridership than a light rail system?

Many people don't take buses now because they don't go where the passenger wants to go. Are they going to ride light rail when LRT lines will run in even fewer directions?

Proponents argue that LRT will save on labor costs because one driver can carry more passengers than a bus. However, the \$2 billion in capital would more than pay all the bus drivers of the entire system for the indefinite future.

Is light rail environmentally better than buses? Its power supply comes from nuclear and coal fired power plants that may be no better than diesel buses. The use of some of the capital costs from light rail could fund new buses powered by natural gas or other clean fuels.

I am pleased to see transportation planners looking 20 years into the future. However, I'd like to see us develop a transit system that has potential for carrying 30 to 50 percent of our vehicle passengers -- not 4 percent as even the most optimistic light rail estimates suggest.

It would be nice to see an efficient train system built in the Twin Cities. However, if our population density and ridership estimates don't justify light rail, we should look at whether the money could be better spent in getting people out of their cars through a clean, fast and efficient bus system.

These decisions are too important and the financial commitment too great to be rushed into, even if some light rail promoters feel we are moving too slow.

Before we sink \$2 billion in a light rail system, let's step back and look -- not at the routes that should be used -- but at the rationale for the entire system.

March, 1990

MASS TRANSIT: YES, LIGHT RAIL TRANSIT: MAYBE

by Senator John Marty

With increasing traffic congestion in the Twin Cities and growing concern about the environment, there has been a big push to plan and begin building a light rail transit (LRT) system.

Advocates of LRT suggest that we need to develop light rail in order to convince auto commuters to switch to public transit, and that LRT can do so while buses cannot. They describe clean, efficient, quiet trains moving quickly through neighborhoods, much as visitors to Europe have admired in European cities.

It is clear that with growing traffic congestion, greater awareness of environmental concerns and the high cost of additional road building, we must do much more to get people out of their cars and into public transportation.

However, before we commit up to \$2 billion in a light rail transit system, let's make sure we do careful comparisons between light rail and buses.

Perhaps the most important question that needs to be answered before building a light rail system is whether it really will get people out of their cars and onto the trains. According to projections from the Regional Transit Board, if the entire \$2 billion rail system were built, it would carry about 205,000 passengers per day in the year 2010. That's fewer than the 226,000 bus riders in the Twin Cities now and less than 4 percent of the 5.9 million car trips taken every day in the metro area. Even if there is no projected growth in the number of daily car trips over the next 20 years, is it wise to spend \$2 billion in capital costs for a system that will serve only 4 percent of vehicle passengers?

Assuming we were to divide that \$2 billion into 20 annual payments of \$100 million and add that to the MTC budget, it would enable the MTC to offer all bus rides for free and still have over \$65 million left over for cleaner buses, additional routes and more frequent service. What if we were to install lifts to make buses accessible, give buses exclusive right-of-way on certain freeway lanes and operate more express buses. Wouldn't such additions do more to increase transit ridership than a light rail system?

Many people don't take buses now because they don't go where the passenger wants to go. Are they going to ride light rail when LRT lines will run in even fewer directions?

Proponents of light rail argue that it will save on labor costs because one driver can carry far more passengers than a bus. However, the capital costs alone for light rail would more than pay all the bus drivers of the entire system for the indefinite future.

Is light rail environmentally better than buses? Its power supply comes from nuclear and coal fired power plants that may be no better than diesel buses. The use of some of the capital costs from light rail could fund new buses powered by natural gas or other clean fuels.

I am very pleased to see transportation planners looking 20 years into the future. However, I'd like to see us develop a transit system that has potential for carrying 30 to 50 percent of our vehicle passengers -- not 4 percent as even the most optimistic light rail plans call for now.

It would be nice to see an efficient train system built in the Twin Cities area like the systems people have admired in Europe. However, if our population density and ridership estimates don't justify a system, we should look at whether the money could be better spent in getting people out of their cars through a clean, fast and efficient bus system.

These decisions are too important and the financial commitment too great to be rushed into, even if some light rail promoters feel we are moving too slow.

Before we sink \$2 billion in a light rail system, let's step back and look -- not at the routes that should be used -- but at the rationale for the whole system.

March 5, 1991

Kathryn DeSpiegelaere
Director of LRT Planning
Ramsey County Regional Railroad Authority
316 Courthouse
15 West Kellogg Boulevard
St. Paul, MN 55102

Dear Ms. DeSpiegelaere:

I am writing to express several concerns about the draft of the Environmental Impact Statement on the Midway Corridor route:

1. Environmental Impact Statements are supposed to discuss "appropriate alternatives to the proposed action and their impacts. . ." (Minnesota Statutes 116D.04, Subdivision 2a.).

On Page 1.7 of the draft EIS, there are several alternatives listed, all of which would be appropriately considered. Under Alternative 1, it describes the no build alternative as one that would include "improvements to the existing transit system including extensions of existing routes, new routes, and reduced headways on existing routes would be implemented." However, there is no evidence in the EIS that this alternative was actually considered.

A quick look at Table 1.1 under the no-build option, shows that improvements in the bus system were not considered, and no-build was used to indicate no change in the status quo. The statement on Page 1.7 that these were the alternatives considered in the EIS is not accurate. I believe the EIS will not be complete until the no-build alternative is considered with significant improvements, given the high cost of the light rail alternative.

2. On Page 2.20 of the draft EIS where the RTB's goals for light rail transit are listed, the second goal is to "improve cost-effectiveness of transit service." The EIS should certainly attempt to analyze whether or not the proposed light rail system would meet each of the three goals. However, I found no attempt anywhere in the document to analyze whether or not improving the cost-effectiveness goal would be met.

In fact, in the attached February 14 memo from David Warner of BRW in response to my concerns, he states that "the analysis . . . assumes that light rail transit is the appropriate transit service technology for the Midway Corridor." (emphasis added)

Rather than make a bold assumption on such a major project, it seems reasonable that the EIS at least take a look at the cost-effectiveness of the project.

3. Page 2.23 of the EIS states that an LRT route in the Midway Corridor "would divert between 2,000 and 3,000 daily trips from automobile use to transit use." However, on Page 2.25, the average daily traffic on University Avenue and I-94 is projected to grow by about 30,000 vehicle trips per day, or about 10 new vehicles for every one that the LRT would take off the roads.

Although the statement on the bottom of Page 2.23 that LRT "could help to reduce traffic congestion in the downtown and Midway Corridor", is very weak, it still overstates the impact of LRT, according to the analysis in the EIS.

Given the fact that LRT would only address one-tenth of the projected increase in Midway Corridor traffic, this suggests all the more reason for the EIS to examine other alternatives such as improvements in the bus system, because we will have to find a serious way of addressing the increased congestion that LRT will not address.

4. Finally, on Page 2.26 the EIS says that "transit ridership of 30,000 riders per day for east-west routes through the Corridor is approaching the maximum that can be handled by the current fixed route bus service." The draft EIS gives no documentation for this statement, and I believe it should be reviewed before the final EIS comes out. If we can't handle many more than the 30,000 bus passengers in the Midway Corridor at this time, we are going to have great trouble handling the extra 27,000 vehicles 20 years from now, after LRT is built.

Page Three

I believe these concerns need to be addressed in the final version of the EIS.

I appreciate your including this letter with the public comments on the draft EIS

Sincerely,

John Marty

JM/bjh

cc: Senator Merriam, Chair, Senate Finance Committee
Senator Langseth, Chair, Agriculture, Transportation, and
Regulation Division of Finance
Senator DeCramer, Chair, Senate Transportation Committee
Curt Johnson, Citizens League

sent w/Edw Memo, Page 1. att-6



Citizens League

STATEMENT

Light Rail Transit:

The Regional Transit Board's Proposal
to the 1991 Minnesota Legislature

*Public affairs
research and education
in the Twin Cities
metropolitan area*

CITIZENS LEAGUE STATEMENT

LIGHT RAIL TRANSIT:

**The Regional Transit Board's
Proposal to the 1991 Minnesota Legislature**

Prepared by:

Transit Task Force
Ted Kolderie, Chair

Of the:

Community Information Committee
Nancy Zingale, Chair

January 1991

Citizens League
708 South Third Street
Suite 500
Minneapolis, Minnesota 55415
(612) 338-0791

INTRODUCTION

The Citizens League issued its last full report on transit, *New Destinations for Transit*, in October, 1986. In that report and earlier studies, the League found:

- Transit is not a vehicle. It is riding, rather than driving alone -- riding in a bus, a van, a taxi or even in a car.
- To be used, transit must serve. It must respond to the dispersed travel patterns of the region's residents; it must recognize where people live and work; it must compete with the private automobile. Large vehicles on inflexible routes, which require users to come to a fixed line, will not accomplish this.
- The Regional Transit Board should concentrate on increasing ridership -- on getting drivers to ride -- in order to reduce congestion and to improve mobility. It should promote whatever vehicle best serves the trips that riders want to make.

During 1989 and 1990, the Regional Transit Board prepared a proposal for the 1991 Minnesota Legislature to fund and construct an extensive light rail transit (LRT) system that would cost at least \$1.6 billion (not including inflation and interest).

In 1990, the League's Community Information Committee convened a small task force to revisit the 1986 League report and to evaluate the Regional Transit Board's LRT proposal. Task Force members were Ted Kolderie, chair, John Boland, Jeffrey Hazen, Milda Hedblom, A. Edward Hunter, William Kelly, William Lahr, Scheffer Lang, Thomas Lehman, Charles Neerland and Dana Schroeder. Carl Cummins, Citizens League president, and Nancy Zingale, chair of the Community Information Committee, were ex-officio members. The Task Force produced this statement.

DISCUSSION

LRT: EXPENSIVE AND INEFFECTIVE

The Regional Transit Board (RTB) proposal that the 1991 Minnesota Legislature levy a new, one-cent metropolitan-area sales tax to build a light rail transit (LRT) system costing at least \$1.6 billion in 1991 dollars represents a highly unproductive, even wasteful use of taxpayer money.

The proposed system would be by far the most expensive single public capital undertaking in Minnesota's history. Yet it would serve only a miniscule number of the millions of trips that people make each day in the seven-county Twin Cities metropolitan area. And it would mainly carry people who already ride buses.

RTB and Metropolitan Council data demonstrate clearly what **LRT WILL NOT** do. The projections of these two agencies show plainly -- despite claims to the contrary -- that LRT:

- WILL NOT attract a meaningful number of people from their cars;
- WILL NOT relieve congested freeways;
- WILL NOT alter the metropolitan area's basically auto- and oil-dependent transport system;
- WILL NOT significantly reduce the area's air pollution; and
- WILL NOT carry substantially more passengers than already are riding buses.

Plainly, the Twin Cities metropolitan area needs better transit. But that means directing the area's scarce transit dollars (and the resulting transportation benefits) to more people. It means developing real solutions -- programs that will attract people out of their one-occupant cars.

If the Minnesota Legislature enacts the LRT proposal, legislators will be approving a huge capital investment for a tiny minority of the populace. Meanwhile, the vast majority will be unable to use LRT because it simply does not serve their transportation needs. They will continue to rely on cars. And freeway congestion will continue to increase.

LRT would not do away with the region's bus system. Although it would replace some current bus routes, basically LRT would simply be added on top of buses. It would, in fact, depend heavily on the very buses that LRT proponents say people won't ride. Buses would be essential to gather passengers and get them to the rail lines in order to transfer to LRT -- always assuming that people will be willing to complicate their trips with transfers. For some current bus riders, their trips would be faster. For others, their trips would take longer.

One result: The total annual cost of transit -- the capital and operating expenditures for both buses and LRT -- would about double, compared to today's buses-only system.¹ This 100-percent increase in cost would buy about 20 percent more riders, according to RTB and Metropolitan Council data.

The proposal to build a light rail "demonstration" in the so-called "central corridor" between downtown Minneapolis and downtown St. Paul raises exactly the same problems, albeit on a smaller scale. It would cost about \$400 million but would not increase ridership -- it would move no more people than would ride buses if no LRT were built in this corridor, according to Metropolitan Council-RTB projections.

In addition, this line would not be a true "demonstration" at all; it is proposed simply as the first of nine lines. The RTB plans to begin construction on many of these lines well before the central corridor has been completed, much less demonstrated anything.

THE LEGISLATIVE PROPOSALS

The principal RTB request to the 1991 Minnesota Legislature is to build a "10-year maximum" LRT system -- nine lines radiating outward from the central-city business districts with an as-yet undetermined number of costly tunnels, including one under downtown Minneapolis. (In addition, at least two other tunnels in Minneapolis and one in St. Paul are under review.)

The construction cost would be at least \$1.6 billion in 1991 dollars, not including inflation or interest. The first line, with construction beginning in 1993, would be between the two downtowns. Construction then would begin on one additional new corridor every 12 months.

The RTB is asking the Legislature to impose a new, one-cent sales tax (\$212 million annually, in 1991 dollars) in the seven-county metropolitan area to build this system. Half the new sales tax would cover the capital expense of LRT, if this cost does not escalate; the other half is dedicated for "transportation" purposes -- presumably it would go to metropolitan cities and counties to build roads and streets.

The RTB proposal is silent on where the cities, counties or state would find tax money for the increased operating costs of the bus and LRT systems. This presents an extremely daunting problem, since the RTB and the Metropolitan Transit Commission in late 1990 were struggling with significant shortfalls and service cuts for simply the current operation over the next two years. In addition to fare increases, it appeared that higher property taxes and/or a larger share of the state motor vehicle excise tax (MVET) would be required to fund the operating deficit of just the current system.

An RTB consultant's analysis in mid-1990 showed that a one-cent metropolitan sales tax could pay for any two of these goals -- building LRT, building more local roads, and operating the LRT and bus systems -- but not all three. This analysis assumed capital contributions of \$30 million in local (county) money and \$200 million in federal money.

This situation suggests a return to the circumstances -- fare increases and services cutbacks -- that led to public ownership and subsidy of the bus system in the first place. Public policy today should concentrate on transit serving as many people in as many parts of the area as possible, which almost certainly will mean additional subsidy for existing service. To plow large amounts of limited public dollars into a few LRT corridors at the expense of transit service for the broader region would be self-defeating at best.

¹ The Citizens League compared the total capital and operating costs of the today's transit system to the total annualized costs of the current system plus LRT. The League used RTB data for 1989 transit operations, including Metro Mobility, and RTB low-case projections for its 10-year LRT proposal, all in 1988 dollars. Operating costs would rise from a total of \$121.2 million to \$152.3 million a year, while the annual average capital costs for 10 years would jump to \$139.2 million from \$20.5. Thus, total annualized costs (capital and operating) would rise from \$141.7 million to \$291.5 million, or just over 100 percent.

Meanwhile, the Metropolitan Council supports a significantly different plan. The council opposes dedicating any broad, general levy such as a sales tax exclusively to any single category of capital improvement. And it recommends only a half-cent regional sales tax.

The council would direct about half of this new tax to: (1) metropolitan-type expressways -- not to local governments for local streets; (2) recreational open space; (3) land acquisition for needs such as a new airport and (4) a variety of other transit, housing and human services needs.

The council would use the remainder -- a quarter of a cent -- for only the "central" LRT line, making it a true demonstration. When this corridor is built, new LRT lines (if any) would need to be cost-justified and to compete with other regional capital-spending projects.

Finally, with the full "system" proposal very much on the table, some RTB interests are simultaneously proposing the Midway line as a "demonstration" to be built first, to show that LRT "works," supposedly before any other lines are started.

That is generally how LRT has been developed elsewhere in this country; only one (relatively inexpensive) surface line was put into operation; subsequent lines, if any, were built later. But do not be misled: The RTB legislative request is not for the modest, one-line LRT start other cities have made. Here is why:

- The RTB and its county advisory committee continue to seek legislative financing for the full, \$1.6-billion, nine-line "10-year maximum" proposal, with its schedule of building one new line every year for nine consecutive years.
- The proposal still incorporates an expensive downtown Minneapolis tunnel (and an unspecified number of additional tunnels) as part of the "demonstration," even though the downtown tunnel is totally unjustified if only one LRT line is built. The argument for a downtown tunnel is solely that the SIX lines Hennepin County wants to build can't all be handled easily on downtown Minneapolis streets.
- Hennepin County is spending millions of dollars for engineering, environmental studies and other activities on ALL its proposed LRT corridors.

LOW RIDERSHIP

The RTB projects LRT trips in the year 2010 at from 12,000 a day on the least-patronized line (so small that building it is not justified, according to Metropolitan Council guidelines) to 32,400 (down 23 percent from a 1990 estimate of 41,900) on the most-patronized line.

Despite impressions to the contrary, LRT would carry relatively few people -- trips would total some 205,000 per day (the number of individuals using LRT would be about half this number, since most would travel two ways and be counted twice). This means fewer LRT passengers, 20 years hence, than the bus system enjoys today. In 1989, MTC regular route bus ridership was 237,600.

Equally discouraging is the extremely small number of current car trips that LRT would replace, according to RTB data. Of the 205,000 total daily LRT trips, only some 43,000, or 21 percent, would be "new" riders (about 21,500 individuals) -- people attracted out of cars. The remainder, or almost 80 percent of the trips, would be made by bus if no LRT were built.

For 80 percent of its patrons, LRT means either simply replacing the bus or -- more typically, since many would need to ride a bus to an LRT station -- adding a transfer and an LRT trip to what is now just a bus trip.

The 205,000 projected LRT trips a day 20 years from now represent only 2.5 percent of the current daily eight million trips in the Twin Cities region; the 43,000 new transit trips (those attracted

out of cars) represent one half of one percent (.53 percent) of the current total trips. At \$1.6 billion, the RTB proposal would require a capital outlay of more than \$37,000 for each such new trip.

Such a painfully small contribution to transit ridership in the Twin Cities area cannot possibly produce meaningful progress toward the RTB's professed goals of reducing the area's dependence on cars (and gasoline), relieving air pollution and reducing highway congestion.

Why would an expensive new system carry such a small proportion of trips? The answer is basic and straightforward: The fixed LRT lines will not (and cannot) match the trips that people make in today's metropolitan area.

The fixed LRT routes -- radial spokes leading to (or from) the two downtowns -- and the technology are a half-century behind reality. They roughly match the physical and economic development of the Minneapolis-St. Paul area until after World War II, and the trips that people then made.

THE METROPOLITAN AREA'S DIFFUSE TRAVEL PATTERNS

Today residential, commercial and other development in the Twin Cities metropolitan area is widely dispersed. Density is low. In addition, people choose to live in one part of the area and work in another part. Naturally, trips match this development pattern. They connect the locations where people live, work, shop and engage in myriad other activities. They criss-cross the area in an every-which-way pattern.

A large and increasing proportion of travel is from one suburban location to another. No single center enjoys a significant portion of trips. Today's trips do not concentrate in a few diagonal corridors and end in downtown Minneapolis or St. Paul. They do not resemble the old, radial pattern proposed for LRT.

For example, of the metropolitan area's 6.7 million average daily (weekday) trips in 1982, only about 235,000, or 3.5 percent, went to the central-city downtowns. And of 1.1 million daily work trips that year, only 184,000 (16.7 percent) went to the downtowns, combined. By 1988, this ratio had shrunk notably, based on Metropolitan Council estimates: Of 1.47 million daily home-to-work trips that year, only 169,300 (11.5 percent) went to the downtowns -- 8 percent to Minneapolis, 3.5 percent to St. Paul.

Even heavy traffic in certain traditional corridors does not mean that these vehicles are bound for downtown. State traffic counts show that only 25 to 30 percent of the north-bound traffic on I-35W in south Minneapolis enters the central business district, for instance; the remainder is bound elsewhere.

Today's development will continue, with or without LRT. This means that not only the bulk of residential growth, but the majority of new jobs, as well, will occur in outlying areas. Less than one percent of the metropolitan area's employment gain between 1970 and 1986 was in the central cities, and only six percent of the new jobs through 2000 will be in those cities, according to the Metropolitan Council; 71 percent will be in outer-ring suburbs and outlying areas virtually untouched by the proposed LRT system.

In 1984, 72 miles of 580 miles of metropolitan area freeways and expressways experienced "severe" congestion, according to the Minnesota Department of Transportation (MnDOT). By 2000, this will increase to 125 miles; most of the new congestion will occur well outside the area LRT would serve. The projected cost of building and improving highways just to keep congestion at current levels is about double current expenditures, according to a MnDOT study. LRT would not alleviate this need, since the bulk of the mileage is outside the area LRT would serve.

THE FLAWED LRT PLANNING PROCESS

The low projected ridership for LRT, particularly compared to its capital cost, might also be partly a function of the planning process.

The Minnesota Legislature gave the individual counties LRT planning responsibility with the understanding that the counties would pay for LRT, presumably from their property-tax levies. But when the counties and the RTB settled on a large and expensive "system," they sought a new regional sales tax to pay for it. The counties' share of the cost dipped from 100 percent to about six percent.

The RTB simply combined the individual county plans, a process that provided no opportunity for application of an overall metropolitan perspective or metropolitan priorities. The Metropolitan Council has criticized this process, arguing that it invited each county to push for as much LRT as possible. The Council pointed out that "an LRT system is not a local system" and county-level decisions might not "coincide with overall regional objectives."

In fact, the approval processes of the RTB, an RTB advisory committee composed primarily of commissioners from the seven metropolitan counties, and the Metropolitan Council itself involved log-rolling and political considerations of several kinds.

First, the RTB and its advisory committee sought a larger tax than is necessary to build the proposed lines because LRT essentially would not serve Scott, Carver, Dakota or Washington counties; the additional tax gains their support by providing transportation dollars in those counties.

Second, exceptionally low-ridership corridors (from St. Paul south to Dakota County, for example) were included in the 10-year plan, also to gain broad county support.

Last, the "central" corridor or Midway line between downtown Minneapolis and St. Paul received first priority for construction, partly out of deference to St. Paul and Ramsey County. (While this line has the highest projected ridership in the RTB proposal, it also carries a relatively high capital cost. This corridor already has the Twin Cities' most successful bus line, plus downtown-to-downtown express service.) The central LRT line is projected to carry no more passengers than would buses without LRT.

RECOMMENDATIONS

The Full Proposal

The nine-line, \$1.6-billion LRT proposal is prohibitively expensive and would be a highly imprudent use of taxpayer dollars. Since it would attract few new transit riders, this proposal would not -- despite proponents' claims -- produce noticeable reductions in highway congestion, pollution or the metropolitan area's basic dependence on oil for transport. (The RTB proposal contains no data substantiating such claims.) The Legislature should not fund it.

The "Demonstration"

The so-called "demonstration" project presents precisely the same drawbacks, and the Legislature should also reject it. Were the Legislature to authorize a true pilot project, it would:

- Assure taxpayers of a true demonstration by prohibiting construction of any additional corridors until the pilot project is built and operating and the Legislature has had a full opportunity to evaluate its costs and benefits.
- Choose a line with a lower projected capital cost (the Hiawatha corridor in south Minneapolis would cost only about one-fourth as much as the central corridor) and tell the county proposing it to pay for the demonstration.
- Establish criteria for judging the success or failure of any demonstration. What percentage of LRT riders would be new transit passengers -- people attracted from driver-only cars, as opposed to people already in car pools or riding buses? How much (if any) highway congestion would the pilot project eliminate? How would it compare, in cost and ridership, to alternatives such as high-occupancy vehicle (HOV) lanes and improved bus service?
- Specifically rule out a downtown Minneapolis tunnel as part of any demonstration, since there is general agreement that a tunnel would be desirable only if multiple additional lines are constructed.

Dedicated Funding

The Legislature should avoid tying its own hands by dedicating a broad, general tax, such as a sales tax, solely to LRT or transportation. Legislators almost surely will be forced to balance LRT and roads against other metropolitan needs, as the Metropolitan Council argues. Equally important, the Legislature might well find it necessary to use any state sales-tax increases for state-level needs, such as balancing the state budget, holding down property taxes and funding education and a variety of social/human services.

Our Opposition

Although the Citizens League has long been skeptical about expensive, technologically oriented "solutions" to traffic congestion, we did not arrive at our decision to urge defeat of the current LRT proposal lightly or without a deep appreciation of the importance of improved transit in the Twin Cities metropolitan area. Unfortunately, the more we learned about the cost and ridership of this proposal, the more convinced we became that it does not deserve legislative or public support.

Our opposition is dominated by one simple, general conclusion -- Metropolitan Council and RTB projections establish clearly that LRT would attract so few people from driver-only cars that it could not significantly increase transit ridership. Both agencies deserve credit for avoiding the inflated, unrealistic ridership claims that have plagued LRT planning elsewhere. Now, the Legislature and other elected officials should recognize the reality of these projections.

Legislative Action

This does not mean that the Legislature cannot improve transit in this metropolitan area. But the Legislature must look to real solutions. It will need to recognize, first, that hard facts demonstrate that the glamorous proposal will not be effective and, second, that continued planning and political emphasis on a prohibitively expensive, ineffective technology will only postpone progress toward any true relief of highway congestion. The Legislature should:

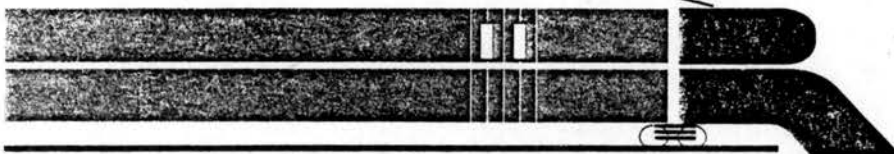
- Repeal the provision in current law that grants the seven metropolitan counties authority to levy \$42 million a year in property taxes for LRT.
- Direct the RTB to refocus its efforts, concentrating on reasonable-cost strategies based not on a particular technology or transportation corridor, but on service that will persuade drivers to ride.

Emphasize that turning drivers into riders is vital to truly reducing auto use and congestion. Reasonable strategies for the RTB include car- and van-pooling; HOV lanes; improved buses and better bus service, including more express service, comfortable, climate-controlled stations and good park-and-ride facilities; para-transit; staggered work hours; lower parking rates for multi-occupancy vehicles and higher rates for driver-only vehicles; and new service (perhaps leading to fixed-guideway transit) within major centers rather than between them.

- Assign responsibility for highway-related transit development jointly to the metropolitan agencies and to MnDOT.

Direct them to propose annually, as part of the metropolitan transportation development program, appropriate locations for HOV lanes and exclusive busways, based on service needs. (Eventually, when and if development density and ridership justify, these locations might be candidates for fixed-guideway transit.)

Require that with each proposal for new or expanded highway capacity, the metropolitan agencies and MnDOT use ridership considerations to determine whether the capacity should be provided as regular lanes, HOV lanes or busways.



Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

October 10, 1991

Ms. Agnea Antoniades
399 East Curtice Street
Saint Paul, Minnesota 55107

Dear Ms. Antoniades:

Thank you for your letter of September 30 regarding light rail transit plans for the South Corridor. As you've requested, your letter and the attachments to it will be placed in the public record for this project.

As we've discussed, the purpose of this initial study, a Scoping Study, is to identify what alternatives will be considered if additional studies are undertaken. This study proposed that an Environmental Impact Statement, if one is prepared, should consider alternatives of not building light rail transit but improving existing bus service and the alternative of light rail transit.

I appreciate your suggestions for notification and community involvement.

Ramsey and Dakota County Regional Railroad Authorities will carefully consider all the comments that have been made on this project.

Sincerely,

Kathryn DeSpiegelaere
Director of Light Rail Transit Planning

KD/blk

cc: Senator Sandy Pappas
Representative Carlos Mariani
Senator John Marty
Representative Don Valento
Senator Gary DeCramer
Senator Keith Langseth
Senator Don Frank
Representative James Rice
Representative Henry Kalis
Mayor James Scheibel
Council Member Dave Thune
West Side Citizens Organization
Commissioner Ruby Hunt
Commissioner John Finley

10-1-91

Mrs. DeSpiegelare,

This letter is in regard to the light rail transit and the proposed South Corridor. We have been told that it will run along the Lafayette Freeway with stations at each freeway exit.

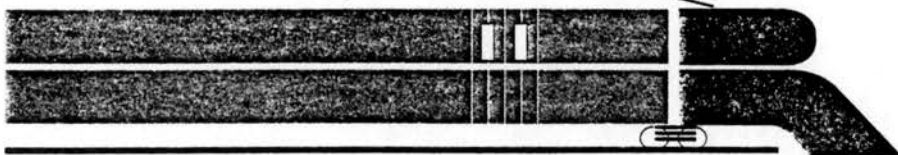
As a resident of the Butler Avenue neighborhood through which it would run, I would like to voice my opposition to the proposal.

We are already inundated with more traffic and the accompanying noise that the street can handle. With the addition of the LRT and a park and ride situation, we would be overwhelmed with even more traffic, multiple parking lots in residential areas, the probability of an increase in crime and, of course, the noise and disruption that accompanies the above.

In polling approximately 50 of my neighbors, only one favored the LRT. Most were vehement in their opposition and, further, are not willing to pay higher taxes to pay for something that benefits neither them nor the area.

Please reconsider the LRT and/or the Location of the South Corridor.

Sincerely,
Ellen Kanawake



Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman
District 3

Duane W. McCarty, Vice Chairman
District 1

Warren W. Schaber, Secretary
District 6

Ruby Hunt, Treasurer
District 5

Diane Ahrens
District 4

Hal Norgard
District 7

Donald Salverda
District 2

October 10, 1991

Ms. Ellen Kanavati
670 South Robert Street
Saint Paul, Minnesota 55107

Dear Ms. Kanavati:

We have received your letter regarding the South Corridor Light Rail Transit Study. The result of the current study is the identification of alternatives to be studied in subsequent engineering and environmental studies which may be undertaken. Your comments will be included as part of the South Corridor Scoping Comment Record and will be considered by the Dakota County and Ramsey County Regional Railroad Authorities.

Building LRT or improving bus service are the alternatives recommended to be considered if further studies are undertaken. Although LRT along the Lafayette Freeway is under consideration as the LRT alternative, no precise alignment has yet been determined for the corridor. This decision and the station locations and the facilities that would be provided at each station will be made subsequent to additional study and public comment.

Enclosed is a fact sheet on the South Corridor which was distributed at the Scoping Meeting and presents information on the South Corridor Light Rail Transit Study. I have included a brochure prepared by the Regional Transit Board which provides additional information on LRT planning throughout the region. I have also added your name to our newsletter mailing list.

Thank you for submitting comments on the South Corridor LRT Study. Your comments will be carefully considered by the Ramsey County Regional Railroad Authority and the Dakota County Regional Railroad Authority as they consider options in the South Corridor.

Sincerely,

Kathryn DeSpiegelaere
Kathryn DeSpiegelaere
Director of Light Rail Transit Planning

October 1, 1991

Dear Allen:

I would appreciate your reproducing
these materials and having them distributed to
all Dakota & Ramsey County commissioners. A
copy, also, to Kathy Se.
Thank you,

Rene

September 30, 1991

TO: Dakota County / Ramsey County LRT Committee Members
RE: St. Paul S/SW and St. Paul South to West LRT Lines
FROM: Renato Rosini

I The Annual Cost per Annual Patron (ACAP) Question

It's true that the ACAP is the determining factor as to whether or not a potential LRT line fails to be built or becomes a reality. The ACAP threshold number was established at \$4⁰⁰. Above \$4⁰⁰ and a line is dropped from consideration in the first 20 years; below \$4⁰⁰ and the line is included in the plans for the first 20 years.

The ACAP for a particular LRT line is calculated by relating 3 factors including the annual ridership, the cost of operations and maintenance, and the annualized capital costs.

The annual ridership number is, to the best of my knowledge, arbitrary and at best, a guesstimate.

No wonder, then, that ACAP's are radically changed in a short period of time. Compare the ACAP's found in Briefing Paper #9 (p. 8) with those for the same LRT lines found in Briefing Paper #13 (p. 20)

BP #9 is dated Oct 30, 1989 & BP #13 is dated Nov. 22, 1989 - just 24 DAYS.

For example: Minneapolis NW shows an ACAP of \$3⁴⁴ on October 30 and an ACAP of \$2⁵² on November 22, a change of about 27%. No explanations were offered.

Should anybody be at fault for questioning the bases upon which LRT lines are chosen or eliminated in the first 20 years??

How Firm is the \$4⁰⁰ ACAP Threshold?

Page through the literature, On at least 5 occasions it was specifically mentioned that the St. Paul East LRT line was eliminated from consideration in the first 20 years because its ACAP (\$5¹⁹) far exceeded the \$4⁰⁰ threshold. In February, 1990, the Systems Committee (after an appeal by a private citizen) voted to recommend inclusion of St. Paul East in the 20-year plan.

Before the vote was taken, a committee member asked, "Do we really want to do this?" Which means, I guess, "Aren't we opening a can of worms?"

Subsequently, the full Council accepted the recommendation & voted approval. St. Paul East is IN.

Implications:

- 1) Guesstimates lead to queasy conclusions that are reversible, as the record shows.
- 2) Stated positions need not be accepted as final positions.
- 3) The reversal on the St. Paul East LRT should easily translate into a reversal of positions on the St. Paul South to Southwest and it should be resurrected and included in the first 20-year plan.

Why is the St. Paul South to Southwest LRT so Important?

The business center of Dakota County lies near the intersection of I 35E & I 494. Consider NNA, Cray, and West Publishing alone. Then consider the many St. Paul

and East Metro businesses which have relocated into Dakota County in the past 25 years. Corporate campus possibilities and the potential for easy parking (not to mention the feeling of being wanted) were pervasive reasons for most of the moves, I think.

Now consider the impossible congestion twice each day on I 35 E ~~and~~ between St. Paul and Eagan. Remember that this area is wide open, automotive-oriented, and blessed (?) with modern highways - and still building.

How can we coax people out of their autos?

I don't have a crystal ball but my guess ^{is} that LRT might just do it with a St. Paul South to Southwest line roughly following I 35 E to the terminus at I 494.

Recall that St Paul S/SW would be much shorter than the proposed St Paul South to West line for the simple reason that the hypotenuse of a right triangle is shorter than the sum of its legs.

Now.....

IV What to do?

A) For those who like an ACAP that's more palatable, recalculate the ACAP for St Paul S/SW from downtown St Paul to a terminus at I 35 E / I 494, NOT to Cliff Road, as at present.

B) Regardless, remembering St Paul East, STRONGLY RECOMMEND that St. Paul S/SW be included in the LRT master plan for the first 20 years.

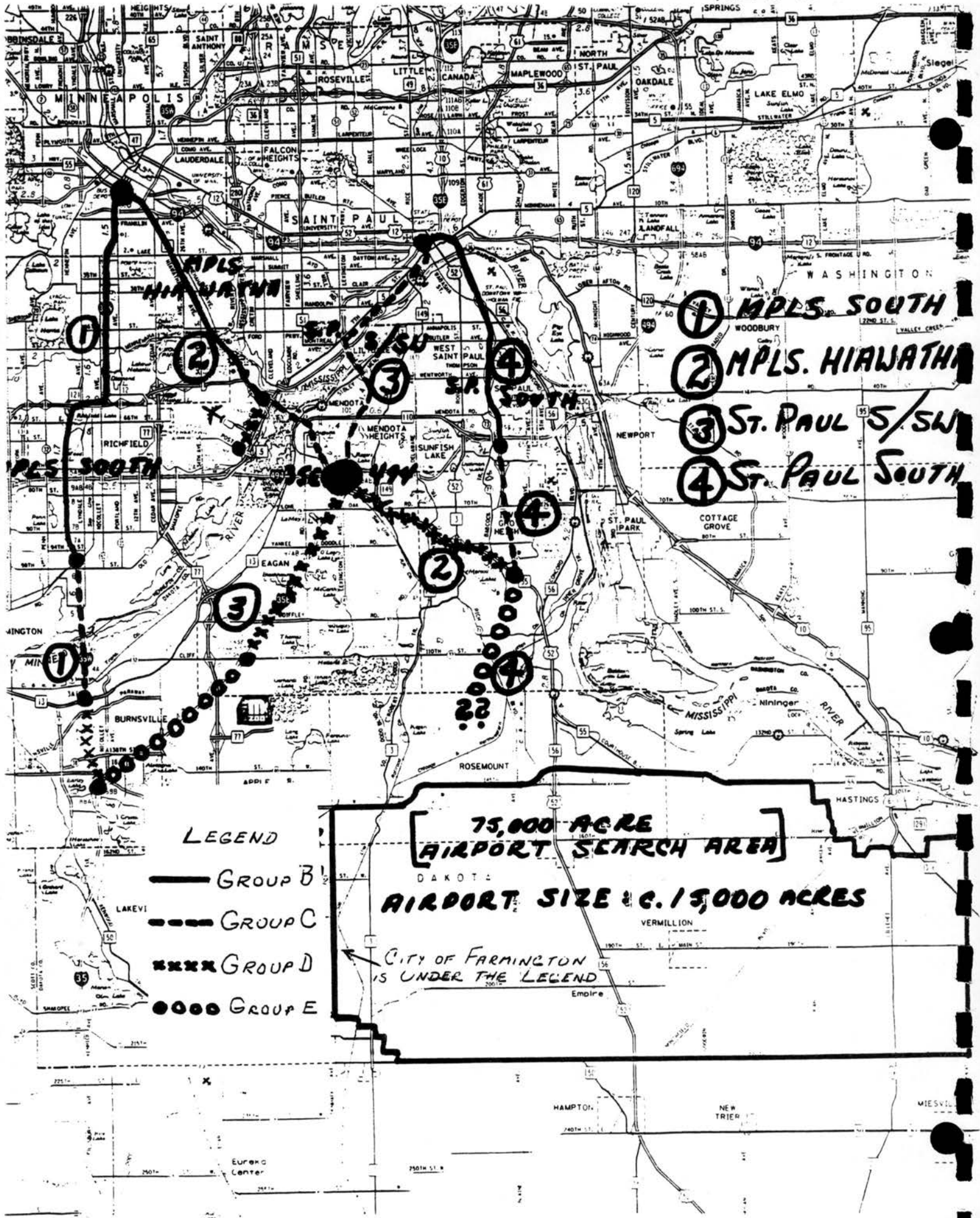
- c) Conclude that Dakota County's future is better served with a terminus at TH 52/55 for St. Paul South. Inver Grove Heights and the entire area around IGH will benefit. We've been told, repeatedly, that development follows transportation. CONSIDER THIS: A shuttle bus from the Park and Ride at Upper 55th can drop off customers on the doorsteps of West, Gray, and NWA. And serve many other businesses and organizations with service to within a few hundred feet from their entrances.

A crosstown shuttle would seem to make a great deal of sense.

I The Future?

If I were making the decision for the future of LRT in Dakota County, I'd at least consider the "X" plan. See attached map. Easy access from Inver Grove Heights or Burnsville to the two downtowns with service to many points in between!

And remember 1996. There may be an airport in our future.



ACAP FOR ST. PAUL EAST IS \$512

9/19/91

ANNUAL COST PER
ANNUAL PATRON (ACAP) =

$$\frac{\text{ANNUALIZED CAPITAL COST}^{(2)} + \text{OPERATIONS + MAINT. COSTS}}{\text{MEDIAN ANNUAL NO. OF PATRONS}^{(1)}}$$

- ① - ESTIMATE MINIMUM NO. OF RIDERS DAILY
- ESTIMATE MAXIMUM NO. OF RIDERS DAILY
- FIND THE MIDDLE POINT
- MULTIPLY BY 365
- PLUG INTO DENOMINATOR

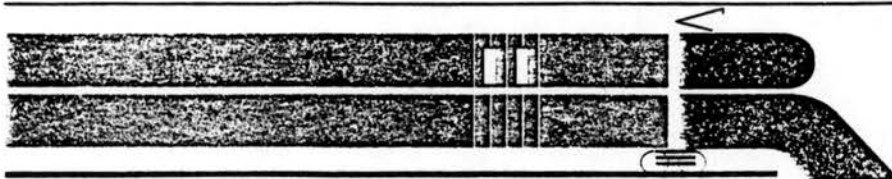
NOTE: THE LARGER THE NO. OF ANNUAL PATRONS THE
SMALLER THE ACAP AND V.V.

- ② - THE LONGER THE LRT LINE, THE HIGHER THIS FIGURE
- THE SHORTER....., THE LOWER THIS FIGURE

NOTE: THE HIGHER THIS FIGURE, THE HIGHER
THE ACAP AND V.V.

THE MAGIC NO. FOR ACAP IS \$400

- ALL LRT LINES ABOVE THE \$400 ACAP ARE
ELIMINATED FROM CONSIDERATION IN THE
FIRST 20 YEARS



Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

October 3, 1991

Mr. Reno Rossini
1461 Kent Street
Saint Paul, Minnesota 55117

Dear Mr. Rossini:

Allen Moe has given me a copy of your recent memo about the St. Paul South/Southwest Corridor. I appreciate, as always, your keen interest in our light rail transit plans.

It might interest you to know that the Metropolitan Council is preparing a "Metro Transit Facilities Plan," to be completed in draft form by December and to be submitted to the State Legislature in February. The Plan will consider different modes of transit, including busways, light rail transit and high occupancy vehicle lanes, for corridors in the metro area. Nacho Diaz is the project manager. You may want to review that study when it is available.

Sincerely,

Kathy

Kathryn DeSpiegelaere
Director of Light Rail Transit Planning

KD/blk

October 2, 1991

Kathryn DeSpiegelaere
Ramsey County Regional
Railroad Authority
316 Courthouse
15 West Kellogg Blvd.
St Paul Mn 55102

Dear Ms. Kathryn DeSiegelaere:

I am writing this letter to inform you that I strongly oppose the LRT System.

I have been a resident of St Paul all my life, I live next to Highway 3 believe me the noise tends to get very bad, I cannot imagine what it would be like to add a LRT system.

If it is to be built, please consider that it be built elsewhere.

A suggestion I have is that you Increase or Improve bus service in the Twin Cities.

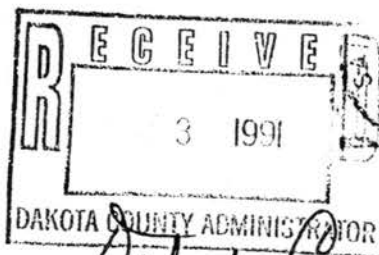
Sincerely,

Mary H. Garcia

Mary H. Garcia

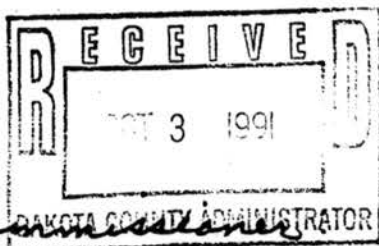


DELROY P. PURSCH
2408 ISALONA LN
SOUTH ST PAU, MN 55075



Mr. Donald Maher - Dakota County Commissioner
Dakota County Government Ctr.
1560 Highway 55
Hastings, MN. 55033

10-1-91



Dear Maher:

Dakota County Commissioner

A few words regarding the
Light Rail Transit project.

In light of the fact that
a 159 million rail facility
that hardly a hand full of
people will ever use & have
some logical questions that
need some answers.

Starting from Plato Blvd
to Upper 55th St, there is
a up grade totaling 85% of
the given distance.

Now you cut into the side
of any given slope and put
up a retaining wall as high
as the rail cars them selves.

Now 5-6 months of the year
we have winter.

II

Keep in mind the up grade.

We have a winter storm dumping 4-8 inches of snow blowing off the top of said retaining wall. Now the snow is drifted in (who knows how many feet) this area.

Now can you honestly tell me that this train is going to make it up that 85% grade with all that hard packed snow. ??? NO WAY!

You also talk about your 230 car parking lots. Is there going to be some one out there at 5:00 AM plowing all that snow and sanding all that ice in all of your parking lots. ????

Don't tell me that So. ST. PAUL or West St. Paul will have to use their tax dollars to

III

Take care of this matter.

Who will maintain your 230 car parking lots, keeping them clean all summer.

Will the S.S.P. and West St. Paul Police have to use our tax dollars to patrol these areas, and to make sure they aren't used for a place to hang out by our young people.

You also mention buses going through the community picking up people, and bringing them to the stations. WHO'S BUSES? S.S.P. buses, West St. Paul buses!

Will the MTC pick up these people, charge them to get to your stations, drop them off and expect them to pay the LRT to go down town. This doesn't sound like something the MCT could be in favor of doing.

IV

These are just a few of the
questions that need some good
firm answers.

The LRT is something the
people of So. St. Paul and West St.
Paul don't need and won't use.

Let's Get Real!!!

Del Pursch
So. St. Paul.

(a very concerned
CITIZEN)

218 Waterloo Avenue
So. St. Paul, MN 55075
October 1, 1991

Mr. Allen Moe
Dakota County Regional Railroad Authority
14955 Galaxie Blvd.
Apple Valley, MN 55124

Dear Mr. Moe:

We are writing to strongly object to the proposed light rail transit if it is to be located along the Lafayette Freeway. We are 35-year residents in the Oak Park neighborhood of So. St. Paul. The neighbors in our area opposed the construction of the freeway where it is now located; we employed an attorney to represent the group and attended numerous public meetings over more than five years to voice our objections, but plans had already reached a phase that made our efforts futile. As a result the serenity and natural beauty of our quiet neighborhood bordering on Marthaler Pond was permanently damaged and diminished.

That is why we welcome the opportunity to voice our objection to the LRT in our area at a stage that is hopefully early enough to have an influence. If it is demonstrated that Dakota County needs light rail transit, we believe the interests of residents would be better served by conducting an extensive review of available commercial streets such as Concord Ave. in So. St. Paul. We feel it is unfair to further damage the numerous residential areas along the Lafayette Freeway.

The Lafayette location was determined in part because it followed the border of West St. Paul and So. St. Paul, but this also severely penalized those homeowners who had the misfortune of living by these borders. To further damage the same homeowners with the drawbacks of light rail transit construction should be avoided if at all possible.

Thank you for your consideration of our objection and we will certainly appreciate notice of any public hearings planned for the future.

Sincerely yours,

William F. Gorman

William F. Gorman

Merriam C. Gorman

Merriam C. Gorman

SEPT-91
29th

Allen MOE.

We don't WANT LRT ALONG the So. Corridor
because: we don't want ALONG Lafayette Freeway
We live on Thompson Ave & Christensen, and
have TRAFFIC ALREADY.

TRAFFIC TO get TO the STATIONS WITH CAR PARK-
WOULD triple or more. Possible more Crime,
and TAX INCREASE

My husband and I are Retired, PAY \$860⁰⁰
PROPERTY TAXS.

Why invent ideas for more TAX INCREASE
L.R.T. WITH THIS idea, THINK TAX PAYERS HAVE
NO limit on SPENDING? ARE WE going for BRO?

People who prefer to drive their own
CARS, what route or HIGHWAY would they
Choose WITH INCREASE TRAFFIC?

Then Robert St, Concord be so FULL, MN.
then would build new HIGHWAYS for
EXPANSION, more TAXS.

IMPROVE BUS Service, MANY people prefer
to need DARTS for handicap + Sr. Citizens.

How would They PICK UP their Riders
ALONG TRAFFIC ROUTES? Sincerely,

Marlene Spragg
Greg Spragg
- Steven A. Carlson

September 30, 1991

Mr. Allen Moe
Dakota County Regional Railroad Authority
14955 Galaxie Blvd.
Apple Valley, Mn. 55124

Dear Mr. Moe:

We are emphatically against the idea of a light rail transit system from downtown St. Paul to I-494 on either side of the Lafayette Freeway.

We believe the County Regional Railroad Authority should reexamine the traffic priorities and resolve any problems via a different resolution.

An item of consideration would be to provide a Southbound only Lafayette Freeway exit connected to Marie Avenue in West St. Paul.

The opening of the Marie Avenue exit would divert a majority of truck traffic which frequent the Marie Avenue industrial park and the southern portion of the city. In addition, a large segment of the car traffic would use the Marie Avenue exit to end their journey at one of many apartment complexes, Carousel Apts., Country Club Manor, Westwood Apts., Holiday Acres and others. This project would resolve much of the inter-city traffic problems.

We question the need for LRT in Dakota County, which is an area not densely populated.

The Dakota County Regional Railroad Authority might be wise to place the project on hold until the Midway corridor is built and in use to see how successful it might or might not be.

We believe that many times, projects are pushed forward regardless of costs, prudent planning and is it a realistic solution to the problem.

Sincerely,


Doug H. and Patricia J. Ramsey
430 E. Thompson Ave.
West St. Paul, Mn. 55118

September 30, 1991

Mr. Allen Moe
Dakota County Regional
Railroad Authority
14955 Galaxie Blvd.
Apple Valley, MN 55124

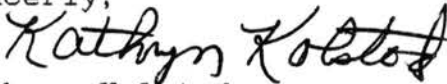
Dear Mr. Moe

This letter is in regard to the LRT that is planned to run along Lafayette Freeway. I am fearful that this will mean added noise to our neighborhood. At present, the West St. Paul suburb is near fully developed and few people use public transportation. I would hope that people would be encouraged to use the bus system. Personnaly, we would love to use buses if Park & Ride areas were available by the freeway and a good bus system available. West St. Paul certainly isn't densely populated enough to economically use LRT.

Dakota County is growing in numbers but is the density great enough to warrent a LRT?

I will be interested to hearing all information on this project.

Sincerly,



Kathryn Kolstad
1152 Stassen Lane
West St. Paul, MN 55118

St. Paul South LRT Corridor • Public Meeting

Dakota County Regional Railroad Authority (DCRRA) • Ramsey County Regional Railroad Authority (RCRRA)

WRITTEN STATEMENT

NAME Edward A. Ambrose

ADDRESS 515 Napoleon Cir - So St Paul MN 55107-5

STATEMENT

From 1969 To 1986 I regularly rode the bus to my company of employment. This route was from So St Paul near Butler to downtown St Paul where I transferred to an East-bound bus. The trip took almost 1 hr from the time I left home until I arrived. By auto this trip was less than 20 minutes. Since we were a one car family, I had no alternative but to take the bus. During those years which saw the gas price soar, the bus ridership did not change appreciably. For some unknown reason, Minnesotans have a hang up for riding bus or rail transportation. I've heard comments that one is a failure if you ride a bus, therefore how do you plan to get the uppies out of their BMW's or Honda Accords on to the bus? Until you solve that problem you are doomed to bankruptcy. For the South Corridor, I vote for the optional project which is no project. Improve the bus service and stop building or improving freeways to get people out of the cars.

St. Paul South LRT Corridor • Public Meeting

Dakota County Regional Railroad Authority (DCRRA) • Ramsey County Regional Railroad Authority (RCRRA)

WRITTEN STATEMENT

NAME Lisa Lee

ADDRESS 181 Sherburne Ave.

St. Paul MN 55103-2038

STATEMENT I thought

Notification was satisfactory since notices were sent to libraries. I recommend this be continued. Perhaps a notice could be sent with the water bill to save money on postage and envelopes.

I request that when ridership figures are given, that it is made very clear that they are for the year 2010. I also request that figures be given for a less distant year, including opening year.

APPENDIX D

NOISE GUIDELINES CRITERIA AND METHODOLOGY

NOISE GUIDELINES, CRITERIA, AND METHODOLOGIES

NOISE

Noise generated during the operation of the proposed LRT system would be from the following sources.

- o Light rail vehicles
- o Feeder-buses
- o Station-related automobile traffic

The remainder of this section documents methodologies which will be used to identify future noise levels and noise standards, guidelines and criteria which will be used to evaluate noise impacts.

Existing Environment

The existing noise environment adjacent to the proposed rail lines and station sites will be characterized through noise monitoring. Noise monitoring sites selected will represent the most noise sensitive uses proximate to the rail corridors and proposed station sites.

Noise Impact Measurement

Generally, a proposed development would create the potential for a significant noise impact when one or both of the following conditions are met.

- o Predicted noise levels exceed state or federal one-hour noise standards
- o Noise associated with the proposed development causes a three decibel increase in predicted one-hour no-build noise levels

These criteria will be used in evaluating the potential for impacts from feeder-buses and from automobile traffic associated with the proposed system. The federal noise abatement criteria and state noise standards are documented in Tables 1 and 2. LRV noise, because of the relatively short single-point passby duration and the low number of passbys per hour would not noticeably affect the predicted one-hour noise levels. Therefore, evaluation of the potential for impacts based on the State Noise Standards or Federal Abatement criteria is not appropriate. LRV noise impacts will be evaluated by comparing average maximum passby noise levels (Lmax) to American Public Transit Association (APTA) Lmax Guidelines. The Lmax noise level is the average maximum noise level associated with an LRT passby.

TABLE 1
FEDERAL NOISE ABATEMENT CRITERIA

Hourly A-Weighted Sound Level - decibels (dBA) 1/

Activity Category	Leq(h)	L10(h)	Description of Activity Category
A	57 (Exterior)	60 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	--	Undeveloped lands.
E	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

1/ Either L10(h) or Leq(h) (but not both) may be used on a project.

Source: FHPM 7-7-3, 23 CFR 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise," FHWA, July 1982.

TABLE 2
STATE NOISE STANDARDS

	Minnesota State Noise Standards (dBA)			
	Daytime (7:00 AM - 10:00 PM)		Nighttime (10:00 PM - 7:00 AM)	
	L10*	L50*	L10*	L50*
Residential	65	60	55	50
Commercial	70	65	70	65
Industrial	80	75	80	75

* Sound levels for a one-hour survey.

Source: Minnesota Rules Chapter 7010.0400. Statutory Authority Minnesota Statutes Section 116.07 Subdivisions 2, 4.

APTA Lmax noise level guidelines, documented in Table 3, are set at levels which would likely be acceptable to communities potentially affected by the additional transient noise.

In addition to establishing Lmax passby noise levels for general land use categories, the APTA has established Lmax guidelines for a number of more sensitive building uses. These guidelines are shown in Table 4.

Impact Quantification Methodology

The potential for significant noise impacts from the sources listed above will be quantified using the methodologies described in the following sections.

LRV Noise

LRV noise impacts on surrounding developments will be quantified using the following general methodology:

- o Lmax LRV noise emission rates over the assumed range of operating speeds for the system will be established. Lmax noise emission rates developed for the Hennepin County Light Rail Transit Draft Environmental Impact Statement are also applicable for use in Ramsey and Dakota Counties. Surveys of other operating systems or additional noise monitoring may be completed. For the Hennepin County system, noise emission rates from systems in Portland, Sacramento, San Diego and Baltimore were used in establishing best-case and worst-case noise emission levels.
- o The general land use of the area surrounding the proposed rail corridors will be determined. The appropriate APTA guideline which would be applicable along various segments of the line is dependent on the use of the land.
- o The setback distance to receiver sites adjacent to the rail corridors will be determined.
- o Based on the emission rates, applicable APTA guidelines and the setback distance to adjacent receiver sites, the number of residential, commercial, industrial and public uses which would fall within the appropriate Lmax contour will be identified.

Traffic and Bus Noise

Vehicle traffic and bus traffic noise impacts will be quantified using methodologies documented in the Federal Highway Administration (FHWA) Highway traffic Noise Prediction Model (Federal Highway Administration, FHWA-RD-77-108, Washington,

TABLE 3
GUIDELINES FOR MAXIMUM AIRBORNE NOISE FROM TRAIN OPERATIONS

Community Area Category	<u>Single Event Maximum Noise Level Design Goal</u>		
	Single-Family Dwellings	Multi-Family Dwellings	Commercial Buildings
I Low Density Residential	70 dBA	75 dBA	80 dBA
II Average Residential	75	75	80
III High Density Residential	75	80	85
IV Commercial	80	80	85
V Industrial/Highway	80	85	85

Source: 1981 Guidelines for Design of Rapid Transit Facilities, American Public Transit Association, Washington, DC, 1981

TABLE 4
GUIDELINES FOR MAXIMUM AIRBORNE NOISE FROM TRAIN OPERATIONS

<u>Building or Occupancy Type</u>	<u>Single Event Maximum Noise Level Design Goal</u>
Amphitheatres	60 dBA
"Quiet" Outdoor Recreation Areas	65 dBA
Concert Halls, Radio and TV Studios, Auditoriums	70 dBA
Churches, Theatres, Schools, Hospitals, Museums, Libraries	75 dBA

Source: 1981 Guidelines for Design of Rapid Transit Facilities, American Public Transit Association, Washington, DC, 1981

DC, 1978). The model estimates traffic noise levels at adjacent receivers from roadway sources based on:

- o Peak hour background and site-generated traffic levels
- o Mixture of heavy trucks, medium trucks and cars in the vehicle stream. Transit buses generated by the proposed facility are assumed to have noise emission levels comparable to medium trucks
- o National average vehicle noise emission levels
- o Vehicle operating speeds representative of existing or forecast operating conditions
- o The distance from the roadway source and receiver site

Using this methodology, predicted noise levels for the build and no-build condition will be calculated. Based on a comparison of the build condition noise levels to no-build levels and a comparison of the predicted noise levels to the federal and state noise standards, the potential for a significant impact will be determined.

VIBRATION

The proposed LRT system has the potential to create ground-borne vibration impacts on development adjacent to the corridors. The effects of LRT ground-borne vibration are generally perceived in two forms:

- o Vertical floor vibration
- o Rumbling noise within adjacent buildings which is caused by resonance through the building structure

Adjacent to at-grade sections, vertical vibration of interior floors is the dominant effect. In contrast, adjacent to rail tunnel sections, the rumbling of ground-borne noise is more dominant. Guideline levels for evaluating the potential for a significant impact have been established for each of these vibration effects.

Vibration Impact Criteria

American Public Transit Association (APTA) guidelines apply to ground-borne noise from train operations. Criteria for acceptable levels of interior floor vibration have also been established. These guidelines are not intended for design of a system that is imperceptible, but rather a system which would emit vibration levels sufficiently low so that no significant intrusion or annoyance would occur (San Diego East Urban Corridor Alternatives

Analysis/Environmental Impact Statement Technical Report: Noise and Vibration, Wilson, Ihrig, and Associates, April 1984). The established guidelines for LRT ground-borne noise and criteria for vibration are documented in Tables 5 and 6.

- o Identification of surrounding land uses and applicable vibration guidelines. Included in the land use inventory process would be identification of specific vibration sensitive uses. Type of uses identified are described in Table 7.
- o An evaluation of vibration analyses completed for other LRT systems relative to the proposed St. Paul South LRT corridor.

The potential impact area is highly dependent on the propagation rate of the geological strata between the rail source and the adjacent receiver sites. Evaluation of the strata will be completed as part of the preliminary engineering and system design phases of project planning.

As with LRT-generated air-borne noise, supplemental maximum ground-borne noise and vibration guidelines for a number of specific vibration sensitive non-residential uses have been established. The average maximum LRT pass-by vibration criteria for these sensitive uses are documented in Table 7.

The threshold for perception of vibration resulting from an LRT passby varies based on the frequency of the shock wave. The degree of perception of LRT generated ground-borne vibration, by frequency band, is displayed in Figure 3. The figure shows that if predicted levels of ground-borne vibration from the proposed LRT system do not exceed approximately 72 dB over most frequency bands, re: 1.0 micro inch per second, the level would be barely perceptible. In addition, if the predicted vibration level falls below 67 dB over most of the frequency bands, ground-borne vibration from the proposed LRT would likely be imperceptible.

Vibration Impact Analysis

As part of the EIS process, the following vibration impacts analyses will be completed:

- o Identification of rail vibration emission levels
- o Identification of surrounding land uses and applicable vibration guidelines. Included in the land use inventory process would be identification of specific vibration sensitive uses. Type of uses identified are described in Table 7.
- o An evaluation of vibration analyses completed for other LRT systems relative to the proposed St. Paul South LRT Corridor.

TABLE 5
APTA GUIDELINES FOR MAXIMUM GROUND-BORNE NOISE FROM TRAIN OPERATIONS

Community Area Category	Maximum Single Event Ground- borne Noise Level Design Goal		
	Single-Family Dwellings	Multi-Family Dwellings	Hotel/Motel Buildings
I Low Density Residential	30 dBA	35 dBA	40 dBA
II Average Residential	35	40	45
III High Density Residential	35	40	45
IV Commercial	40	45	50
V Industrial/Highway	40	45	55

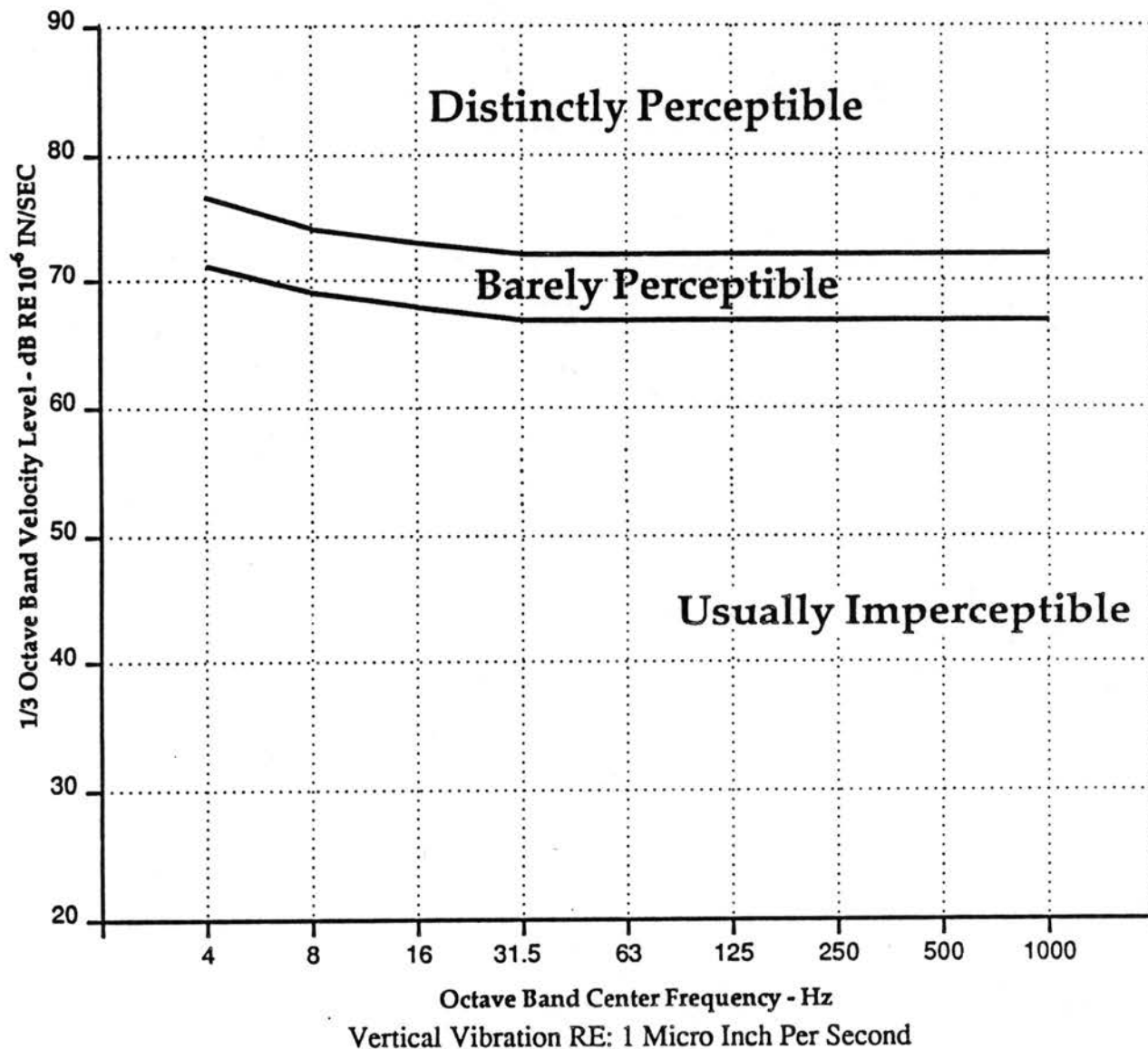
Source: 1981 Guidelines for Design of Rapid Transit Facilities, APTA, Washington, DC, 1981

TABLE 6
CRITERIA FOR MAXIMUM GROUND-BORNE VIBRATION FROM TRAIN OPERATIONS

Community Area Category	Maximum Single Event Vibration Velocity (dB)		
	Single-Family Dwelling	Multi-Family Dwelling	Hotel/Motel
Low-Density Residential	70 dB	70 dB	70 dB
Average Residential	70 dB	70 dB	75 dB
High-Density Residential	70 dB	75 dB	75 dB
Commercial	70 dB	75 dB	75 dB
Industrial/Highway	75 dB	75 dB	75 dB

Note: Criteria apply to vertical vibration of floor surfaces within the buildings. Vertical vibration RE: 1.0 micro inch per second.

Source: Wilson, Ihrig and Associates, Inc., Technical Memorandum, Acoustical Study Guadalupe Corridor, 1983.



Source: San Diego East Urban Corridor
Alternatives Analysis EIS Technical Report:
Noise & Vibration, 1984.

Figure 3
Level of Perception of Normalized
Ground Surface Vibration at 50 Feet

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere 10/31/91
Authorized Signature Date

Board Action Requested

Information on LRT station in vicinity of
 T.H.280/I-94/Westgate.

DISCUSSION ONLY

Request Justification

- See attached: 1) Memorandum from K. DeSpiegelaere
 2) Technical Memorandum #1 - Westgate/TH 280 LRT Service
 3) List of organizations

Budgeting and Accounting Ed Blamly
County Attorney David Macmillan
Risk Manager
Data Processing
Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
 November 12, 1991

Signature

Date
 11/4/91

Board Date

Signature

Date

Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *KD*

SUBJECT: LRT Station in Vicinity of TH 280/I-94/Westgate

DATE: October 30, 1991

Information has been developed by BRW on alternatives to be considered for LRT station locations in the vicinity of TH 280/I-94/Westgate. A copy is attached (Attachment 1).

That information has been shared with representatives of the organizations listed in Attachment 2. The next meeting to discuss alternatives is scheduled for November 20.

Recommendation:

For your information.

KD/blk
Attachment

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TECHNICAL MEMORANDUM #1

WESTGATE/TH 280 LRT SERVICE

Prepared for:

**Ramsey County Regional Railroad Authority
316 Courthouse
St. Paul, MN 55102**

**Hennepin County Regional Railroad Authority
Southwest Street Level Government Center
Minneapolis, MN 55487**

Prepared by:

**BRW, Inc.
700 Third Street South
Minneapolis, MN 55415**

OCTOBER 29, 1991

INTRODUCTION

This memorandum summarizes the evaluation of alignment alternatives for the Midway Corridor Light Rail Transit (LRT) Westgate/TH 280 segment. Following is an introduction to this issue, a description of the alternatives, and an evaluation of alternatives.

The issue of concern is resolution of an appropriate level of transit service for the Westgate/TH 280 area. The Westgate/TH 280 service area is defined, for the purpose of this study, as that area which is located between I-94 on the south, the U of M Transitway on the north, Emerald Street on the west, and TH 280 on the east.

The Westgate/TH 280 line segment is that segment of the Midway Corridor LRT alignment which is located between the University of Minnesota east bank campus on the west and Cretin Avenue/Vandalia Street on the east. Five different LRT alignment alternatives for the Westgate/TH 280 area have been identified and evaluated to allow the Rail Authorities to select the preferred alignment.

Pending the final selection of the U of M LRT alignment, the most westerly station in this segment will be located at either the Arby's site, at Washington Avenue and the Motley Bypass, or somewhere in the vicinity of 25th Avenue and 5th Street SE.

At the easterly end of the study area, at Cretin Avenue/Vandalia Street, it is assumed that the LRT tracks will be on the south side of the Soo Line tracks. Thus, all five alternative alignments will require that the LRT tracks cross the Soo Line tracks. The cross-over, which would occur west of Pelham Boulevard in Alternatives A and B and east of Pelham Boulevard in Alternatives C, D, and E, will, for the purposes of this evaluation, be assumed to be an at-grade crossing.

ALTERNATIVES

Following is a brief description of each of the five alternatives (See Figures 1 through 5.).

Alternative A (Shuttle Bus). In this alternative the LRT line would be located in the Soo Line right-of-way with a bridge over I-94 north of Franklin Avenue. Stations would be located at 25th Avenue and Franklin Avenue. Access for the Westgate/TH 280 area to the LRT system would depend on a shuttle bus either to the Franklin Avenue station or to the Cleveland Avenue Station.

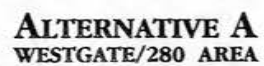
Alternative B (Pelham Station). In this alternative the LRT line would be located in the Soo Line right-of-way with a bridge over I-94 north of Franklin Avenue. Stations would be located at 25th Avenue, Franklin Avenue, and Pelham Boulevard. Access for the Westgate/TH 280 area would be via a pedestrian walkway along Eustis Street and a pedestrian overpass across I-94 to the Pelham Boulevard station.

Alternative C (Wabash Station). In this alternative the LRT line would be located in the Soo Line right-of-way west of Emerald Street, would cross I-94 on a bridge west of Emerald Street, would be located along the Wabash Avenue freeway frontage road alignment, would cross TH 280 on a bridge, and would have an at-grade crossing at Pelham Boulevard. Stations would be located at 25th Avenue, Franklin Avenue, and Wabash Avenue. Access for the Westgate/TH 280 area would be via a pedestrian walkway along Eustis Street to the Wabash Avenue station. Access to the neighborhood to the south would be via a grade-separated pedestrian bridge.

Alternative D (Transitway). In this alternative the LRT line would be located in the U of M Transitway right-of-way west of Berry Street, along Berry Street north of University Avenue, along Curfew Street south of University Avenue, would cross the Weyerhaeuser railroad spur, Wabash Avenue, and I-94 on a bridge just west of TH 280. Stations would be located at 25th Avenue and along Curfew Street between University Avenue and Franklin Avenue just west of Court International.

Alternative E (University Avenue). Alternative E is similar to Alternative D, except that the alignment west of Curfew Street would be in the median

of University Avenue. Station sites on University Avenue are limited, because of grade constraints, to the segment west of 27th Avenue SE or to the segment east of Bedford Street.



MIDWAY CORRIDOR
Light Rail Transit • Preliminary Design Study

RCRRA/HCRRA
Ramsey County Regional Railroad Authority Hennepin County Regional Railroad Authority

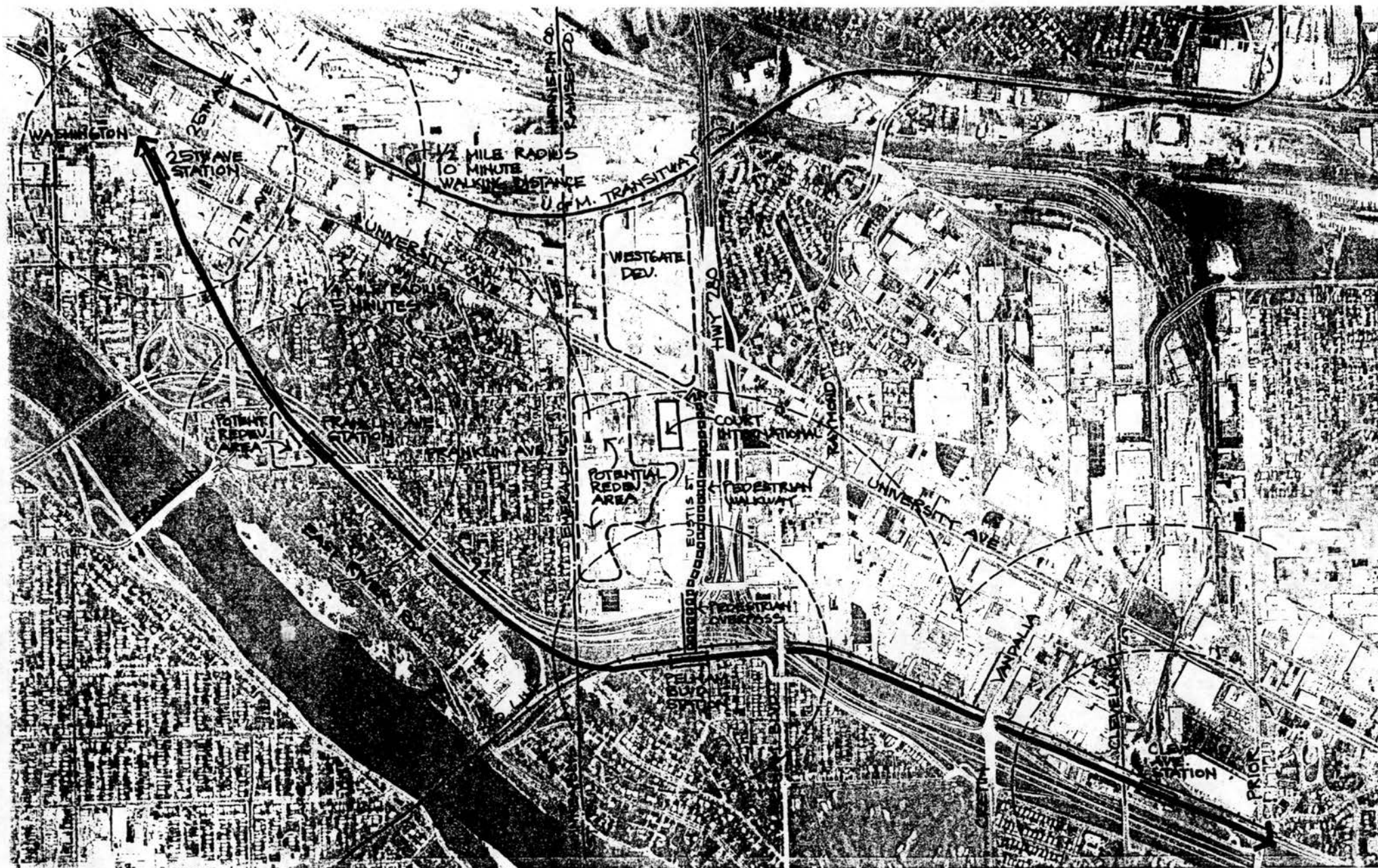


Figure 2

ALTERNATIVE B
WESTGATE/280 AREA

MIDWAY CORRIDOR
Light Rail Transit - Preliminary Design Study
RCRRA/HCRRA
Riverside County Regional Railroad Authority / Hamilton County Regional Railroad Authority

10/29/91

0' 500' 1,000'



BRW

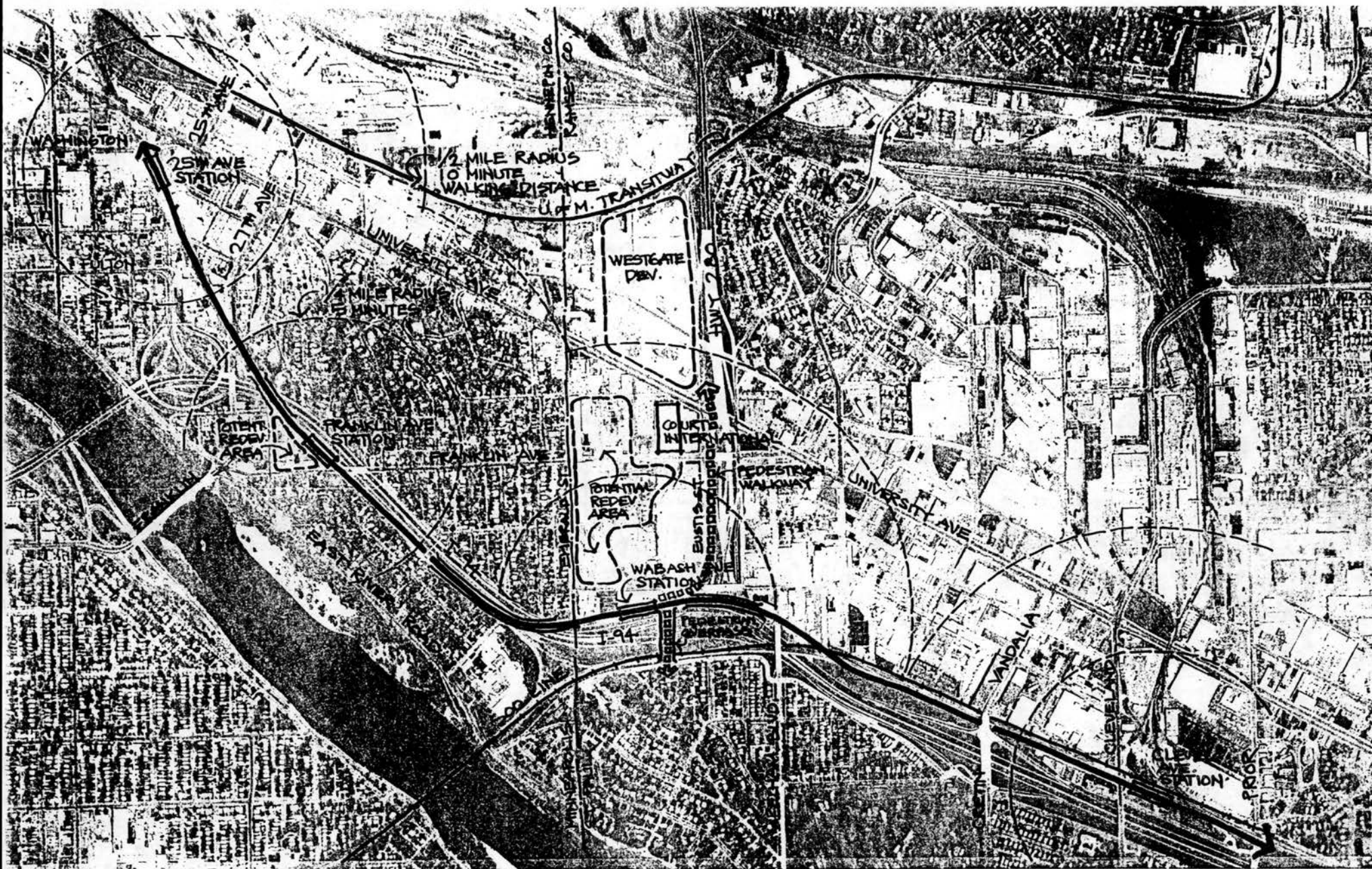


Figure 3

ALTERNATIVE C
WESTGATE/280 AREA

MIDWAY CORRIDOR
Light Rail Transit - Preliminary Design Study
RCRRA/HCRRA
Ramsey County Regional Railroad Authority Hennepin County Regional Railroad Authority

10/29/91



0' 500' 1,000'

BRW

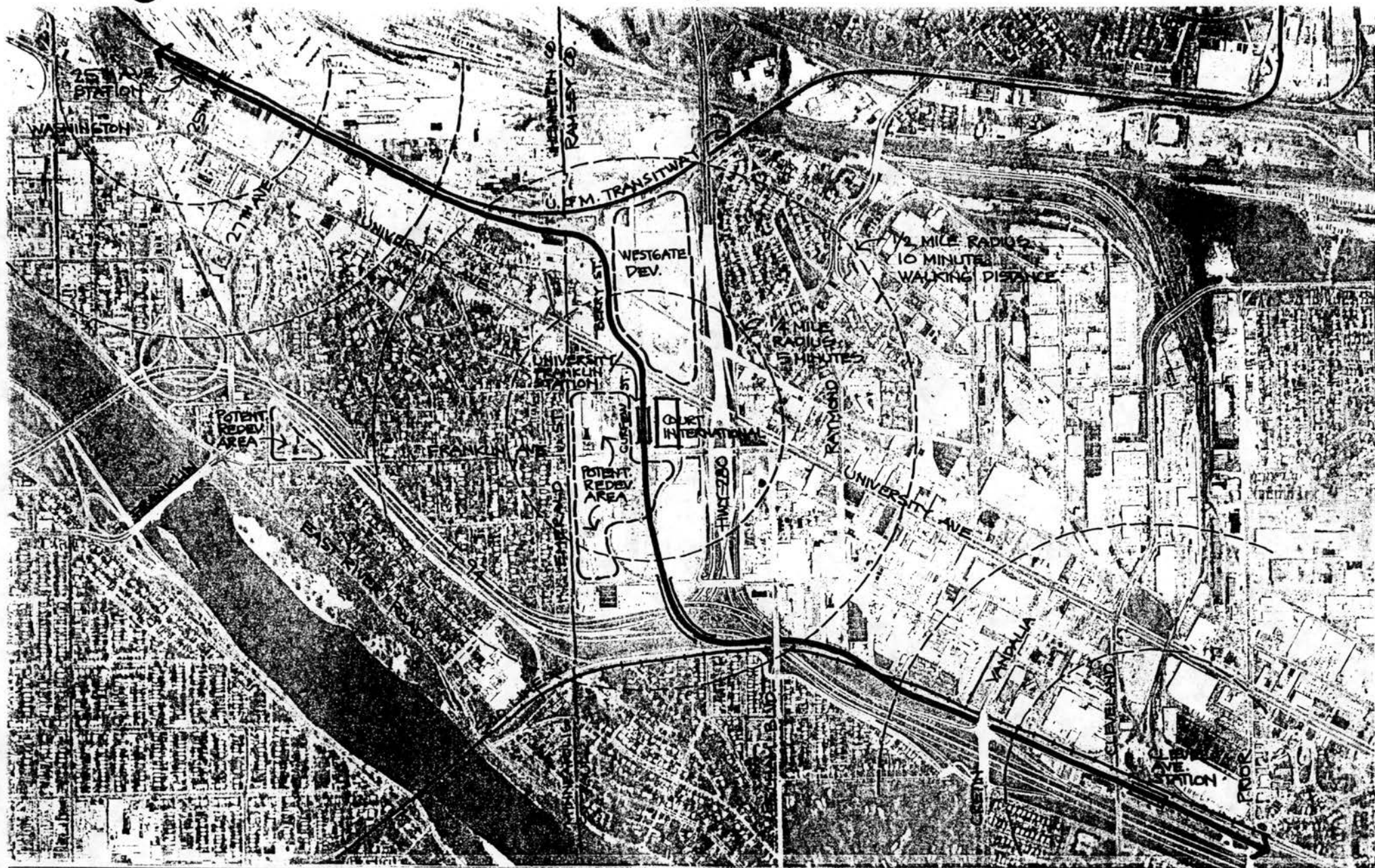


Figure 4

ALTERNATIVE D
WESTGATE/280 AREA

MIDWAY CORRIDOR
Light Rail Transit - Preliminary Design Study
RCRRA/HCRRA
Hennepin County Regional Rail Authority Hennepin County Regional Rail Authority

10/29/91



0' 500' 1,000'

BRW

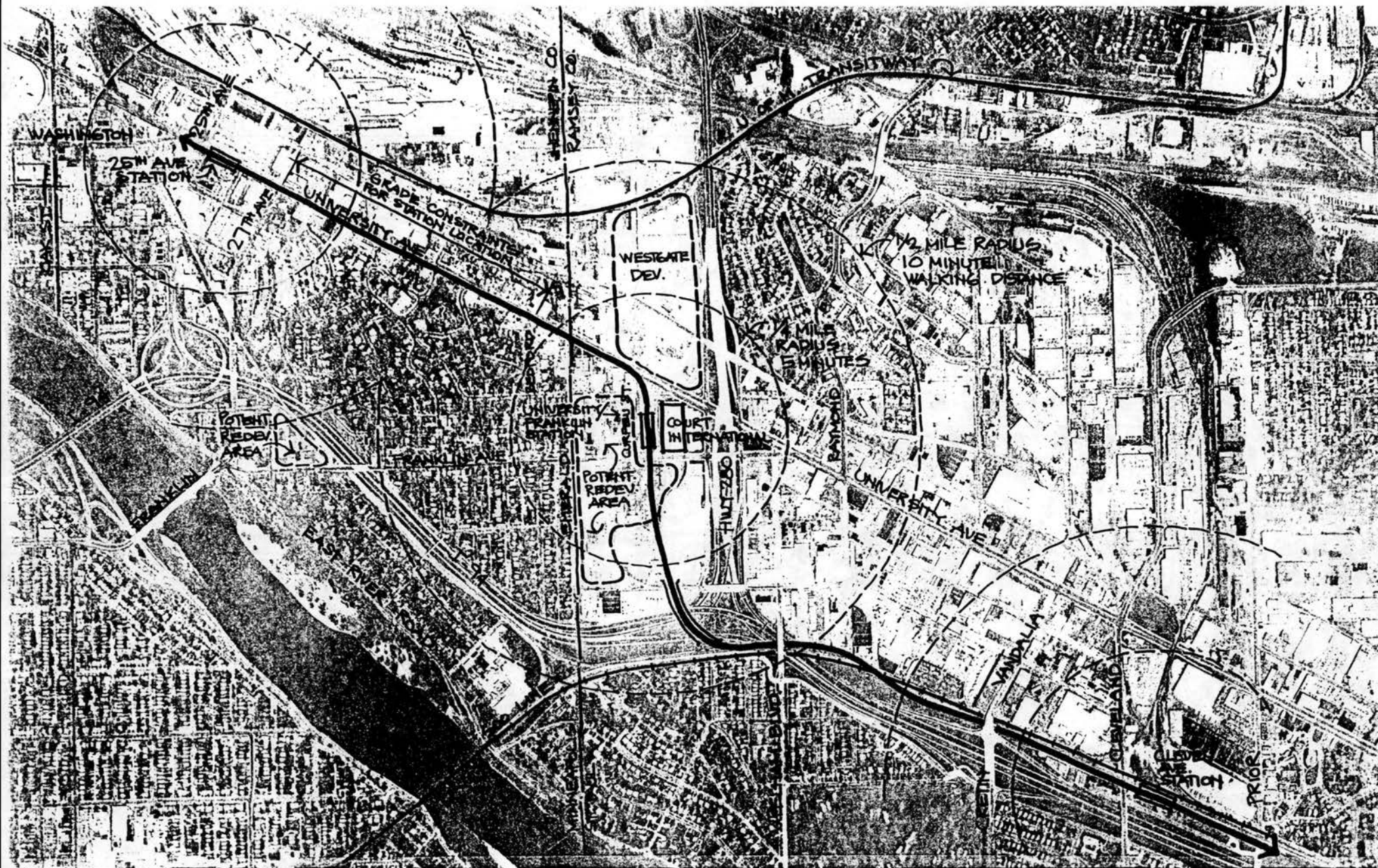


Figure 5

ALTERNATIVE E
WESTGATE/280 AREA

MIDWAY CORRIDOR
Light Rail Transit - Preliminary Design Study
RCRRA/HCRRA
Ramsey County Regional Railroad Authority Hamilton County Regional Railroad Authority

10/29/91



0' 500' 1,000'

BRW

EVALUATION OF ALTERNATIVES

The alternatives are evaluated in terms of travel time, patronage forecasts, access to the LRT stations, land use impacts, service to potential redevelopment areas, property acquisition costs, construction costs, and consistency with corridor design criteria.

Following is a discussion of the alternatives in terms of the evaluation criteria. A summary of the evaluation is presented in the evaluation matrix at the end of this section.

TRAVEL TIME/PATRONAGE FORECASTS

The LRT ridership impacts, for the Year 2010, shown in Table 3 were generated based upon "hand manipulation" of previous model results. This method provides a very general approximation of anticipated model results for a simulation of the proposed system modification. The ridership adjustments were compared with the previous station ridership projections within the Midway Corridor and adjusted further as appropriate. The ridership increases identified in the table account for the small loss of through trips resulting from increased travel time.

Alternative A represents the baseline alignment. Alternative B adds a station south of I-94 at Pelham Boulevard. Most of the ridership attracted to the new station would consist of trips originating in the neighborhood. A small number of LRT trips would be destined to work destinations in the immediate vicinity. It is not anticipated that a significant number of LRT riders would walk to the Court International area. Approximately 400-500 trips are forecast for this new station.

Alternative C effectively moves the new Pelham station north of I-94 to Wabash. This location would offer a small improvement over Pelham with respect to the Court International area and Westgate. Service to trips originating south of the freeway would diminish, resulting in a ridership level of approximately the same as adding the Pelham station (400-500 daily trips).

Alternative D locates the alignment through the Westgate/TH 280 area and along the transitway alignment. The increased accessibility to the Westgate/TH 280 area is anticipated to attract about 400-600 daily LRT

work trips to the area. These LRT trips represent 7 to 10 percent of the 5,800 work trips projected for this area in the Year 2010.

Additional Westgate/TH 280 station activity would be attracted from the Franklin Avenue area and feeder bus service diverted from the Cleveland Avenue Station. Depending on the feeder bus plan, the Westgate/TH 280 Station would generate between 1,500 and 2,500 daily trips.

Alternative E modifies the Alternative D route to follow University Avenue rather than the transitway. The ridership level for E would be about the same as for Option D.

The loss of LRT "through" trips resulting from the modifications outlined above is estimated to be insignificant. The increased travel time caused by the addition of a new station in Alternative B would eliminate about 200 daily LRT riders. The additional station, reduced travel speed along University, and the additional curves in the alignment would reduce through trips in Alternative E by about 400 daily trips.

ACCESS TO THE LRT STATIONS

Alternative A provides direct pedestrian access for the Prospect Park residents immediately adjacent to the Franklin Avenue station. The Westgate/TH 280 area would depend on a shuttle bus or an extension of the existing 16A bus which would require one additional transfer for system users.

In Alternative B, accessing the LRT system would require a walk to the Pelham Boulevard station of over half-a-mile from some of the sites in the Westgate Development area, and would require crossing I-94 on a pedestrian overpass. The Pelham Boulevard station would provide relatively direct access for the Desnoyer Park neighborhood to the south.

In Alternative C the walking distance from the Westgate area is somewhat shorter than in Alternative B, but is still considerable.

Alternative D provides relatively direct pedestrian access to the LRT system for the Westgate/TH 280 area, but portions of the Prospect Park neighborhood, especially the East River Road area, are beyond the one-half mile, or approximately 10 minute, walking distance and would require connection via a feeder bus.

In Alternative E relatively direct pedestrian access to the LRT system is provided for the Westgate/TH 280 area as well as Prospect Park residents, assuming a station is located on University Avenue in the Prospect Park vicinity.

LAND USE IMPACTS

In Alternatives A and B the LRT line will be located adjacent to the Desnoyer Park residential area south of I-94 and the Prospect Park residential area along East River Road.

In Alternative C, the impacts will be similar to Alternatives A and B, except that there will be less of an impact on the Desnoyer Park residential area south of I-94, since the LRT line will be located north of I-94. Potentially, there will be a significant impact on the Hartzell Manufacturing property and operations.

In Alternatives D and E the LRT alignment will require the acquisition of thirteen residences along the east side of Curfew Street and the LRT line will be across the street from the remaining residences on the west side of Curfew Street. This may, however, be a short-term impact, because the residential pocket is incompatible with the surrounding commercial and industrial uses and it is a potential candidate area for redevelopment. In addition, there will be some impacts, because of the LRT right-of-way acquisition, on Hartzell Manufacturing, Court International, and the Westgate Development area. In terms of other land use impacts, the proposed LRT station between Franklin Avenue and University Avenue presents an excellent opportunity for mixed-use redevelopment projects in the station vicinity or integrated with the station.

SERVICE TO POTENTIAL REDEVELOPMENT AREAS

The two potential redevelopment areas are the mixed-use district along Berry Street and Curfew Street on both sides of Franklin Avenue and the triangular area north of Franklin Avenue just west of I-94. The Berry Street/Curfew Street area is much larger than the Franklin Avenue/I-94 site and, in conjunction with Court International and the Westgate Development, it may have much greater potential for redevelopment, especially if integrated with an LRT station.

Alternatives A, B, and C provide direct pedestrian access for the Franklin Avenue/I-94 site and Alternatives D and E provide direct pedestrian access for the Berry Street/Curfew Street redevelopment area.

PROPERTY ACQUISITION COSTS

Alternatives A and B will require acquisition of the Soo Line right-of-way.

Alternative C will require acquisition of the Soo Line right-of-way, portions of the properties on either side of Pelham Boulevard just north of I-94, and the Hartzell Corporation foundry building and the adjoining

warehouses just north of Wabash Avenue. It will also require vacating of the Wabash Avenue frontage road.

Alternative D will require acquisition of a number of parcels including: a portion of the Hartzell property; part of the property east of Hartzell; thirteen residences along Curfew Street; the two business properties in the northeast corner of Franklin Avenue and Curfew Street; a portion of the parking lot west of Court International; the LRT right-of-way easement through the Westgate Development area; and right-of-way along the U of M Transitway.

Alternative E will require the same property acquisition as Alternative D, except for the Westgate and the U of M Transitway rights-of-way. Property acquisition may be required along University Avenue.

The property acquisition costs for the five alternatives are estimated in Table 1.

CONSTRUCTION COSTS

The primary construction cost differences between the alternatives are the special features, stations, bridges, and retaining walls. All five alternatives will require that the LRT tracks cross the Soo Line track. For the purposes of this evaluation it is assumed that the railroad crossover in all five alternatives will be an at-grade crossing.

Table 2 lists the construction costs for each of the alternatives.

The construction cost items described below are the major items which are over and above the basic track, signalization, and intersection construction costs.

Alternative A

- o Reconstruction of the approximately 450-foot long bridge over I-94 north of Franklin Avenue

Alternative B

Alternative B will require the same improvements as Alternative A plus:

- o Construction of the Pelham Boulevard Station

TABLE 1
PRELIMINARY COST ESTIMATE - LAND ACQUISITION COSTS (1991 \$)*

ITEM	DESCRIPTION	ALTERNATIVE				
		A Shuttle Bus	B Pelham Station	C Wabash Station	D Transitway	E University Avenue
1.	Soo Line Right-of-Way	\$5,000,000	\$5,000,000	\$5,000,000	--	--
2.	Arby's Station Site	\$1,300,000	\$1,300,000	\$1,300,000	--	--
3.	Two Partial Properties at Pelham Boulevard + Hartzell Foundry Building and Adjoining Warehouse	--	--	\$5,000,000	--	--
4.	East Edge of Hartzell Property + Railroad Spur and Corner of Former I.H. Property + 13 Residential Properties East Side of Curfew Street + 2 Commercial Properties on the Northeast Corner of Curfew/ Franklin + 60' Strip Along Curfew Street from Court International	--	--	--	\$3,300,000	\$3,300,000
5.	30' Strip Through Westgate Development	--	--	--	\$700,000	\$700,000
6.	U of M Transitway R.O.W. and Station Site	--	--	--	(Required)	--
7.	University Avenue Properties for R.O.W.	--	--	--	--	(Potentially Required)
LAND ACQUISITION TOTAL		\$6,300,000	\$6,300,000	\$11,300,000	\$4,000,000	\$4,000,000

* Preliminary estimates for comparison purposes only.

Westgate/TH 280 LRT Service Alternative Evaluation
October 29, 1991

TABLE 2
PRELIMINARY COST ESTIMATE - CONSTRUCTION COSTS (1991 \$)*

ITEM	DESCRIPTION	ALTERNATIVE				
		A Shuttle Bus	B Pelham Station	C Wabash Station	D Transitway	E University Avenue
A.	Systemwide Construction (Trackwork, Electrification, Signals, Train Control)	\$9,700,000	\$9,800,000	\$10,100,000	\$10,100,000	\$10,200,000
B.	Line Segment Construction					
1.	Utility Work	\$3,200,000	\$3,200,000	\$3,200,000	\$5,200,000	\$6,400,000
2.	Guideways Including Bridges and Retaining Walls	\$4,600,000	\$4,600,000	\$14,800,000	\$10,000,000	\$10,400,000
3.	Railroad Crossing and Railroad Related Work	\$1,400,000	\$1,400,000	\$1,100,000	\$1,100,000	\$1,100,000
4.	Stations	2 @ \$1,500,000 \$3,000,000	2 @ \$1,500,000 1 @ \$1,200,000 \$4,200,000	3 @ \$1,500,000 \$4,500,000	2 @ \$1,500,000 \$3,000,000	2 @ \$1,500,000 \$3,000,000
5.	Modification of Pelham Boulevard	--	--	\$100,000	--	--
6.	Pedestrian Overpass and Streetscape/Lighting Impr. Along Eustis St.	--	\$700,000	\$700,000	--	--
7.	Reconstruction of U of M Transitway	--	--	--	\$1,200,000	--
8.	Reconstruction of University Avenue	--	--	--	--	\$1,200,000
	TOTAL	\$21,900,000	\$23,900,000	\$34,500,000	\$30,600,000	\$32,300,000

* Preliminary estimates for comparison purposes only.

- o Construction of the approximately 500-foot long pedestrian overpass over I-94 and streetscaping/lighting improvements for the pedestrian walkway along Eustis Street to University Avenue

Alternative C

- o Reconstruction of the approximately 450-foot long bridge over I-94 north of Franklin Avenue
- o Construction of the approximately 2,100-foot long bridge over I-94 west of Emerald Street
- o Construction of the Wabash Avenue Station
- o Construction of the approximately 800-foot long bridge over TH 280
- o Construction of an at-grade crossing at Pelham Boulevard
- o Construction of the approximately 500-foot long pedestrian overpass over I-94 and streetscaping/lighting improvements for the pedestrian walkway along Eustis Street to University Avenue

Alternative D

- o Construction of the approximately 1,300-foot long bridge over the Weyerhaeuser railroad spur, the Wabash Avenue frontage road, and I-94 west of TH 280 and retaining walls for the LRT guideway between Wabash Avenue and Franklin Avenue
- o Reconstruction of the U of M Transitway adjacent to the LRT tracks

Alternative E

- o Construction of the approximately 1,300-foot long bridge over the Weyerhaeuser railroad spur, the Wabash Avenue frontage road, and I-94 west of Highway 280 and retaining walls for the LRT guideway between Wabash Avenue and Franklin Avenue
- o Reconstruction of University Avenue
- o Construction of the Prospect Park Station.

CONSISTENCY WITH CORRIDOR DESIGN PHILOSOPHY

The design philosophy for the regional LRT system, applicable to this evaluation of the alternatives, includes the following design guidelines:

- o LRT as the backbone of the regional transit system supported by a feeder bus system
- o High-speed - top speed of 55 miles per hour with average operating speeds of 25 to 30 miles per hour including stops
- o Predominantly exclusive right-of-way
- o Station spacing of 1/2 to 1-1/2 miles
- o Moderate cost - \$20 to \$30 million per mile

Following is an evaluation of each of the alternatives in relation to the design philosophy:

Alternative A is highly consistent with the design criteria. The LRT alignment in Alternative A has exclusive right-of-way, has very few sharp curves and has the fastest travel time of the five alternatives. The average station spacing is approximately 1.2 miles, although two of the stations are 0.7 miles apart and two are 1.7 miles apart.

Alternative B is highly consistent with the design criteria. The LRT alignment is the same as in Alternative A, except that the travel time is slower than in Alternative A because of the additional station. The average station spacing is approximately 0.8 miles.

Alternative C is moderately consistent with the design criteria. The average station spacing is approximately 0.8 miles. It is similar to Alternative B except that travel time is slower than in Alternative B.

Alternative D is moderately consistent with the design criteria. The travel time is somewhat slower, but it has higher patronage. The average station spacing is approximately 1.3 miles.

Alternative E, which is similar to Alternative D, is moderately consistent with the design criteria. The average station spacing is approximately 1.2 miles.

The evaluation of the alternatives is summarized in Table 3, Evaluation Matrix.

**TABLE 3
EVALUATION MATRIX**

ITEM	EVALUATION CRITERIA	ALTERNATIVE				
		A Shuttle Bus	B Pelham Station	C Wabash Station	D Transitway	E University Avenue
1.	Travel Time (From Union Depot to 25th Avenue SE) in Minutes	19.5	20.2	20.5	20.6	20.8
2.	LRT Patronage Increase (For the Year 2010)	NA	+200 to 300	+200 to 300	+500 to 1,000	+500 to 1,000
3.	Access to the LRT Stations (Number of Additional Stations)	Direct for Some Residential	Direct for More Residential (+1)	Direct for More Residential and Some Redev. Area (+1)	Direct for Some Residential and Redev. Area	Direct for Much of Residential and Redev. Area
4.	Land Use Impacts and Service to Potential Redevelopment Areas	Neighborhood Adjacency	Neighborhood Adjacency	Neighborhood Adjacency	Housing Removal/ Service to Potential Major Redev. Area	Housing Removal/ Service to Potential Major Redev. Area
5.	Consistency with Regional Design Philosophy	Highly Consistent	Highly Consistent	Moderately Consistent	Moderately Consistent	Moderately Consistent
6.	Property Acquisition Cost*	\$6,300,000	\$6,300,000	\$11,300,000	\$4,000,000	\$4,000,000
7.	Construction Cost*	\$21,900,000	\$23,900,000	\$34,500,000	\$30,600,000	\$32,300,000
	Total Cost (Rounded Off to the Nearest Million)	\$28,000,000	\$30,000,000	\$46,000,000	\$35,000,000	\$36,000,000

* Preliminary estimates for comparison purposes only (1991 \$).

Westgate Work Group

Members - Groups Represented:

District 11
District 12
District 13 (Desnoyer Park)
District 13 (Merriam Park)
Prospect Park
Midway Civic and Commerce Association
North St. Anthony Park Merchants Association
St. Anthony Park Association

Agencies Represented:

Hennepin County Regional Railroad Authority
Ramsey County Regional Railroad Authority
City of St. Paul
City of Minneapolis
Minnesota Department of Transportation
Regional Transit Board
Metropolitan Council
Metropolitan Transit Commission
St. Paul Port Authority
University of Minnesota

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

<u>REGIONAL RAILROAD AUTHORITY</u> Originating Department _____ <u><i>F. Caspigelone</i></u> <u><i>10/31/91</i></u> Authorized Signature Date	Board Action Requested Approve Joint Powers Agreement for Light Rail Transit. <u>ACTION IS REQUESTED</u>
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Request Justification

The Joint Light Rail Transit Advisory Committee considered a revised joint powers agreement for light rail transit on November 6. Information attached includes:

- 1) Proposed resolution
- 2) Information considered by the Joint LRT Advisory Committee

<u>Budgeting and Accounting</u> <u><i>Ed Beaufit</i></u> <u>County Attorney</u> <u><i>Chris M. Miller</i></u> <u>Risk Manager</u> _____ <u>Data Processing</u> _____ <u>Previous Action taken on Request</u> _____	Date / Time Received By
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Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>November 12, 1991</u>	<u><i>J. L. Glendon</i></u>	<u><i>11/4/91</i></u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority approved in concept the Draft Joint Powers Agreement as submitted to the Joint Light Rail Transit Advisory Committee on September 24, 1991; and

WHEREAS, The Joint Light Rail Transit Advisory Committee directed staff to modify the agreement so that it would be acceptable to the majority of the potential participating agencies; and

WHEREAS, The Joint Light Rail Transit Advisory Committee considered the revised agreement and requested its consideration by Regional Railroad Authorities and other prospective participating agencies; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the Joint Powers Agreement as accepted by the Joint Light Rail Transit Advisory Committee.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

MEMORANDUM

TO: Joint Light Rail Transit Advisory Committee

FROM: Staff Committee to the Joint Light Rail
Transit Advisory Committee

DATE: October 30, 1991

RE: DRAFT JOINT POWERS AGREEMENT

At your meeting of October 9, 1991, the Staff Committee presented to you for your consideration a redraft of the Joint Powers Agreement which had been presented to you on September 11 and which incorporated a number of changes suggested by you at the September 11 meeting. At the October 9 meeting, you further reviewed the draft and directed the Staff Committee to meet with representatives of all prospective members to address the concerns of prospective members and prepare a final proposal for your consideration at your meeting on November 6, 1991.

Pursuant to your direction, the Staff Committee has met on a number of occasions and has prepared a Final Draft for your review and approval.

This document, in whatever form you approve it, will be the document submitted to prospective member bodies for approval and establishment of the Joint Powers Board.

In general, we have attempted to write a document which will create a Joint Powers Body which will be relatively easy to join; which will create a strong Joint Powers Board which will have substantial and comprehensive power with respect to final design and construction of the Light Rail Transit System in the metropolitan area; and from which it will be difficult to withdraw.

Members should recognize that implicit in the establishment of a strong Joint Powers Board is a corresponding reduction in the individual authority of the member bodies. Once a specific project

enters the final design, construction, and testing phase, the individual member bodies will not retain much authority except through the representatives they appoint to the Joint Powers Board.

The Staff Committee was able to reach a consensus on nearly all of the suggestions and comments which were presented to it by the representatives of the member bodies. Three issues on which consensus could not be reached and which, as a result, are deferred to you are identified at the end of this report.

In addition, counsel for the RTB has raised some questions about the authority of the RTB to join this Board.

The Staff Committee has always had some concerns in this area. The general joint powers statute (Minn. Stat. § 471.59) requires that participants in a Joint Powers Board must share a commonality of powers. It is clear that at least the RTB and Met council do not have some of the powers, such as the power to acquire property by eminent domain, shared by the other bodies. As a result, the Staff Committee has felt that legislation would be necessary to clarify that the state agencies could join.

Some relief was provided by the legislature in 1991 when it enacted Minn. Stat. § 473.3998. While this statute directs the state agencies to join a Joint Powers Board, it specifically limits the requirement to a Joint Powers Board established to design and construct corridors funded only with federal and county funds. There is substantial doubt that a corridor funded with state funds would qualify under this statute.

The concerns expressed by the RTB were not clarified in time for discussion and consensus by the Staff Committee. As a result, the possible solutions are not included in the draft document which has been submitted to you.

We have, however, prepared for your consideration some draft language (Attachment A) which we feel will enable the state agencies to join this Board. This language is in the attached materials and proposes to amend Section 6 to clarify that the Joint Powers Board will exercise its power in accordance with Minn. Stat. § 473.3998. This means that the Board will NOT be able to operate with respect to state funded corridors without obtaining legislation amending Minn. Stat. § 473.3998. We have, however, worded the amendment to insure that if § 473.3998 is amended to include corridors funded with state funds, then the Joint Powers Board will have the power to operate in this area.

Counsel for the RTB has also suggested that the relationship between the Board and its member bodies be clarified for liability purposes. To that end, we propose an amendment (Attachment B) to Section 3 of the agreement be added as per the attached. This should make it clear that the Board is an independent entity and not an agent or partner of the member bodies.

EXECUTIVE SUMMARY

The Joint Powers Board is structured to have the following key features:

1. Membership will consist of the seven metropolitan county Regional Railroad Authorities, the Metropolitan Council, Regional Transit Board, Department of Transportation, and the Metropolitan Transit Commission.
2. The Board will have authority and control over final design and construction of LRT lines.
3. The Regional Railroad Authorities will be responsible for corridor planning, preliminary design (10%), and preliminary engineering.
4. The Board will not have any taxing authority. The member bodies will provide funds for administration of the Board.
5. A Corridor Management Committee is established to oversee the details of final design and construction of a line. The committee membership consists of the member or members from the county Regional Railroad Authority in which the line is to be built, the member from the RTB, and the member from the MTC. If the line is to be constructed in state highway right-of-way, the MnDOT member is also included.

This committee is expected to have a powerful role in the actual design, location, and construction of a line. Since these functions have the most significant and immediate impact on local neighborhoods, it was felt that the members of the Joint Powers Board which most directly represent those citizens should have a stronger voice in the decisions which have such a direct and immediate impact on their constituents' lives.

This strong voice is effectuated by provisions in the agreement that decisions by the Corridor Management Committee

cannot be changed by the full Joint Powers Board except by a 2/3 vote of the Board.

It is recognized, however, that certain of the decisions of the Corridor Management Committee can have a systemwide impact, particularly the first corridor built. Therefore, the agreement also provides that if a decision has systemwide significance, then the Board can override a decision of the Corridor Management Committee by a simple majority vote.

6. The Staff Committee recognized early that financing the Joint Powers Board's operations would be a major concern of the member bodies. After much discussion, the formula agreed upon is as follows:

- a) 10% of the administrative budget will be allocated to Carver, Scott, and Washington Counties. This 10% will be allocated to the respective counties on a per capita basis, with two additional limitations:
 - i) the maximum contribution of the three counties will not exceed an aggregate of \$30,000. Thus, as long as the administrative budget of the Joint Powers Board is \$300,000 per year or less, this cap will not affect the assessments.
 - ii) Within the \$30,000 cap, the counties have allocated individual caps of \$6,000 for Carver and Scott Counties and \$18,000 for Washington County.
- b) Each of the state agencies will contribute 5% of the budget. If all four state agencies joint, and can contribute, the total assessment for the state would be 20% of the budget.
- c) The remaining 70% of the budget will be assessed as follows:

Hennepin County	20%
Ramsey County	20%
Dakota County	15%
Anoka County	15%
- d) In addition to the above, the agreement provides that if any of the prospective members do not join, cannot by law contribute, or if the budget causes the caps on the smaller counties to be exceeded, the unallocated

assessment will be divided among the remaining members in the proportion their shares bear to each other.

This financial formula will be in effect for the first seven fiscal years of the Board. At the end of the sixth year, the members will renegotiate the formula; if they cannot do so, the budget will be allocated on the basis of 5% to each state agency and the remainder on a per capita basis among the Regional Railroad Authorities.

The above formulation for financing the operation of the Board applies only to the administrative operations of the Board. Financing and funding of actual line construction costs will be decided, in all likelihood, by the source of the funds, i.e. the state or federal governments.

In addition to the above described modifications to the draft presented to you on October 9, the following changes have been made:

1. The preamble has been changed to include reference to Minn. Stat. § 473.3998 enacted in 1991. This statute provides explicit authority for the state agencies to join the Board and shall be referenced.
2. SECTION 4: PURPOSE has been changed to authorize the Board to seek legislation and funding for the LRT system and to identify it as an integral part of the policy making process.
3. SECTION 15: WITHDRAWAL has been modified to indicate that a member which withdraws will be liable only for a prorated share of the administrative costs in the year withdrawal becomes effective. The prorating will be on the basis of a 1/12th assessment for each month the withdrawing member remains a member.
4. SECTION 21: CONTRACTS. Contracting procedures of the Board will conform to those of the Regional Railroad Authorities.

The three issues which were considered by the Staff Committee but on which consensus could not be reached are as follows:

1. Some members felt that lobbying costs should be specifically stated as an administrative cost.
2. Some members felt that the requirement of a 2/3 vote of the Board to override Corridor Management Committee decisions was

too strict and wanted the override requirement reduced.

3. Some members wished to strengthen the position of the RRA's on the Corridor Management Committee by providing them with two votes, instead of one. At present, the two votes are allocated to local RRA's on the Board but not on the Corridor Management Committee.

ATTACHMENT A

6. POWERS OF JOINT POWERS BOARD

Subject to the provisions of Section 11 hereof, the Joint Powers Board is hereby authorized to exercise such authority as is necessary and proper to make all decisions regarding final design, construction and testing of Light Rail Transit in the metropolitan area for corridors funded in accordance with the provisions of Minn.Stat. § 473.3998 and as it may be amended.

The Joint Powers Board shall be empowered to exercise all powers granted to the Regional Railroad Authorities pursuant to Minnesota Statutes Chapter 398A (1990), except for the power to levy any tax, and subject to the provisions of Minn. Stat. § 471.59, and consistent with regional priorities as established by the RTB for LRT in the Development and Financial Plan dated February 1990, as it may be amended from time to time, adopted by the RTB. Such powers shall include but not be limited to any or all of the following, to the extent permitted by law or not otherwise limited by this agreement:

- A. to make and enter into contracts in its own name;
- B. to employ agents and employees, and to fix the compensation and all other terms and conditions of employment thereof;
- C. for the purposes permitted by Minn. Stat. § 473.3998 as it may be amended, to lease, acquire, construct, manage, sell or otherwise convey, and maintain any land, buildings, works, or improvements; to acquire real and personal property by the exercise of eminent domain; to lease facilities to any person; and to make application for, receive, and use state, local, and federal funding, and funds by way of grant or gift from any other sources.
- D. to incur debts, liabilities, or obligations which do not constitute a debt of any of the parties;
- E. to sue and be sued in its own name;
- F. to apply for any permits and approvals required to design and construct the system;

ATTACHMENT B

3. JOINT POWERS BOARD

There is hereby created a Joint Powers Board as a public entity to be known as the Metropolitan Light Rail Transit Joint Powers Board. The Board shall be an entity separate from its member bodies and shall not be deemed an agent or partner of the member bodies, and the member bodies shall not be liable for the actions of the Board.

JOINT POWERS AGREEMENT

This agreement is entered into by and between the Anoka County Regional Railroad Authority (ANOKA), the Carver County Regional Railroad Authority (CARVER), the Dakota County Regional Railroad Authority (DAKOTA), the Hennepin County Regional Railroad Authority (HENNEPIN), the Ramsey County Regional Railroad Authority (RAMSEY), the Scott County Regional Railroad Authority (SCOTT), the Washington County Regional Railroad Authority (WASHINGTON), the Regional Transit Board (RTB), the Minnesota Department of Transportation (MnDOT), the Metropolitan Transit Commission (MTC) and the Metropolitan Council (COUNCIL), pursuant to the provisions of Minnesota Statutes Chapters 398A, 471.59, and 473.3998 on this ____ day of _____, 19____.

WITNESSETH:

WHEREAS, the parties contemplate the construction of a phased, integrated Light Rail Transit system (the "SYSTEM") throughout the seven county metropolitan area; and

WHEREAS, the parties are committed to a joint and coordinated effort to plan, design, and construct said SYSTEM; AND

WHEREAS, the parties agree that it is essential that these efforts be directed and coordinated by a single organization with power to make and implement all decisions regarding the design and construction of the SYSTEM.

NOW, THEREFORE, THE PARTIES HEREBY AGREE as follows:

SECTION 1. DEFINITIONS

Unless the context otherwise requires, the terms defined in this section shall for all purposes of this agreement have the meanings herein stated:

1. Administrative Costs shall include but not be limited to salaries and fringe benefits, rent, utilities, transportation, travel, telephone, office supplies, insurance, accounting and legal fees not relating to a

specific corridor, and membership fees and dues incurred by the Board.

2. Agreement means this Joint Powers Agreement as it now exists and as it may hereafter be amended.
3. Alignment shall mean the specific geographic location within a corridor wherein an LRT line shall be constructed.
4. Authorities shall collectively refer to the Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington County Regional Rail Authorities.
5. Board shall mean the Joint Powers Board herein established.
6. Civil Component shall mean the facilities to be constructed which include items such as the trackbed, drainage, foundations, bridges, subsurface structures such as tunnels and electrical duct banks, grading and site work, stations, parking lots and yards and shop facilities.
7. Corridor shall mean the general geographic location within a county or counties wherein an LRT line shall be constructed.
8. Final Design shall be as defined in Minn. Stat. § 473.3993, subd. 3 (1990).
9. Implementation shall mean the process of final design, construction, and testing of the LRT system or an LRT line, except for those functions reserved to the Regional Railroad Authorities by this agreement.
10. Line. An LRT line.
11. LRT shall mean Light Rail Transit.
12. LRT Line shall mean the trackbed, rails, catenary, power lines, stations and other properties used by the LRT vehicles.
13. Metro/State Agencies shall collectively refer to the Minnesota Department of Transportation (MnDOT), the Regional Transit Board (RTB), the Metropolitan Council (the COUNCIL) and the Metropolitan Transit Commission (MTC).
14. Preliminary Design shall be as defined in Minn. Stat. § 473.3993, subd. 2 (1990), including ten percent (10%) of engineering and design work and completion of an Environmental Impact Statement (EIS).
15. Preliminary Engineering shall mean the thirty percent (30%) of civil engineering and preparation of performance specifications for the systems elements (vehicles, communications, electrification, signals, fare collection, etc.) of an LRT project.

16. Regional Railroad Authority Match shall mean any funds for design and construction of a line required to be provided by a Regional Railroad Authority.
17. RRA shall mean Regional Railroad Authority.
18. Systems Component/Systems Elements shall mean the vehicles, trackwork, electrification, train signals, communications, and fare collection systems of the LRT system and lines.
19. Systemwide Significance shall mean a decision relating to corridor alignment or grade selection which as a practical matter precludes another alignment or grade selection within the corridor or any other corridor; the selection of civil or systems components which must be uniform throughout the LRT system for operational efficiency; design or construction change orders which individually or in the aggregate increase the cost of corridor construction by ten percent (10%) or more; or any other matter which substantially affects the design guidelines promulgated by Chapter 6 of the Light Rail Transit Regional Coordination Plan approved by the Regional Transit Board on December 17, 1990.

SECTION 2. TERM

This agreement shall be effective pursuant to Section 23 hereof and shall continue in full force and effect until terminated by the parties pursuant to the provisions of Section 19 of this agreement.

SECTION 3. JOINT POWERS BOARD

There is hereby created a Joint Powers Board as a public entity, to be known as the Metropolitan Light Rail Transit Joint Powers Board.

SECTION 4. PURPOSE

This agreement has been entered into by the parties for the purpose of coordinating member bodies in policy development, planning, designing, and constructing an integrated Light Rail Transit system in the Metropolitan area; establishing a Joint Powers Board to seek necessary legislation and funding for, and to direct and control the planning, design, and construction thereof; determining the structures and procedures of the Board; and describing the relationship between the Board and its member bodies.

SECTION 5. MEMBERSHIP

- A. Each Regional Railroad Authority shall appoint one (1) of its members and one (1) alternate.
- B. The Commissioner of Transportation shall appoint one (1) member and one alternate.
- C. The Metropolitan Council shall appoint one (1) member and one (1) alternate.
- D. The Regional Transit Board shall appoint one (1) member and one (1) alternate.
- E. The Metropolitan Transit Commission shall appoint one (1) member and one (1) alternate.

Each member and alternate shall serve for a term of one (1) year from the date of his or her appointment. Each member and alternate appointed by a Regional Railroad Authority, the Council, RTB, and MTC must be a member of the Body making the appointment and must remain so during the term of her or his appointment. If a Board member ceases to be a member of the body he or she represents his or her membership on the Board shall immediately terminate and the member body shall appoint a new member.

Each member of the Board shall have one (1) vote. Except as otherwise herein provided, the Board shall decide all matters by majority vote. When the Board establishes a Corridor Management Committee pursuant to Section 9 hereof, the alternate member appointed by the Regional Railroad Authorities who are represented on such committee shall also have one (1) vote on the Board until such time as the line or lines being constructed are assigned to the MTC for maintenance and operation in accordance with Section 20 of this agreement. No Regional Railroad Authority shall have more than two votes on the Board, consisting of the member and alternate, at any time, regardless of the number of lines in final design or construction within such Regional Railroad Authority's geographic area of responsibility.

SECTION 6. POWERS OF JOINT POWERS BOARD

Subject to the provisions of Section 11 hereof, the Joint Powers Board is hereby authorized to exercise such authority as is necessary and proper to make all decisions regarding Final Design Construction and testing of Light Rail Transit in the Metropolitan area. The Joint Powers Board shall be empowered to exercise all powers granted to the Regional Railroad Authorities pursuant to Minnesota Statutes Chapter 398A (1990), except for the power to levy any tax, and subject to the provisions of Minn. Stat. § 471.59, and consistent with regional priorities as established by the RTB for LRT in the Development and Financial

Plan dated February 1990, as it may be amended from time to time, adopted by the RTB. Such powers shall include but not be limited to any or all of the following, to the extent permitted by law or not otherwise limited by this agreement:

- A. to make and enter into contracts in its own name;
- B. to employ agents and employees, and to fix the compensation and all other terms and conditions of employment thereof;
- C. to lease, acquire, construct, manage, sell or otherwise convey, and maintain any land, buildings, works, or improvements;
- D. to acquire real and personal property by the exercise of eminent domain;
- E. to lease facilities to any person;
- F. to incur debts, liabilities, or obligations which do not constitute a debt of any of the parties;
- G. to sue and be sued in its own name;
- H. to apply for any permits and approvals required to design and construct the system;
- I. to make application for, receive and use state, local, and federal funding, and funds by way of grant or gift from any other sources.

SECTION 7. OFFICERS, EMPLOYEES, AND SERVICES

- A. The Board shall elect a chairperson and vice chairperson from among its members, each to serve a term of one year. The Board shall also appoint a secretary who may, but need not be, a member of the Board. If the secretary is not a member of the Board, he or she shall have no voting rights.
- B. In addition to the powers of the Board in Section 6 of this agreement, the Board may hire an Executive Director and appropriate staff as necessary to carry out the purposes of this agreement.
- C. The Board may contract with any of its member bodies or any of the Metropolitan counties to provide financial and accounting services, including disbursement of funds or any other services. The chief financial officer of the body so selected shall act as controller of the Board and shall draw warrants to pay demands against the Board when the demands have been approved by the Board pursuant to authorization of the Board. The member bodies shall retain their authority to request reports pertaining to any and all such services. All interest earned from established board funds shall be

credited back to that same fund.

SECTION 8. BY-LAWS

The Board shall have the power to adopt such by-laws that it, in its sole discretion, may deem necessary or desirable for the conduct of the business of the Board. Such By-Laws shall be consistent with this agreement and any applicable laws or regulations.

SECTION 9. CORRIDOR MANAGEMENT COMMITTEE

For each LRT corridor in final design and construction there is established a corridor management committee which shall consist of one member of the Board from each RRA in which the specific alignment lies, one Board member from another Regional Railroad Authority selected by the Board, and the members from the MTC and the RTB. If the proposed alignment or any portion thereof includes or is to be located on a state highway, then the MnDOT representative shall also be included. Each member of Corridor Management Committee shall have one vote.

A committee may, in its discretion, appoint to the committee a representative of any city or cities affected by a line. Such appointees shall serve in an advisory capacity and shall not have a vote but shall be entitled to participate in all analysis and discussion undertaken by the committee.

SECTION 10. RESPONSIBILITY OF CORRIDOR MANAGEMENT COMMITTEE

The Corridor Management Committee shall have primary responsibility for final design, construction, and implementation of the LRT line within the corridor. If all or any portion of a line lies within a state highway right-of-way, the MnDOT shall be the designer and builder for civil components of the sections of the LRT line within said state highway right-of-way. The Board shall be responsible for the final design and construction of the system components of the entire LRT system, and the civil components of the LRT system which are not within a state highway right-of-way. A line which only crosses a state highway shall not be deemed to lie within a state highway right-of-way for purposes of this section or Section 9 hereof.

In the event MnDOT declines to act as designer and builder of the civil component of the line, the Board shall have such responsibility and may select any other designer and builder.

Decisions of the Corridor Management Committee shall be binding on the Board unless overridden by a vote of two-thirds (2/3) voting membership of the Board or unless the decision shall have systemwide significance.

SECTION 11.**POWERS RESERVED TO REGIONAL RAILROAD AUTHORITIES**

The Regional Railroad Authorities shall continue to be responsible for corridor planning, Preliminary Design (10% design), Environmental Impact Statements, system standards/design criteria, and Preliminary Engineering (30% design) for corridors within their jurisdiction. Following completion of Preliminary Engineering of a corridor, the RRA shall relinquish responsibility for the Final Design and construction of the corridor to Board. The Board shall complete planning process, as provided for in Minnesota Statutes Section 473.169, and shall be responsible for the construction of the LRT System. The Board may purchase any property owned by a member body which in the Board's opinion is suitable or desirable for construction or operation of the line or the system.

SECTION 12.**FINANCING**

A. Administrative Costs. Not later than June 1 of each year the Board shall establish and approve a budget for the administration and operation of the Joint Powers Board for the following fiscal year which shall be January 1 through December 31. Each member body shall be assessed for its share of the administrative costs according to the following schedule for the first seven (7) fiscal years:

1. Ten percent (10%) to a maximum of \$30,000 of the budget shall be allocated to Washington, Carver, and Scott counties' RRAs. This portion shall be allocated to the respective RRAs on a per capita basis with a maximum contribution in any one fiscal year to be \$18,000 for the Washington County RRA, \$6,000 for the Carver County RRA, and \$6,000 for the Scott County RRA.
2. Each Metro/State agency shall pay five percent (5%) of the administrative budget.
3. The remaining seventy percent (70%) of the budget shall be allocated between Hennepin, Ramsey, Dakota, and Anoka RRA according to the following percentages:

a) Hennepin	20%
b) Ramsey	20%
c) Dakota	15%
d) Anoka	15%

B. If any prospective member body fails to join the Joint Powers Board, or withdraws from the Board, or by law cannot contribute to the Board's administrative costs, the assessment allocable to said member or members shall be reallocated to all other members in the proportion the assessments under Sections 12(A) hereof bear to each other. If the percentage assessment allocable to the RRA's under

Section 12(A)(1) hereof exceeds the individual RRA cap limitation of said section, such excess shall also be reallocated to all other member bodies in the proportion the assessments under Section 12(A)(2) or (3) hereof bear to each other.

- C. At the end of the sixth fiscal year, all members shall renegotiate the assessment formula established above. Any agreement reached must be approved by all member bodies as an amendment to this agreement. In the event the members cannot agree, the assessment formula shall be changed as follows:
 - 1. Each participating Metro/State agency shall contribute 5% of the administrative budget
 - 2. The remainder of the assessment shall be allocated to the member RRA's on a per capita basis
- D. If funds are received to complete final design and construction of a line, then the Metro/State agencies and Hennepin, Ramsey, Dakota, and Anoka RRAs shall renegotiate the assessment formula stated in subsections A(2) and (3) of this section. Such negotiations shall occur if final design and construction of the line for which funding is received increases the general administrative costs of the Board by more than 10% and whether or not the funding received is sufficient to pay for such increase.
- E. Project Costs. For specific line construction, including right-of-way acquisition, those RRAs in which an alignment lies shall contribute any regional railroad authority match required for final design and construction in accordance with the estimated and actual costs of design and construction of the portion of the line which lies within the county to be charged, excluding central maintenance facilities and communications. This paragraph shall not operate to or be construed as obligating the counties or regional railroad authority to provide any such regional railroad authority match if not required to do so by the legislature or by other final design and construction funding sources.
- F. Not later than June 1 of each year the Board shall establish and approve a budget for the following fiscal year, which shall be January 1 through December 31, to provide for the administration and operation of the Joint Powers Board. This budget shall be calculated to derive a per capita cost for the population of the seven county metropolitan area, based upon the latest available census data.

SECTION 13. INDEMNIFICATION

The Board shall acquire such insurance protection as is necessary, and shall defend, indemnify, and hold harmless all

parties to this agreement and their officers, agents and employees from all claims, losses, damages, costs, injury and liability of any kind, nature, and description indirectly or directly arising from the performance of any of the activities of the Board or activities undertaken pursuant to this agreement.

SECTION 14. WITHDRAWAL/TERMINATION

Any party may withdraw from this agreement upon one year's prior written notice to the Board. Withdrawal shall be effective one year from the date such notice is received by the Board. In the event of withdrawal by any member body, this agreement shall remain in full force and effect as to all remaining member bodies.

SECTION 15. EFFECT OF WITHDRAWAL, DISPOSITION OF PROPERTY, FUNDS, AND OBLIGATIONS

A party withdrawing from this agreement shall, prior to such withdrawal, pay the full amount of any unpaid assessments for administrative costs of the Board, as defined in Section 12A hereof, and any Regional Railroad Authority shall remain obligated to pay the full amount of any regional railroad authority match necessary to complete final design and construction of a line lying wholly or partially within the boundaries of the withdrawing Regional Railroad Authorities region. Further, withdrawal of a member body shall not restrict in any manner the authority of the Board to complete the final design and construction of a line running through the jurisdiction of the withdrawing member. A party withdrawing from this agreement shall not receive a distribution of property or funds until such time as this agreement is terminated by all parties pursuant to Section 19 hereof. Such disposition of property shall be in accordance with the provisions of section 16 hereof.

Any member withdrawing shall be liable for any assessment for administration costs in the fiscal year in which the withdrawal becomes final only for the period in such fiscal year that the member remains a member. The members assessment shall not exceed the sum of one-twelfth (1/12th) the full assessment multiplied by the number of months in the fiscal year during which the member remains a member.

SECTION 16. DISPOSITION OF PROPERTY AND FUNDS

At such time as this agreement is terminated, any property interest remaining in the Board, following discharge of all obligations owed by the Board, shall be disposed of and the proceeds of the property shall be returned to the member bodies in proportion to their contribution.

Notwithstanding the foregoing, any real or personal property owned by the Board which is necessary for the operation of the LRT system shall be assigned by the Board to the MTC.

SECTION 17. AMENDMENTS

This agreement may be amended at any time by agreement of all the parties. Such amendment shall be approved by all parties and shall be in writing.

SECTION 18. RECORDS, ACCOUNTS AND REPORTS

The Board shall establish and maintain such funds and accounts as may be required by good accounting practice. The books and records of the Board shall be subject to the provisions of Minn. Stat. Chapter 13 (1990), the Government Data Practices Act, and Minn. Stat. § 16B.04. The Board, within 120 days after the close of each fiscal year, which shall be January 1 to December 31, shall give a complete written report of all financial activities for such fiscal year to the parties.

SECTION 19. TERMINATION

- A. Events of Termination. This agreement shall terminate upon the occurrence of any one of the following events:
1. When necessitated by operation of law or as a result of a decision by a court of competent jurisdiction; or
 2. By unanimous consent of all parties.
- B. Effect of Termination. Termination shall not discharge any liability incurred by the Board or by the member bodies during the term of this agreement. Each member shall be liable for its own acts to the extent provided for by law. The Board shall continue to operate after the date of termination only for the purpose of winding up its business and for aiding in the prosecution and defense of claims. The Board shall approve a final report of its activities and affairs and, on the expiration of thirty (30) days therefrom, shall cease to exist.

SECTION 20. SYSTEM DISPOSITION AND RESPONSIBILITY OF MTC FOR LRT OPERATIONS

Unless otherwise provided by law, upon completion of construction and final system testing of a line, the Board shall assign all its right title and interest in the line to the MTC. The MTC shall thereafter be solely responsible for maintenance and operation of the line.

SECTION 21. CONTRACTS AND PURCHASES; DISBURSEMENT OF FUNDS

In addition to all other powers heretofor enumerated, the Board shall have the power to disburse public funds, let contracts and make purchases. Contract letting and purchasing shall conform to the requirements of the contracts and purchases of the Regional Railroad Authorities.

SECTION 22. COUNTERPARTS

This agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument.

SECTION 23. EFFECTIVE DATE

This agreement shall be effective when adopted by any three Regional Railroad Authorities. The first three Regional Railroad Authorities adopting this agreement shall notify all other potential signatories to this agreement within ten (10) days of their action. Within forty five (45) days of said notification, all others shall deliberate whether or not to adopt this agreement and become signatories hereto. If, at the expiration of said 45 days, a potential signatory or signatories has declined to adopt the agreement or has not acted, the agreement will nevertheless be effective as to all parties who have adopted the agreement, and they shall be bound hereby.

SECTION 24. NEW MEMBERS

Any RRA which wishes to participate in this agreement after the start of the first full fiscal year shall be assessed a share of the budget established pursuant to Section 12 hereof for each fiscal year in which the RRA was not a member of the Board.

IN WITNESS WHEREOF, the parties to this agreement have hereunto set their hands on the date written below.

<Rev. 10-23-91>

Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

Memorandum

To: Ramsey County Regional Railroad Authority
Commissioners
Terry Schutten, Executive Director

From: Kathryn DeSpiegelaere, Director of LRT Planning

Subject: Joint Powers Agreement

Date: November 6, 1991

There is an agenda item for the November 12 Regional Railroad Authority meeting pertaining to approval of the Joint Powers agreement. The meeting of the Joint LRT Advisory Committee that was scheduled for November 6 to discuss the agreement has been postponed until November 13 due to adverse weather conditions.

You will not be requested to approve the agreement on November 12 at the Regional Railroad Authority meeting, as indicated in the previously prepared documentation. The item remains on your agenda for discussion. There have been several changes to the agreement since it was discussed with you on September 24 and David MacMillan will highlight those changes for you at your meeting. This will enable your representatives to the Joint LRT Advisory Committee, Commissioners Finley and Ahrens, to articulate your position at the November 13 meeting of that Committee.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere 10/31/91
Authorized Signature Date

Board Action Requested

Regional Transit Board's Recommendation on Light Rail Transit.

DISCUSSION ONLY

Request Justification

- See attached:
- 1) Memo from K. DeSpiegelaere
 - 2) RTB recommendations
 - 3) RTB data on LRT corridors
 - 4) Development and Financial Plan LRT corridor prioritization

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

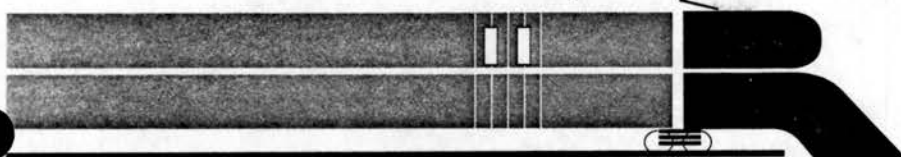
Date

November 12, 1991

Signature

11/4/91

Board Date



Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *KD*

SUBJECT: Regional Transit Board's Recommendations on Light Rail Transit

DATE: October 30, 1991

The Regional Transit Board (RTB) is analyzing and reassessing priorities for light rail transit corridors. The information attached includes recommendations (Attachment 1) and background data (Attachment 2) that has been discussed at a Policy Committee meeting of the RTB and will be discussed on November 6 by the Joint LRT Advisory Committee.

The recommendations are a marked change from the existing LRT Development and Financial Plan:

1. Fewer corridors are recommended than are currently in the plan. Attachment 3 illustrates the current LRT plan.
2. Surface alignments, not tunnels, are recommended.
3. The Central Corridor from downtown to downtown is recommended to follow the federal process. You may recall detailed discussions that Ramsey County Regional Railroad Authority had on that subject in early 1990.
4. The non-federal funding for LRT construction is proposed to be regional property tax levied by the Regional Transit Board.
5. The Central Corridor has been combined with the I-35W Corridor as the first priority corridor.

One recommendation reinforces the previous plan: The Central Corridor remains the highest priority corridor for light rail transit, as it has been in previous studies.

The Regional Transit Board and Joint LRT Advisory Committee will take action on this subject and the Metropolitan Council will consider those recommendations in its Metro Transit Facilities Plan, due to be completed in December, 1991.

Recommendation:

For your information.

KD/blk
Attachments

RTB
10/28/91

LRT CORRIDOR REEVALUATION
PROPOSED PRELIMINARY RECOMMENDATIONS

CORRIDOR STAGING:

- o **Central Corridor and I-35W/South Corridor two-phase system.**

Initial system with both regional core and home-based trip service features.
Highest performance characteristics in the region.

1. Central Corridor linking downtown Minneapolis, University of Minnesota, State Capitol, and downtown St. Paul
2. I-35W/South Corridor linking Dakota County with Minneapolis and St. Paul

Corridor segments to be constructed as funding becomes available.

- o **Surface alignment through both downtowns, the State Capitol area, and the University of Minnesota.**

- o **Proposed Corridor Staging:**

1. Central Corridor
2. I-35W/South

Two additional corridors have attractive performance characteristics. These corridors should be considered for implementation either after Central and I-35W, or if neither Central nor I-35W can be started in the near future:

3. Minneapolis Northwest
4. Minneapolis Northeast

Remaining corridors will be reexamined in updating the regional 20-year plan.

- o **Preserve right-of-way for corridors in current 10-year plan.**

FINANCING:

- o **Financing goal of 30% federal funds, 70% RTB bonding authority (property tax).** System upgrades such as tunnels could be provided by individual jurisdictions. Federal EIS/Alternative Analysis procedures to begin immediately.

GOVERNANCE:

- o **Final design and construction to be directed by Joint Powers Board as described in LRT Regional Coordination Plan.**

REGIONAL TRANSIT BOARD

**Mears Park Centre
230 East Fifth Street, St. Paul, Minnesota 55101
612/292-8789**

DATE: October 28, 1991
TO: Chair and Members of the Policy Committee
FROM: Stephanie Eiler, AICP *SE*
Senior LRT Development Planner
SUBJECT: LRT Corridor Reevaluation Materials

Attached to this memo are materials which continue the reevaluation of LRT corridors. At the special Policy Committee meeting last week, all of the region's 10-year plan corridors were compared under "equalized" conditions, with the necessary infrastructure and start-up system costs shared. This material was presented in Tables 1 and 2, with the methodology explained in supporting data.

The materials enclosed with this memo compare the corridors using two other approaches:

- o Cost to construct any single corridor, with and without the downtown Minneapolis tunnel - Tables 3 and 4, and
- o Cost to construct the Central Corridor paired with any one of the other corridors - Tables 5 and 6.

Again, back-up data describing the methodology is also explained.

The packet also includes the following:

- o Downtown Minneapolis tunnel and surface alignment estimated costs
- o Corridor travel times for transit with and without LRT
- o Timing constraints for each corridor

Draft recommendations for Policy Committee discussion will be distributed separately.

DRAFT LRT CORRIDOR COMPARISON
Table 3: Individual Corridor Costs with Necessary Infrastructure System Costs

Corridor	Ridership ¹	Passenger Miles ²	Capital Cost with Mpls. Tunnel ³	Annual Capital Cost	Annual LRT Operating & Maintenance Cost ⁴	Annualized Ridership (306 Days)	Cost per Passenger	New Transit Riders
Group 'A'								
• Central CBD to CBD-11.4 miles (Soo Line/I-94 Alignment Alternative)	32,400	159,000	\$569 m	\$51 m	\$10.8 m	9.9 m	\$6.00	2,900
Group 'B'								
• I-35 W to 96th Street--8.8 miles	31,000	208,000	\$576 m	\$52 m	\$12.3 m	9.5 m	\$7.00	6,600
• Hiawatha to GSA-7.4 miles	17,500	82,000	\$566 m	\$51 m	\$9 m	5.4 m	\$11.00	2,400
• Mpls. Northeast to Northtown-10.7 miles	18,300	128,000	\$429-433 m	\$39 m	\$9.5 m	5.6 m	\$8.50	4,500
• Mpls. Northwest to 63rd Avenue-10.2 miles	21,900	N/A	\$445 m	\$40 m	\$9.3 m	6.7 m	\$7.50	5,600
• St. Paul South to Upper 55th-6.7 miles	11,300	55,000	\$238 m	\$21 m	\$6.7 m	3.5 m	\$8.00	3,900
Group 'C'								
• Mpls. Southwest to T.H. 169-9 miles	18,500	94,000	\$460 m	\$41 m	\$9.5 m	5.7 m	\$9.00	3,100
• St. Paul Northeast to I-694-8 miles	11,600-12,100 ⁵	N/A	\$255-308 m ⁵	\$23-28 m	N/A	3.6-3.7 m	N/A	N/A
• St. Paul Northwest (to So. Rd. C)	13,500 ⁶	N/A	\$113 m ⁶	N/A	N/A	N/A	N/A	N/A
• Hiawatha Extension (to Airport)	800 ⁶	N/A	\$70 m ⁶	N/A	N/A	N/A	N/A	N/A
• I-35W Extension (to T.H. 13)	100 ⁶	N/A	\$63 m ⁶	N/A	N/A	N/A	N/A	N/A

¹Individual corridor alone. With Central Corridor built, each corridor increases 400-900. The Central Corridor also picks up additional ridership with each additional corridor built. Source: Metropolitan Council.

²Source: Metropolitan Council (passenger miles/trip).

³Excludes right-of-way; includes light rail vehicles except on 35W. Mpls. Tunnel Cost: Mills Dist. to Conv. Ctr: \$187 million - Conv. Ctr. to 29th St: \$189 million **Total: \$376 million.**

⁴LRT portion only; stand-alone basis.

⁵To White Bear Lake (additional 3-4 miles)

⁶From Development and Financial Plan. No additional work has occurred.

DRAFT LRT CORRIDOR COMPARISON

Table 4: Individual Corridor Costs with Potential Cost Reduction Measures¹ Applied

Corridor	Ridership ²	Passenger Miles ³	Capital Cost with Mpls. At-Grade Alignment	Annual Capital Cost	Estimated LRT Operating & Maintenance Cost	Annualized Ridership (306 Days)	Cost per Passenger	New Transit Riders
Group 'A'								
• Central CBD to CBD-11.4 miles (Soo Line/I-94 Alignment Alternative)	32,400	159,000	\$469 m	\$42 m	\$10.6 m	9.9 m	\$5.50	2,900
Group 'B'								
• I-35 W to 96th Street-8.8 miles	31,000	208,000	\$350 m	\$32 m	\$12.1 m	9.5 m	\$4.50	6,600
to 66th Street-5.1 miles	21,500	N/A	\$316 m	\$28 m	N/A	6.6 m	N/A	4,600
• Hlawatha to GSA-7.4 miles	17,500	82,000	\$340 m	\$31 m	\$8.9 m	5.4 m	\$7.50	2,400
• Mpls. Northeast to Northtown-10.7 miles	18,300	128,000	\$329-333 m	\$30 m	\$9.4 m	5.6 m	\$7.00	4,500
to I-694-6.6 miles	14,100	N/A	\$268	\$24 m	N/A	4.3 m	N/A	3,500
• Mpls. Northwest to 63rd Avenue-10.2 miles	21,900	N/A	\$345 m	\$31 m	\$9.2 m	6.7 m	\$6.00	5,600
• St. Paul South to Upper 55th-6.7 miles	11,300	55,000	\$238 m	\$21 m	\$6.7 m	3.5 m	\$8.00	3,900
Group 'C'								
• Mpls. Southwest to T.H. 169-9 miles	18,500	94,000	\$360 m	\$32 m	\$9.5 m	5.7 m	\$7.50	3,100
• St. Paul Northeast to I-694-8 miles	10,400-10,900	N/A	N/A	N/A	N/A	3.2-3.3 m	N/A	N/A
• St. Paul Northwest (to Co. Rd. C)	13,500 ⁴	N/A	\$113 m ⁴	N/A	N/A	N/A	N/A	N/A
• Hlawatha Extension (to Airport)	800 ⁴	N/A	\$70 m ⁴	N/A	N/A	N/A	N/A	N/A
• I-35W Extension (to T.H. 13)	100 ⁴	N/A	\$63 m ⁴	N/A	N/A	N/A	N/A	N/A

¹An at-grade alternative to replace the downtown tunnel in Minneapolis was conceptually developed by HCRRRA staff at the request of the RTB. Although briefly discussed with Minneapolis, this alternative has not been reviewed or approved by Rail Authority members or the City of Minneapolis. Alignment and cost calculations are very preliminary, and do not represent a level of analysis comparable to other portions of the HCRRRA Stage I system. Connections to corridors at both ends in particular will require additional analysis. For shortened I-35W and Minneapolis Northeast Corridors, estimates are also very preliminary and will require additional analysis.

²As modeled for tunnel system. Individual corridor alone. With Central Corridor built, each corridor can be expected to increase 400-900. The Central Corridor also picks up additional riders with each additional corridor built. Source: Metropolitan Council.

³Source: Metropolitan Council (passenger miles/trip).

⁴Amount reported in Development and Financial Plan in 1991 \$. No additional work has occurred.

DRAFT LRT CORRIDOR COMPARISON

Table 5: Individual Corridors Paired with Central Corridor, System as Currently Designed (with Tunnel)

Corridor	Ridership ¹	Passenger Miles ²	Capital Cost with Mpls. Tunnel ³	Annual Capital Cost	Annual LRT Operating & Maintenance Cost ⁴	Annualized Ridership (306 Days)	Cost per Passenger	New Transit Riders ⁵
Group 'A'	32,400	159,000	\$569 m	\$51 m	\$10.8 m	9.9 m	\$6.00	2,900
• <i>Central</i> CBD to CBD-11.4 miles (Soo Line/I-94 Alignment Alternative)								
Group 'B'	64,300	373,000	\$908 m	\$82 m	\$18.6 m	19.7 m	\$5.00	10,200
• <i>I-35 W</i> to 96th Street--8.8 miles								
• <i>Hiawatha</i> to GSA-7.4 miles	50,400	244,000	\$898 m	\$81 m	\$14.9 m	15.4 m	\$6.00	6,000
• <i>Mpls. Northeast</i> to Northtown-10.7 miles	51,400	292,000	\$717-721 m	\$65 m	\$16.6 m	15.7 m	\$5.00	8,100
• <i>Mpls. Northwest</i> to 63rd Avenue-10.2 miles	54,700	320,000	\$777 m	\$70 m	\$16.5 m	16.7 m	\$5.00	9,200
• <i>St. Paul South</i> to Upper 55th-6.7 miles	44,200	58,000	\$713 m	\$64 m	\$13.5 m	13.5 m	\$6.00	7,500
Group 'C'	51,600	98,000	\$918 m	\$83 m	\$15.7 m	15.8 m	\$6.00	6,700
• <i>Mpls. Southwest</i> to T.H. 169-9 miles								
• <i>St. Paul Northeast</i> to I-694-8 miles ⁶	44,500-45,000	N/A	\$730-783 m	\$66-70 m	\$15 m	13.7 m	\$6.00	N/A
• <i>St. Paul Northwest</i> (to Co. Rd. C)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
• <i>Hiawatha Extension</i> (to Airport)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
• <i>I-35W Extension</i> (to T.H. 13)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

¹Individual corridor and Central Corridor. With Central Corridor built, each corridor increases 400-900. Forecast does not include additional ridership picked up by Central Corridor with each additional corridor built. Source: Metropolitan Council.

²Passenger miles/trip/corridor plus Central Corridor. Source: Metropolitan Council (passenger miles/trip).

³Excludes right-of-way; includes light rail vehicles except on 35W. Mpls. Tunnel Cost: Mills Dist. to Conv. Ctr: \$187 million - Conv. Ctr. to 29th St: \$189 million **Total: \$376 million.**

⁴LRT portion only, assumes presence of Central Corridor.

⁵Estimated. Source: Metropolitan Council

⁶To White Bear Lake (additional 3-4 miles). Construction costs to I-694/C.R. E not available.

DRAFT LRT CORRIDOR COMPARISON

Table 6: Individual Corridors Paired with Central Corridor, with Potential Cost Reduction Measures¹ Applied

Corridor	Ridership ²	Passenger Miles ³	Capital Cost with Mpls. At-Grade Alignment	Annual Capital Cost	Estimated LRT Operating & Maintenance Cost	Annualized Ridership (306 Days)	Cost per Passenger	New Transit Riders ⁴
Group 'A'								
• Central CBD to CBD-11.4 miles (Soo Line/I-94 Alignment Alternative)	32,400	159,000	\$469 m	\$42 m	\$10.6 m	9.9 m	\$5.50	2,900
Group 'B'								
• I-35 W to 96th Street-8.8 miles	64,300	373,000	\$682 m	\$61 m	\$18.3 m	19.7 m	\$4.00	10,200
to 66th Street-5.1 miles	54,800	N/A	\$648 m	\$58 m	\$15.7 m	16.8 m	\$4.50	N/A
• Hiawatha to GSA-7.4 miles	50,400	244,000	\$672 m	\$60 m	\$14.7 m	15.4 m	\$5.00	6,000
• Mpls. Northeast to Northtown-10.7 miles	51,400	292,000	\$661-665 m	\$60 m	\$16.4 m	15.7 m	\$5.00	8,100
to I-694-6.6 miles	47,200	N/A	\$600 m	\$54 m	\$15.7 m	14.4 m	\$5.00	N/A
• Mpls. Northwest to 63rd Avenue-10.2 miles	54,700	320,000	\$677 m	\$61 m	\$16.3 m	16.7 m	\$4.50	9,200
• St. Paul South to Upper 55th-6.7 miles	44,200	58,000	\$613 m	\$55 m	\$13.3 m	13.5 m	\$5.00	7,500
Group 'C'								
• Mpls. Southwest to T.H. 169-9 miles	51,600	98,000	\$692 m	\$62 m	\$15.5 m	15.8 m	\$5.00	6,700
• St. Paul Northeast to I-694-8 miles	42,800-43,300	N/A	N/A	N/A	\$13.5 m	13.2 m	N/A	N/A
• St. Paul Northwest (to Co. Rd. C)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
• Hiawatha Extension (to Airport)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
• I-35W Extension (to T.H. 13)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

¹An at-grade alternative to replace the downtown tunnel in Minneapolis was conceptually developed by HCRA staff at the request of the RTB. Although briefly discussed with Minneapolis, this alternative has not been reviewed or approved by Rail Authority members or the City of Minneapolis. Alignment and cost calculations are very preliminary, and do not represent a level of analysis comparable to other portions of the HCRA Stage I system. Connections to corridors at both ends in particular will require additional analysis. For shortened I-35W and Minneapolis Northeast Corridors, estimates are also very preliminary and will require additional analysis.

²As modeled for tunnel system. Individual corridor and Central Corridor. Forecast does not include additional ridership picked up by Central Corridor with each additional corridor built. Source: Metropolitan Council.

³Passenger miles/trip/corridor plus Central Corridor. Source: Metropolitan Council (passenger miles/trip).

⁴Estimated. Source: Metropolitan Council

LRT CORRIDOR EVALUATION

Minneapolis Tunnel Cost:

Alignment (3.2 miles long) as designed in the HCRRRA Stage I LRT System plans, illustrated on the attached figure.

Mills District to Convention Center	\$187 million
Convention Center to 29th Street	<u>189 million</u>
Total	\$376 million

Minneapolis Surface Alignment Alternative(s) 1/:

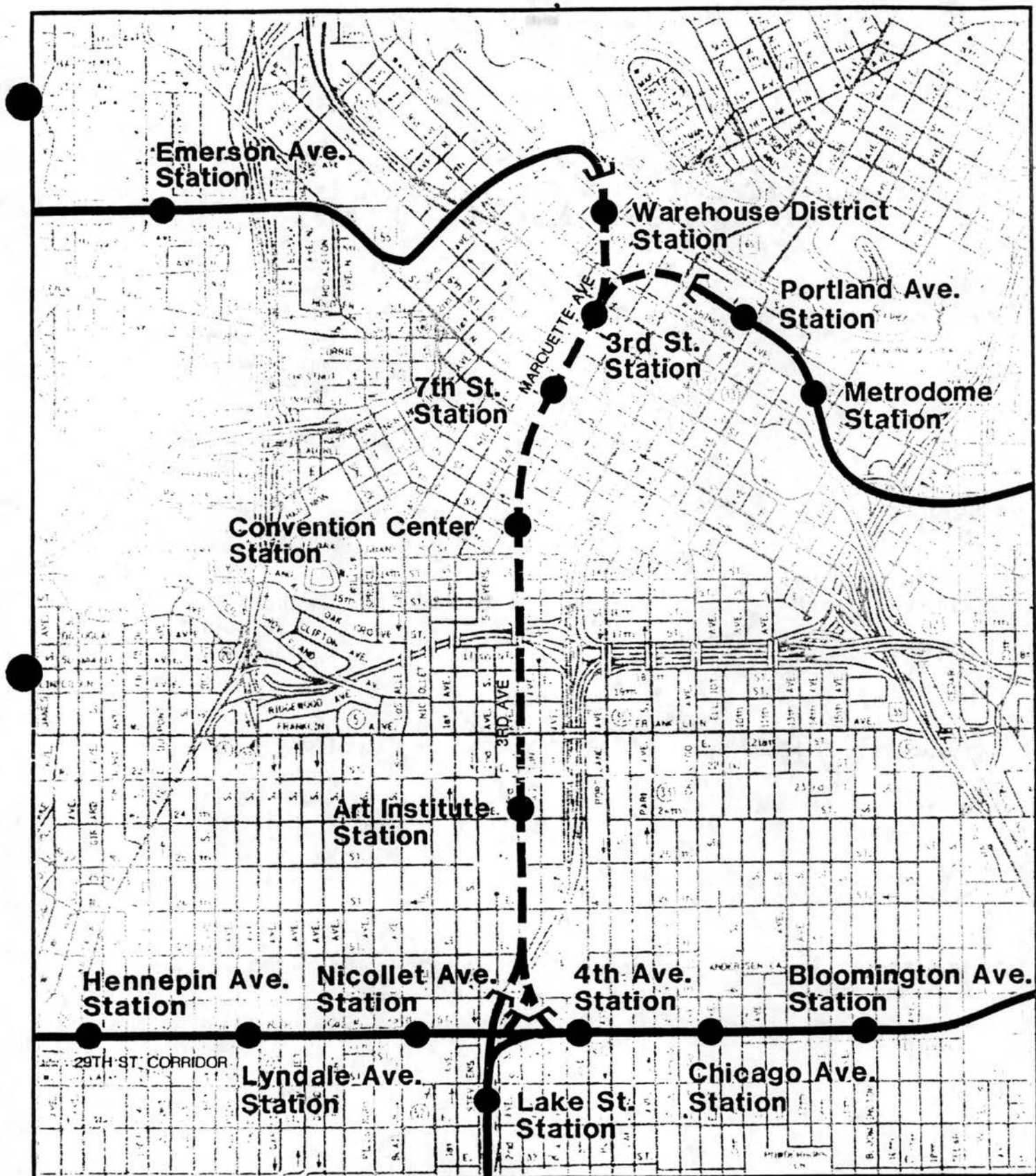
Roughly equivalent to tunnel alignment with stations at the same locations. South of 12th Street, the alignment follows 3rd Avenue for either alternative.

Alignment	Mills District to Convention Center	Conv. Ctr to 29th St.	Total
3rd Avenue	\$50 million	\$62 million	\$112 M
2nd/Marquette	\$87 million	\$63 million	\$150 M

Cost includes: Civil work, utilities, stations, track work, signals, electrification, fare systems, and connections to the Southwest, South/I-35W, and Hiawatha Corridors.

Cost excludes: University of Minnesota Connector, yard/shop downsizing, system communication downsizing, and right-of-way.

1/ Surface alternative costs were developed conceptually by HCRRRA staff at the RTB's request, and have not undergone detailed analysis. Connections to corridors at each end will need additional analysis. The surface alternatives have not been reviewed or approved by the Rail Authority or the City of Minneapolis.



700' tunnel line

HCRRA

Light Rail Transit
Preliminary Design Plans

Figure 2.0



Current Minneapolis
Tunnel Alignment

**INDIVIDUAL CORRIDOR CONSTRUCTION COST
WITH NECESSARY INFRASTRUCTURE/SYSTEM COST:
COORDINATION PLAN SYSTEM (with Tunnel)**

Minneapolis Short Tunnel:	\$187 m	Required for:	Central I-35W/South Mpls. NW Mpls. NE Hiawatha Mpls. Southwest
Yard/Shop: Start-Up Costs:	44 m 6 m	Required for:	All Corridors*
Downtown St. Paul:	\$44 m	Required for:	Central St. Paul South St. Paul NE
Minneapolis Tunnel Extension:	\$189 m	Required for:	I-35W South Hiawatha Mpls. Southwest

*Additional cost for trackage to connect to yard/shop would be required for most corridors.

RTB
10/28/91

**INDIVIDUAL CORRIDOR CONSTRUCTION COST
WITH NECESSARY INFRASTRUCTURE/SYSTEM COST:
WITH SURFACE DOWNTOWN MINNEAPOLIS ALIGNMENT¹**

**Minneapolis Surface Alignment-
Mills District to Convention Center:**

\$50-87 m - say \$87 million

**Required for: Central
I-35W/South
Mpls. NW
Mpls. NE
Hiawatha
Mpls. Southwest**

**Yard/Shop: 44 m
Start-Up Costs: 6 m**

Required for: All Corridors*

Downtown St. Paul: \$44 m

**Required for: Central
St. Paul South
St. Paul NE**

**Minneapolis Surface Alignment-
Convention Center to 29th Street: \$62-\$63 m, say \$63 m**

**Required for: I-35W/South
Hiawatha
Mpls. Southwest**

¹Based on very preliminary estimates by HCRRA staff. Connections at ends to corridors in particular are very preliminary. Alignment and costs have not been reviewed or approved by HCRRA or City of Minneapolis.

²Additional cost for trackage to connect to yard/shop would be required for most corridors.

SINGLE CORRIDOR COST ALLOCATION **Tables 3 and 4**

CORRIDOR: CENTRAL

With Minneapolis Tunnel (Coordination Plan system as designed by RRAs)

Central Corridor to Mpls Tunnel Portal:	\$288 m ¹
Short Downtown Minneapolis Tunnel:	187 m
Downtown St Paul Distribution System:	44 m
Mpls Tunnel Extension to 29th Street:	0
Yard/Shop	44 m
Start-Up	<u>6 m</u>
Total:	\$569 m

With Surface Downtown Minneapolis Alignment. Note: Developed conceptually only; estimates are very preliminary and not reviewed or approved by HCRRRA or City of Minneapolis.

Construction Cost to Edge of Downtown Alignment:	\$288 m ¹
Mpls Surface Alignment (Millis Dist. to Convention Ctr.):	87 m
Downtown St. Paul Distribution System :	44 m
Extension to 29th Street:	0
Yard/Shop	44 m
Start-Up	<u>6 m</u>
Total:	\$469 m

Notes:

¹March 1991 estimate adjusted 10/91 by RTB to delete R/W, park & ride, & 8 LRV's: \$569 M, less (\$187 M short tunnel + \$44 M yard/shop + \$6 M start-up = \$281 M) = \$288 M.

RTB
10/28/91

SINGLE CORRIDOR COST ALLOCATION **Tables 3 and 4**

CORRIDOR: I-35W/South

With Minneapolis Tunnel (Coordination Plan system as designed by RRAs)

Construction Cost from 96th Street to Mpls Tunnel Portal:	\$150 m
Short Downtown Minneapolis Tunnel:	187 m
Downtown St Paul Distribution System:	0
Mpls Tunnel Extension to 29th Street:	189 m
Yard/Shop	44 m
Start-Up	<u>6 m</u>
Total:	\$576 m

With Surface Downtown Minneapolis Alignment. Note: Developed conceptually only; estimates are very preliminary and not reviewed or approved by HCRA or City of Minneapolis.

Construction Cost from 96th to Edge of Downtown Alignment:	\$150 m
Mpls Surface Alignment (Mills Dist. to Convention Ctr.):	87 m
Downtown St. Paul Distribution System:	0
Extension to 29th Street:	63 m
Yard/Shop	44 m
Start-Up	<u>6 m</u>
Total:	\$350 m

With Surface Downtown Minneapolis Alignment and Terminus at 66th Street. Assumes I-35W construction to Burnsville Center with adequate median width to extend LRT in the future.

Construction Cost from 66th St. to Edge of Downtown Alignment:	\$116 m
Mpls Surface Alignment (Mills Dist. to Convention Ctr.):	87 m
Downtown St. Paul Distribution System:	0
Extension to 29th Street:	63 m
Yard/Shop	44 m
Start-Up	<u>6 m</u>
Total:	\$316 m

Note: Estimates are very preliminary, and represent only 1 of 3 LRT alternatives and only 1 set of inter-change configurations. Sufficient park and ride spaces for a terminus at 66th would also have to be added. Vehicles are not included.

RTB
10/28/91

SINGLE CORRIDOR COST ALLOCATION **Tables 3 and 4**

CORRIDOR: Hiawatha

With Minneapolis Tunnel (Coordination Plan system as designed by RRAs)

Construction Cost to Mpls South Tunnel Portal:	\$140 m ¹
Short Downtown Minneapolis Tunnel:	187 m
Downtown St Paul Distribution System :	0
Mpls Tunnel Extension to 29th Street:	189 m
Yard/Shop	44 m
Start-Up	<u>6 m</u>
Total:	\$566 m

With Surface Downtown Minneapolis Alignment. Note: Developed conceptually only; estimates are very preliminary and not reviewed or approved by HCRRA or City of Minneapolis.

Construction Cost to Edge of Surface Alignment Alternative at 29th: ¹	\$140 m
Mpls Surface Alignment (Millis Dist. to Convention Ctr.):	87 m
Downtown St. Paul Distribution System:	0
Extension to 29th Street :	63 m
Yard/Shop	44 m
Start-Up	<u>6 m</u>
Total:	\$340 m

Notes:

¹Source: RTB Report to Minnesota Legislature, 2/91, Table 1.

SINGLE CORRIDOR COST ALLOCATION **Tables 3 and 4**

CORRIDOR: Minneapolis Northeast

With Minneapolis Tunnel (Coordination Plan system as designed by RRAs)

Construction Cost to Mpls Tunnel Portal:	\$192-196 m
Short Downtown Minneapolis Tunnel:	187 m
Downtown St Paul Distribution System:	0
Mpls Tunnel Extension to 29th Street:	0
Yard/Shop	44 m
Start-Up	<u>6 m</u>
Total:	\$429-433 m

With Surface Downtown Minneapolis Alignment. Note: Developed conceptually only; estimates are very preliminary and not reviewed or approved by HCRA or City of Minneapolis.

Construction Cost to Edge of Downtown Alignment:	\$192-196 m
Mpls Surface Alignment (Mills Dist. to Convention Ctr.):	87 m
Downtown St. Paul Distribution System:	0
Extension to 29th Street:	0
Yard/Shop	44 m
Start-Up	<u>6 m</u>
Total:	\$329-333 m

With Surface Downtown Minneapolis Alignment and Terminus at 53rd Street/I-694.

Note: Estimate is very preliminary. Sufficient park and ride spaces at terminus station may add additional cost.

Construction Cost to Edge of Downtown Alignment:	\$131 m
Mpls. Surface Alignment:	87 m
Downtown St. Paul Distribution System:	0
Extension to 29th Street:	0
Yard/Shop	44 m
Start-Up	<u>6 m</u>
	\$268 m

RTB
10/28/91

SINGLE CORRIDOR COST ALLOCATION **Tables 3 and 4**

CORRIDOR: Minneapolis Northwest

With Minneapolis Tunnel (Coordination Plan system as designed by RRAs)

Construction Cost from 63rd to Mpls Tunnel Portal:	\$208 m
Short Downtown Minneapolis Tunnel:	187 m
Downtown St Paul Distribution System:	0
Mpls Tunnel Extension to 29th Street:	0
Yard/Shop	44 m
Start-Up	<u>6 m</u>
Total:	\$445 m

With Surface Downtown Minneapolis Alignment. Note: Developed conceptually only; estimates are very preliminary and not reviewed or approved by HCRRRA or City of Minneapolis.

Construction Cost to Edge of Downtown Alignment:	\$208 m
Mpls Surface Alignment (Mills Dist. to Convention Ctr.):	87 m
Downtown St. Paul Distribution System:	0
Extension to 29th Street:	0
Yard/Shop	44 m
Start-Up	<u>6 m</u>
Total:	\$345 m

SINGLE CORRIDOR COST ALLOCATION Tables 3 and 4

CORRIDOR: St. Paul South

With Minneapolis Tunnel (Coordination Plan system as designed by RRAs)

Construction Cost:	\$144 m
Short Downtown Minneapolis Tunnel:	0
Downtown St Paul Distribution System :	44 m
Mpls Tunnel Extension to 29th Street :	0
Yard/Shop*	44 m
Start-Up	<u>6m</u>
Total:	\$238 m

With Surface Downtown Minneapolis Alignment. Note: Developed conceptually only; estimates are very preliminary and not reviewed or approved by HCRRRA or City of Minneapolis.

Construction Cost:	\$144 m
Mpls Surface Alignment (Mills Dist. to Convention Ctr.):	0
Downtown St. Paul Distribution System:	44 m
Extension to 29th Street :	0
Yard/Shop*	44 m
Start-Up	<u>6m</u>
Total:	\$238 m

*Yard/Shop would have to be relocated near St. Paul South Corridor

RTB
10/28/91

SINGLE CORRIDOR COST ALLOCATION **Tables 3 and 4**

CORRIDOR: Mpls. Southwest

With Minneapolis Tunnel (Coordination Plan system as designed by RRAs)

Construction Cost to Mpls South Tunnel Portal:	\$160 m
Short Downtown Minneapolis Tunnel:	187 m
Downtown St Paul Distribution System:	0
Mpls Tunnel Extension to 29th Street:	63m
Yard/Shop	44 m
Start-Up	<u>6m</u>
Total:	\$460 m

With Surface Downtown Minneapolis Alignment. Note: Developed conceptually only; estimates are very preliminary and not reviewed or approved by HCRRA or City of Minneapolis.

Construction Cost to Edge of Surface Alignment Alternative:	\$160 m
Mpls Surface Alignment (Mills Dist. to Convention Ctr.):	87 m
Downtown St. Paul Distribution System:	0
Extension to 29th Street:	63 m
Yard/Shop	44 m
Start-Up	<u>6m</u>
Total:	\$360 m

SINGLE CORRIDOR COST ALLOCATION **Tables 3 and 4**

CORRIDOR: St. Paul Northeast

With Minneapolis Tunnel (Coordination Plan system as designed by RRAs)

Construction Cost to Mpls Tunnel Portal (from White Bear Lake to downtown St. Paul)	\$161-214 m
Short Downtown Minneapolis Tunnel,:	0
Downtown St Paul Distribution System :	44
Mpls Tunnel Extension to 29th Street :	0
Yard/Shop*	44 m
Start-Up	<u>6m</u>
Total:	\$255-308 m

With Surface Downtown Minneapolis Alignment. Note: Developed conceptually only; estimates are very preliminary and not reviewed or approved by HCRRA or City of Minneapolis.

Construction Cost to Edge of Downtown Alignment from I-694 or Co. Rd. E:	N/A
Mpls Surface Alignment (Mills Dist. to Convention Ctr.):	0
Downtown St. Paul Distribution System:	44 m
Extension to 29th Street:	0
Yard/Shop	44 m
Start-Up	<u>6m</u>
Total:	N/A

*Yard/Shop would have to be relocated near corridor

RTB
10/28/91

CORRIDOR COST ALLOCATION: PAIRED CORRIDORS **Tables 5 and 6**

CORRIDORS: I-35W/South and Central

With Minneapolis Tunnel (Coordination Plan system as designed by RRAs)

Central construction cost to Mpls Tunnel Portal:	\$288 m ¹
I-35W Construction Cost from 96th Street to Mpls Tunnel Portal:	150 m
Short Downtown Minneapolis Tunnel:	187 m
Downtown St Paul Distribution System:	44 m
Mpls Tunnel Extension to 29th Street:	189 m
Yard/Shop	44 m
Start-Up	6 m
Total:	\$908 m

With Surface Downtown Minneapolis Alignment. Note: Developed conceptually only; estimates are very preliminary and not reviewed or approved by HCRRA or City of Minneapolis.

Central Construction Cost to Edge of Downtown Alignment:	\$288 m ¹
I-35W Construction Cost from 96th to Edge of Downtown Alignment:	150 m
Mpls Surface Alignment (Mills Dist. to Convention Ctr.):	87 m
Downtown St. Paul Distribution System:	44 m
Extension to 29th Street:	63 m
Yard/Shop	44 m
Start-Up	6 m
Total:	\$682 m

With Surface Downtown Minneapolis Alignment and Terminus at 66th Street. Assumes I-35W construction to Burnsville Center with adequate median width to extend LRT in the future.

Central Construction Cost to Edge of Downtown Alignment:	\$288 m ¹
I-35W Construction Cost from 66th St. to Edge of Downtown Alignment:	116 m
Mpls Surface Alignment (Mills Dist. to Convention Ctr.):	87 m
Downtown St. Paul Distribution System:	44 m
Extension to 29th Street:	63 m
Yard/Shop	44 m
Start-Up	6 m
Total:	\$648 m

¹March 1991 estimate adjusted 10/91 by RTB to delete R/W, park and ride, and 8 LRV's: \$569 m, less (\$187 m short Mpls tunnel + \$44 m yard/shop + \$6 m start-up = \$281 m) = \$288 m.

Note: Estimates are very preliminary, and represent only 1 of 3 LRT alternatives and only 1 set of inter-change configurations. Sufficient park and ride spaces for a terminus at 66th would also have to be added. Excludes light rail vehicles.

CORRIDOR COST ALLOCATION: PAIRED CORRIDORS **Tables 5 and 6**

CORRIDORS: Hiawatha and Central

With Minneapolis Tunnel (Coordination Plan system as designed by RRAs)

Central Construction Cost to Mpls Tunnel Portal:	\$288 m ¹
Hiawatha Construction Cost to Mpls Tunnel Portal: ²	140 m ³
Short Downtown Minneapolis Tunnel:	187 m
Downtown St Paul Distribution System:	44 m
Mpls Tunnel Extension to 29th Street:	189 m
Yard/Shop	44 m
Start-Up	<u>6 m</u>
Total:	\$898 m

With Surface Downtown Minneapolis Alignment. Note: Developed conceptually only; estimates are very preliminary and not reviewed or approved by HCRRA or City of Minneapolis.

Central Construction Cost to Mpls Tunnel Portal:	\$288 m
Hiawatha Construction Cost to Edge of Downtown Alignment: ¹	140 m
Mpls Surface Alignment (Mills Dist. to Convention Ctr.):	87 m
Downtown St. Paul Distribution System:	44 m
Extension to 29th Street:	63 m
Yard/Shop	44 m
Start-Up	<u>6 m</u>
Total:	\$672 m

¹March 1991 estimate adjusted 10/91 by RTB to delete R/W, park and ride, and 8 LRV's: \$569 m, less (\$187 m short Mpls tunnel + \$44 m yard/shop + \$6 m start-up = \$281 m) = \$288 m.

²29th Street

³Source: RTB Report to Minnesota Legislature, 2/91, Table 1.

CORRIDOR COST ALLOCATION: PAIRED CORRIDORS **Tables 5 and 6**

CORRIDORS: Minneapolis Northeast and Central

With Minneapolis Tunnel (Coordination Plan system as designed by RRAs)

Central Construction Cost to Mpls Tunnel Portal:	\$288 m ¹
Northeast Construction Cost to Mpls Tunnel Portal:	192-196 m
Short Downtown Minneapolis Tunnel:	187 m
Downtown St Paul Distribution System:	44 m
Mpls Tunnel Extension to 29th Street:	0
Yard/Shop	44 m
Start-Up	<u>6m</u>
Total:	\$717 - 721 m

With Surface Downtown Minneapolis Alignment. Note: Developed conceptually only; estimates are very preliminary and not reviewed or approved by HCRRRA or City of Minneapolis.

Central Construction Cost to Mpls Tunnel Portal:	\$288 m
Northeast Construction Cost to Edge of Downtown Alignment:	192-196 m
Mpls Surface Alignment (Mills Dist. to Convention Ctr.):	87 m
Downtown St. Paul Distribution System:	44 m
Extension to 29th Street:	0
Yard/Shop	44 m
Start-Up	<u>6m</u>
Total:	\$661 - 665 m

With Surface Downtown Minneapolis Alignment and Terminus at 53rd Street/I-694.

Note: Estimate is very preliminary. Sufficient park and ride spaces at terminus station may add additional cost.

Central Construction Cost to Mpls Tunnel Portal:	\$288 m
Northeast Construction Cost to Edge of Downtown Alignment:	\$131 m
Mpls. Surface Alignment:	87 m
Downtown St. Paul Distribution System:	44 m
Extension to 29th Street:	0
Yard/Shop	44 m
Start-Up	<u>6m</u>
Total:	\$600 m

¹March 1991 estimate adjusted 10/91 by RTB to delete R/W, park and ride, and 8 LRV's: \$569 m, less (\$187 m short Mpls tunnel + \$44 m yard/shop + \$6 m start-up = \$281 m) = \$288 m.

CORRIDOR COST ALLOCATION: PAIRED CORRIDORS **Tables 5 and 6**

CORRIDORS: Minneapolis Northwest and Central

With Minneapolis Tunnel (Coordination Plan system as designed by RRAs)

Central Construction Cost to Mpls Tunnel Portal	\$288 m ¹
Northwest Construction Cost from 63rd to Mpls Tunnel Portal:	208 m
Short Downtown Minneapolis Tunnel:	187 m
Downtown St Paul Distribution System:	44 m
Mpls Tunnel Extension to 29th Street:	0
Yard/Shop	44 m
Start-Up	<u>6 m</u>
Total:	\$777 m

With Surface Downtown Minneapolis Alignment. Note: Developed conceptually only; estimates are very preliminary and not reviewed or approved by HCRA or City of Minneapolis.

Central Construction Cost to Mpls Tunnel Portal	\$288 m ¹
Northwest Construction Cost to Edge of Downtown Alignment:	208 m
Mpls Surface Alignment (Mills Dist. to Convention Ctr.):	87 m
Downtown St. Paul Distribution System:	44 m
Extension to 29th Street:	0
Yard/Shop	44 m
Start-Up	<u>6 m</u>
Total:	\$677 m

¹March 1991 estimate adjusted 10/91 by RTB to delete R/W, park and ride, and 8 LRV's: \$569 m, less (\$187 m short Mpls tunnel + \$44 m yard/shop + \$6 m start-up = \$281 m) = \$288 m.

CORRIDOR COST ALLOCATION: PAIRED CORRIDORS **Tables 5 and 6**

CORRIDORS: St. Paul South and Central

With Minneapolis Tunnel (Coordination Plan system as designed by RRAs)

Central Construction Cost to Mpls Tunnel Portal:	\$288 m ¹
St. Paul South Construction Cost to Mpls Tunnel Portal:	144 m
Short Downtown Minneapolis Tunnel:	187 m
Downtown St Paul Distribution System:	44 m
Mpls Tunnel Extension to 29th Street:	0
Yard/Shop	44 m
Start-Up	<u>6 m</u>
Total:	\$713 m

With Surface Downtown Minneapolis Alignment. Note: Developed conceptually only; estimates are very preliminary and not reviewed or approved by HCRA or City of Minneapolis.

Central Construction Cost to Mpls Tunnel Portal:	\$288 m
St. Paul South Construction Cost to Edge of Downtown Alignment:	144 m
Mpls Surface Alignment (Mills Dist. to Convention Ctr.):	87 m
Downtown St. Paul Distribution System:	44 m
Extension to 29th Street:	0
Yard/Shop	44 m
Start-Up	<u>6 m</u>
Total:	\$613 m

¹March 1991 estimate adjusted 10/91 by RTB to delete R/W, park and ride, and 8 LRV's: \$569 m, less (\$187 m short Mpls tunnel + \$44 m yard/shop + \$6 m start-up = \$281 m) = \$288 m.

CORRIDOR COST ALLOCATION: PAIRED CORRIDORS **Tables 5 and 6**

CORRIDORS: Mpls. Southwest and Central

With Minneapolis Tunnel (Coordination Plan system as designed by RRAs)

Central Construction Cost to Mpls Tunnel Portal:	\$288 m ¹
Mpls. Southwest Construction Cost to Mpls Tunnel Portal:	160 m
Short Downtown Minneapolis Tunnel:	187 m
Downtown St Paul Distribution System:	44 m
Mpls Tunnel Extension to 29th Street:	189 m
Yard/Shop	44 m
Start-Up	<u>6 m</u>
Total:	\$918 m

With Surface Downtown Minneapolis Alignment. Note: Developed conceptually only; estimates are very preliminary and not reviewed or approved by HCRRA or City of Minneapolis.

Central Construction Cost to Mpls Tunnel Portal:	\$288 m
Mpls. Southwest Construction Cost to Edge of Downtown Alignment: ²	150 m
Mpls Surface Alignment (Mills Dist. to Convention Ctr.):	87 m
Downtown St. Paul Distribution System:	44 m
Extension to 29th Street:	63 m
Yard/Shop	44 m
Start-Up	<u>6 m</u>
Total:	\$692 m

¹March 1991 estimate adjusted 10/91 by RTB to delete R/W, park and ride, and 8 LRV's: \$569 m, less (\$187 m short Mpls tunnel + \$44 m yard/shop + \$6 m start-up) = \$288 m.

²29th Street

CORRIDOR COST ALLOCATION: PAIRED CORRIDORS **Tables 5 and 6**

CORRIDORS: St. Paul Northeast and Central

With Minneapolis Tunnel (Coordination Plan system as designed by RRAs)

Central Construction Cost to Mpls Tunnel Portal	\$288 m ¹
St. Paul Northeast Construction Cost to Mpls Tunnel Portal (from White Bear Lake to downtown St. Paul)	161-214 m
Short Downtown Minneapolis Tunnel:	187 m
Downtown St Paul Distribution System:	44 m
Mpls Tunnel Extension to 29th Street:	0
Yard/Shop	44 m
Start-Up	<u>6 m</u>
Total:	\$730 - 783 m

With Surface Downtown Minneapolis Alignment. Note: Developed conceptually only; estimates are very preliminary and not reviewed or approved by HCRRRA or City of Minneapolis.

Construction Cost to Edge of Downtown Alignment from I-694 to Co. Rd. E:	N/A
Mpls Surface Alignment (Mills Dist. to Convention Ctr.):	N/A
Downtown St. Paul Distribution System:	N/A
Extension to 29th Street:	N/A
Total:	N/A

¹March 1991 estimate adjusted 10/91 by RTB to delete R/W, park and ride, and 8 LRV's: \$569 m, less (\$187 m short Mpls tunnel + \$44 m yard/shop + \$6 m start-up) = \$288 m.

DRAFT LRT CORRIDOR COMPARISON Timing Constraints

Corridor	Alignment	EIS Status			Design Status		Related Highway Projects
		Pre-DEIS	DEIS	FEIS	10%	30%	
Group 'A'							
• Central CBD to CBD-11.4 miles (Soo Line/I-94 Alignment Alternative)	Selected		Complete	In Process	Complete	In Process	I-94 Remap
Group 'B'							
• I-35 W to 96th Street-8.8 miles	2 Alternatives		In Process				I-35W Reconstruction
to 66th Street-5.1 miles	2 Alternatives		In Process				
• Hiawatha to GSA-7.4 miles	Selected		Complete	In Process	Complete		Mpls. Street/Bridge Work
• Mpls. Northeast to Northtown-10.7 miles	Selected		Complete		Complete		No
to I-694-6.6 miles	Selected		Complete		Complete		No
• Mpls. Northwest to 63rd Avenue-10.2 miles	Selected		Complete	In Process	Complete		No
• St. Paul South to Upper 55th-6.7 miles	2 Alternatives	✓					No
Group 'C'							
• Mpls. Southwest to T.H. 169-9 miles	Selected		Complete	In Process	Complete		No
• St. Paul Northeast to I-694-8 miles	2 Alternatives	✓					Potentially 35E
• St. Paul Northwest (to Co. Rd. C)	N/A						
• Hiawatha Extension (to Airport)	N/A						
• I-35W Extension (to T.H. 13)	N/A						

DRAFT EVALUATION OF LRT CORRIDORS TRAVEL TIME COMPARISONS

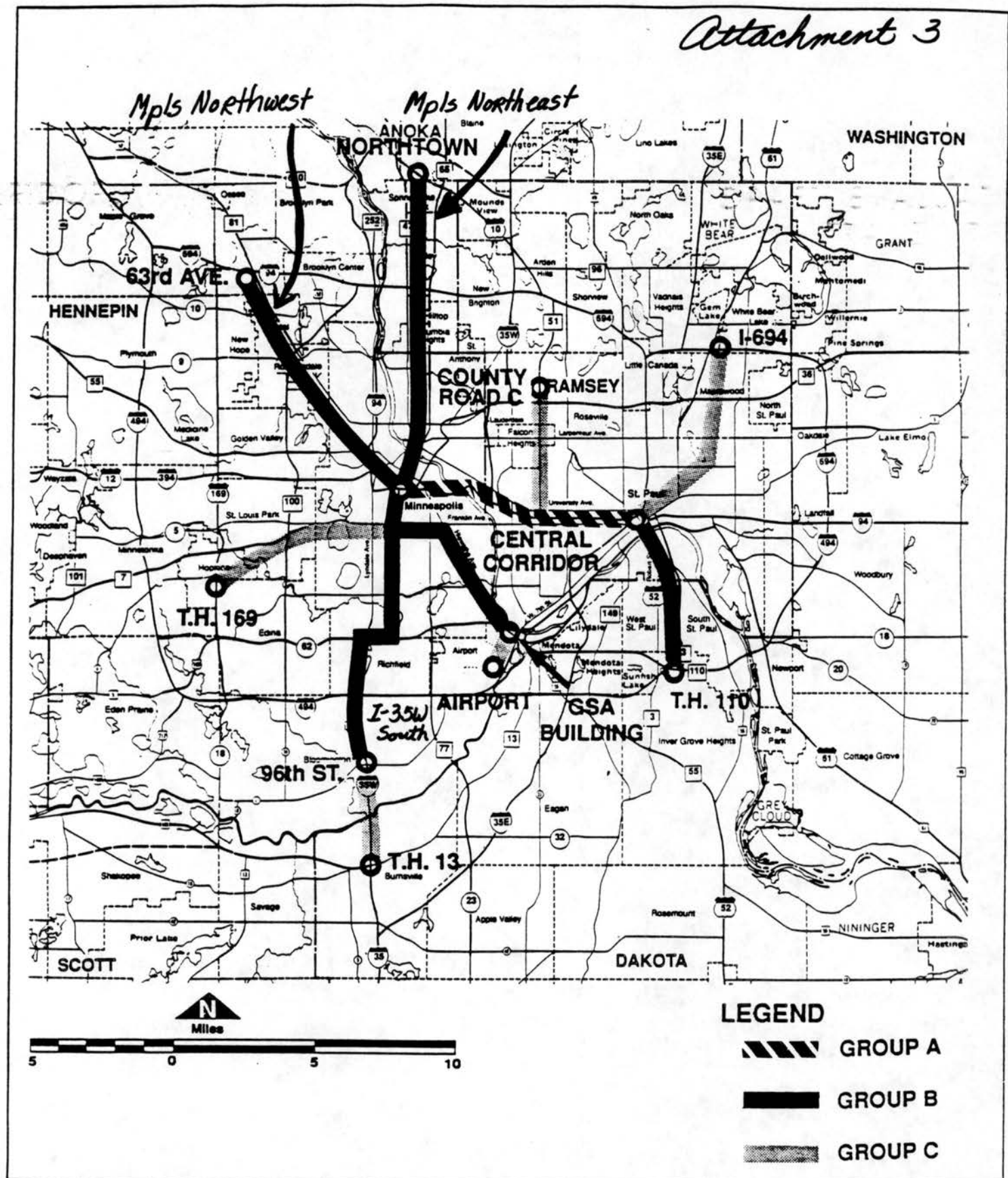
Corridor	Bus/No Build	LRT/Build	Time Savings
Central ¹	16A 55 min	30 min	25 min
	94B 37 min	30 min	7 min
	94D 27 min	30 min	+3 min
	(Minneapolis- to U of M 16A) 16 min	12 min	4 min
	(U of M to St. Paul 16A) 39 min	18 min	21 min
Hiawatha ²	35 min	24 min	9 min
Southwest ²	39 min	32 min	7 min
Mpls Northwest ²	31 min	27 min	4 min
35W ³	50 min ⁴	34 min	16 min
Mpls Northeast ²	33 min	27 min	6 min
St. Paul South ²	NA	14 min	NA

¹ RCRRA, HCRRRA

² BRW

³ SRF

⁴ Closest Route to Burnsville Center



LIGHT RAIL TRANSIT REGIONAL COORDINATION PLAN



STAGING FOR MAXIMUM 10-YEAR LRT PLAN

FIGURE 1

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

REGIONAL RAILROAD AUTHORITY

Originating Department

K. Delapieglaue 10/31/91
Authorized Signature Date

Board Action Requested

Approve Partial Payment No. 16 (FINAL) to
 SRF, Inc. in the amount of \$1,000.
 (Northeast Corridor Alignment Study)

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of SRF, Inc. for the purposes of conducting Alignment Studies for the Northeast Corridor. Contract No. RCRRA-90-001 governs the performance of services and terms of payment. Payment in the amount of \$1,000 for the period ending September 30, 1991, will be issued upon approval by the Ramsey County Regional Railroad Authority in accordance with contract provisions and Rail Authority Resolution No. R90- . Payment documentation is being submitted for approval in compliance with the latter. Attachments are:

- 1) Proposed resolution approving payment
- 2) Accounts Payable form and Partial Payment No. 16 (FINAL)
- 3) SRF, Inc. Invoice No. 16 and attachments

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
November 12, 1991

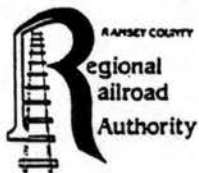
Signature

Date
11/4/91

Board Date

Signature

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of Strgar-Roscoe-Fausch, Inc. for the purpose of conducting alignment studies for the Northeast Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-90-001, governs the performance of services of and terms of payment to Strgar-Roscoe-Fausch, Inc.; and

WHEREAS, Strgar-Roscoe-Fausch, Inc. has satisfactorily completed all work identified in the referenced agreement, and provided detailed invoice documentation for services and costs accrued through September 30, 1991; and

WHEREAS, Strgar-Roscoe-Fausch, Inc. Invoice No. 16, Partial Payment No. 16 (FINAL), and attachments thereto, provide the correct documentation of payments due Strgar-Roscoe-Fausch, Inc. through September 30, 1991; Now, Therefore, Be It

RESOLVED, Payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$1,000 for services to the Ramsey County Regional Railroad Authority through September 30, 1991, is hereby approved; and Be It Further

RESOLVED, That payment as indicated represents payment in full for all services to be performed under Agreement Number RCRRA-90-001.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

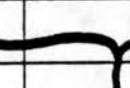
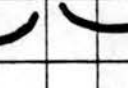
ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. REGIONAL RAILROAD AUTHORITY Date 10/8/91

(2) Appropriation Item Consulting Services

For Accounting Use Only

Claim #	Date Paid
1	1/1/19
2	2/1/19
3	3/1/19
4	4/1/19
5	5/1/19
6	6/1/19
7	7/1/19
8	8/1/19
9	9/1/19
10	10/1/19
11	11/1/19
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102	6/1/27
103	7/1/27
104	8/1/27
105	9/1/27
106	10/1/27
107	11/1/27
108	12/1/27
109	1/1/28
110	2/1/28
111	3/1/28
112	4/1/28
113	5/1/28
114	6/1/28
115	7/1/28
116	8/1/28
117	9/1/28
118	10/1/28
119	11/1/28
120	12/1/28
121	1/1/29
122	2/1/29
123	3/1/29
124	4/1/29
125	5/1/29
126	6/1/29
127	7/1/29
128	8/1/29
129	9/1/29
130	10/1/29
131	11/1/29
132	12/1/29
133	1/1/30
134	2/1/30
135	3/1/30
136	4/1/30
137	5/1/30
138	6/1/30
139	7/1/30
140	8/1/30
141	9/1/30
142	10/1/30
143	11/1/30
144	12/1/30
145	1/1/31
146	2/1/31
147	3/1/31
148	

CA	PA017	1	
			
1-2	3-7	8	9-14

(3) Code

WARRANT NO.

RFC	Fund	Dept	Object	Amount
	591	59107	020102	\$1,000.00
15-17	18-20	21-25	26-31	32-41

\$1,000.00

Total

(4) PAY TO: 2 01818
8 First Name & Initial 9-22
SRF

Last Name or Firm Name	23-52
------------------------	-------

3
8 Address 9-32

Soc Sec No _____
OR

City	State	33-54	Zip Code	55-59	Fed Tax ID	60-71
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(5) On Check Stub Put: 4 Partial Pymt. 16 (FINAL); Inv. 16; NE Corr. Align. Study
9-60
5 Agreement PA017; Acct. 59107-020102; 9/30/91
9-60

For Risk Management
Use Only

6
8 9-24
Last Name First Name

(6) SEND TO: _____ Use only if Payee and/or
Address differs from
Address _____ Item 4

(7) Attach to the back of this form: Original Invoices, Receipts, Certified Claims or other documents.

Preparer's Signature: /s/ Bette Kurysh

(8) I declare that the above materials and/or services have been received, are for Ramsey County, allowed by law, and approved for payment.

Authorized Signature: *R. Desjardins*

NOTE: The vendor's Social Security Number will be used to report taxable income to the Internal Revenue Service. This data is considered private under Minnesota Statutes 15.165, but we will not be able to process this claim without it.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO.16 (FINAL)

PREPARED BY: _____

PROJECT: NORTHEAST CORRIDOR ALIGNMENT STUDY
CONTRACT AGREEMENT NUMBER RCRA-90-001

ENTERED BY: _____

PROJECT COST CENTER: 59107 AGREEMENT NO: PA017

DATE: 08 OCT 91

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
316 COURTHOUSE
ST. PAUL, MN 55102

CONTRACTOR: STIGAR-ROSCOE-FAUSCH, INC.
ONE CARLSON PARKWAY NORTH, SUITE 150
MINNEAPOLIS, MN 55447

ACCOUNT NUMBER 59107-020102	PERCENT COMPLETED	100.0%
TOTAL VALUE OF WORK CERTIFIED - 30 SEP 91		\$244,865.00
LESS RETAINAGE		\$0.00
AMOUNT DUE		\$244,865.00
LESS PREVIOUSLY APPROVED PAYMENTS:		\$243,865.00
ALLOWABLE PAYMENT FOR THIS PARTIAL:		<u>\$1,000.00</u>

THIS IS TO CERTIFY THAT I HAVE EXAMINED THE WORK AND DETAIL OF THE INVOICE, AND
FIND THE TASKS LISTED HAVE BEEN COMPLETED IN ACCORDANCE WITH AGREEMENT REQUIREMENTS.

10/15/91 Kathryn Helmspiegel
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

10/14/91 Charleen Zimmer
DATE CONSULTANT

PREVIOUS PARTIALS:

PARTIAL PAYMENT NO. 1	\$1,571.89
PARTIAL PAYMENT NO. 2	\$18,865.32
PARTIAL PAYMENT NO. 3	\$27,848.91
PARTIAL PAYMENT NO. 4	\$12,135.33
PARTIAL PAYMENT NO. 5	\$19,494.68
PARTIAL PAYMENT NO. 6	\$44,152.39
PARTIAL PAYMENT NO. 7	\$11,612.66
PARTIAL PAYMENT NO. 8	\$25,520.19
PARTIAL PAYMENT NO. 9	\$23,593.04
PARTIAL PAYMENT NO.10	\$23,471.78
PARTIAL PAYMENT NO.11	\$8,247.84
PARTIAL PAYMENT NO.12	\$5,853.22
PARTIAL PAYMENT NO.13	\$5,845.52
PARTIAL PAYMENT NO.14	\$294.08
PARTIAL PAYMENT NO.15	\$15,358.15
PARTIAL PAYMENT NO.16	\$1,000.00
PARTIAL PAYMENT TOTAL:	\$244,865.00

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$244,865.00
LESS TOTAL PARTIAL PAYMENTS	\$244,865.00
(INCLUDES THIS PAYMENT)	
AMOUNT REMAINING ON AGREEMENT	<u>\$0.00</u>

(FINAL)

INVOICE

SRF

STRGAR - ROSCOE - FAUSCH, INC.

Suite 150, One Carlson Parkway N., Minneapolis, MN 55447

612/475-0010

FAX 612/475-2429

Refer to File: 0901380
Invoice Date: 9/30/91

Invoice No.: 16
Period Ending: 9/30/91

Ms. Kathryn DeSpiegelaere
Director of Light Rail Transit Planning
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
Room 316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 55102

re: NORTHEAST LRT CORRIDOR STUDY
AGREEMENT NO. RCRRA-90-001

	CURRENT PERIOD	CUMMULATIVE TO DATE
Total Labor and Overhead	0.00	195,780.71
Total Direct Non-Salary Costs	0.00	14,326.33
Subconsultant	0.00	36,272.31
 TOTAL FEE EARNED	 0.00	 246,379.35
Maximum Allowed Per Agreement	0.00	244,865.00
Retained Amount Due	1,000.00	0.00
 TOTAL	 1,000.00	 244,865.00
 TOTAL AMOUNT DUE THIS INVOICE	 1,000.00 =====	

BUDGET
PERCENT COMPLETE

\$244,865.00
100.0%