



Ramsey County Regional Railroad Authority.
Records.

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Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

file
John T. Finley, Chairman

District 3

Luane 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

Ramsey County Regional Railroad Authority

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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, DECEMBER 10, 1991

LARGE CONFERENCE ROOM - 316

*IMMEDIATELY FOLLOWING 10:30 A.M. RRA BUDGET HEARING

*Please note time.

Chairman's Comments

1. * Minutes of the Regional Railroad Authority Board Meeting of October 22, 1991.
2. Update on Metro Transit Facilities Plan - Discussion only.
3. Update on Metro Transit Leadership Group - Discussion only.
4. * Approve Joint Powers Agreement for Light Rail Transit.
5. *
 - a. Approve Amendment #1 to Contract Agreement No. 66617 with the State of Minnesota, Department of Transportation.
 - b. Authorize the Chairman of the Railroad Authority to sign on behalf of the Railroad Authority.
6. *
 - a. Approve Amendment #1 to Contract Agreement No. 67831 with the State of Minnesota.
 - b. Authorize the Chairman of the Railroad Authority to sign on behalf of the Railroad Authority.
7. *
 - a. Approve Amendment No. 4 to RCRRA Agreement RCRRA-89-003 with BRW and HCRRA.
 - b. Authorize the Chairman of the Railroad Authority to execute the Amendment on its behalf.

* Action is requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

October 22, 1991

The regular meeting of the Ramsey County Regional Railroad Authority was held on Tuesday, October 22, 1991, in the Large Conference Room of 316 Court House. Chairman Finley called the meeting to order at 10:45 A.M.

MEMBERS PRESENT: Chairman John Finley
Commissioner Diane Ahrens
Commissioner Ruby Hunt
Commissioner Duane McCarty (entered during Item 2)
Commissioner Hal Norgard
Commissioner Donald Salverda
Commissioner Warren Schaber

ALSO PRESENT: David MacMillan represented the County Attorney's Office, James Van Houdt, Ed Glaubitz, Robert Clarkson, Hugh Faville, Joe Kreitzer, Jack Militello, Jill Goski, Andrea Schmidt, Steve Wilson, Toni Baker, Frances Glendenning, Kathryn DeSpiegelaere, Terry Schutten, Steve Wilson

Chairman's Comments

Chairman Finley deferred his comments until later in the meeting. However, they will appear here in the order of the agenda.

Chairman Finley informed the Board that Commissioner Hunt officially took his seat on the Regional Transit Board yesterday. So, as a result, she will be leaving the Advisory Committee, and as a result, Commissioner Hunt suggested to the RTB that he fill her position on the LRT Advisory Committee.

Ms. DeSpiegelaere had informed him that there will be a meeting next week with the Westgate people, as there are some alternatives for them to consider.

1. Minutes of the Regional Railroad Authority Board Meetings, A. Meeting of September 10, 1991, and B. Meeting of September 24, 1991.

Commissioner Norgard moved the following recommendation, seconded by Commissioner Hunt.

The Ramsey County Regional Railroad Authority approves the minutes of the Regional Railroad Authority Board Meetings, A. Meeting of September 10, 1991, and B. Meeting of September 24, 1991 as written.

Roll Call: Ayes - 6, Nays - 0
Motion adopted.

2. Midway Corridor Ridership - Information - Discussion only.

Chairman Finley said this was prepared by the Metropolitan Council. It was sort of interesting that if you look at Table 1, they have a revised forecast of 32,400, which they say is 14%, but it is essentially the same as the original, but we took out several of the things, you can see we picked up 5200 riders by model improvements. Then, overall it remained constant. This is a plus or minus 20%.

Ms. DeSpiegelaere said the minus 14%, the original forecast was 32,400, there were changes made to the forecast, taking out park ride, changing the frequency of buses on University Avenue Route 16 and the LRT frequency was changed. These changes accounted for a 14% decrease. However, at the same time, improvements were made in the model so that the ridership is the same as it was previously.

Dick Wolsfeld gave a presentation, the good news is that they think that they are finally completed with doing patronage forecasts in the Midway Corridor. This process has gone on for over a year, and through that process there has been a number of improvements or changes to the process of doing patronage forecasting. This is not a science, you are trying to forecast how people are going to behave twenty years hence in terms of responding to a transit mode that most people have not experienced before. This is not an easy problem in terms of trying to forecast something twenty years, but then you are trying to forecast human behavior which makes it more difficult.

Some of the changes that have been made as the Metropolitan Council has worked on this is that first - they have made some changes to the Downtown Bus speeds. People's decision to use transit versus the automobile is really based on time and cost. That is what the model says, the longer the time for transit versus automobile, fewer people are going to ride it, the higher the cost per transit, versus driving automobile, the fewer people will use it. Similarly, as you get a much more competitive travel time or more competitive cost, more people are projected to ride transit, so there have been some improvements to the downtown bus speeds that have been made. Also, once you get off the transit system, your ability to walk to the individual buildings, the individual destinations, improvements have been made there. Then, there is what we call path building. Most people when they take a path from an origin to a destination, a home to work trip, if they have to transfer, the time that they stand on the corner waiting for the transfer to occur is perceived by them to be very different than the time when they are moving in a bus.

The results of the changes made translate into specifically is changing the frequency of service, LRT service previously they had 7½ minute service in the peak, and 7½ minute service in the off peak, so they changed those to 10 minutes in the peak, and 15 minutes in the off peak. They doubled the headways, and that is very critical, you can see the impact on riderships, this is a tremendous reduction in the LRT operating cost when you cut the service in half. The next

one is the service on the competing routes Route 16 at the peak that was previously 15 minutes, that has been lowered to coincide with the same frequency of the LRT, so they are both 10 minute frequencies, and off peak they are ten minute services, so the idea is that those services would be coordinated so that they would end up at the station at the same time.

The third change relates to the time transfers, it was $7\frac{1}{2}$, and 15, running every other time, at the same frequency of 10 and 15, and the last one is the park and ride. Previously we had park and ride at the major stations. They saw what the impacts were, and they have been taken out, so now there is no park and ride facilities in the network.

Chairman Finley would like to know why are we changing the frequency of the bus service.

Mr. Wolsfeld said the reason the frequency is being changed is such that they match the frequency of the LRT, as in a number of cases, we are tying the 16 service into the LRT station. They want to be able to bring those buses and the frequency of the trains to occur at the same rate. Most of the portions of 16A service are coordinated with light rail stations. Some run parallel, but some diverting off and coordinating with the stations.

Ms. DeSpiegelaere added that one of the things we talked about with MTC was what if we made it twenty minutes,

Commissioner Ahrens asked where they meet, and Mr. Wolsfeld said they meet at the University, at Washington Avenue and Motley Bypass Interface, and they also tie in at Cleveland and Lexington. The bus will come down Lexington to the Station, and then go back on Lexington to University. This is the MTC feeder bus plan.

Mr. Wolsfeld continued, the results of this are shown in the tables, and he discussed the changes, the ridership was increased from 32,400 rides, and the first changes increased the ridership to 37,600, which is a 16% increase. So, if you did not make any further changes in terms of leaving the park and ride in and leaving the services as they were, your forecast would be 37,600 rides in the Midway Corridor. If you take all the park and ride out, you lose 1500 riders. If you increase the frequency of Route 16, you lose 500 rides, and when you decrease the frequency of the light rail you lose 32%. You lose 14% as compared to the revised forecast of 37,600, as compared to the original forecast of 32,400.

By changing the frequencies, the number can vary considerably 15%, depending on what the frequencies are.

Commissioner Schaber asked how reliable this is, and Mr. Wolsfeld said plus or minus is 20%, either way.

Mr. Wolsfeld responded to Chairman Finley's question as to what variables were used, the initial key variables are population and employment, there is a significant employment increase projected in downtown St. Paul. The last two years they may have had a decline in downtown employment. There is an increase projected to occur. This is the forecast that the Metropolitan Council uses for all of their metropolitan system planning. Secondly, there is parking, the cost of parking, the assumption is that the cost of parking will increase 1% per year faster than inflation, so the cost of parking will be 20% higher twenty years from now on a relative basis.

The other assumption is the cost of driving an automobile, this is assumed to be no relative change from today. The cost is not expected to go faster than inflation, or less than inflation, it is assumed to go at the same rate as inflation.

The cost of transit service is expected to be the same as it is today in terms of current dollars. The assumption is that the cost of transit will increase at the same rate as inflation.

Other key assumptions are what are the travel speeds going to be on the highway system, and this is assumed to be without a significant change.

When you look at the time and cost of factors that drive this model, and the number of people riding, the downtown employment, cost of parking, and the rest are an assumption of a current state situation.

Speeds on the highway system should decline over the twenty year period, the model does not assume that.

Commissioner Norgard asked about toll roads, and Steve Wilson said this clearly could have an impact.

Steve Wilson of the Metropolitan Council Staff explained that the demographers at the Council review the employment at regular intervals, they met with the City Planning Staff and results are that they expect an increase in employment in downtown St. Paul.

Commissioner Ahrens asked if we have any alternatives to accommodate Westgate as she thinks this is going to be a most significant improvement with potential growth along the line. Mr. Wolsfeld said they are working on that right now.

Commissioner Schaber commented that it is very difficult to follow some of these assumptions, and Chairman Finley agreed with him.

3. South Corridor Ridership Information - Discussion only

Dick Wolsfeld discussed Table 4 which summarized the forecast, there are about 8600 people riding transit in that St. Paul South Corridor, the forecast is for an all bus system in the year 2010, it will increase to 13,000; if you put LRT in, the ridership would go to 17,000, and the subtraction is 4,000 new transit riders, this is the highest number in the region in the terms of new transit riders per corridor.

Mr. Wolsfeld discussed the riders per route mile, and his chart showed this data. The corridor ridership is lower under this scenario rather than under the other two scenarios, the current model the Met Council is using is higher values.

Chairman Finley commented that the Sacramento route almost reminds you of the eastern part of the Midway Corridor. Mr. Wolsfeld explained that the significant increase in ridership was that the operating agency really didn't believe that LRT was going to work, so they left the bus service. They did that for almost two years before they realigned the supporting bus system to use as a feeder bus system, at that time the ridership jumped considerably when they put the feeder bus and the LRT together.

4. Update on Metro Transit Facilities Plan

Ms. DeSpiegelaere discussed the documentation, information is being generated quite rapidly now. The RTB had a meeting had some information which staff will be reviewing. The Met Council will be looking at all modes of transportation including LRT.

5. Update on Joint Powers Agreement

Chairman Finley wanted to thank David MacMillan of our staff who has been the lead person doing the legal work, everyone has their own way to word this, he appreciates all the work Mr. MacMillan has put in on this.

Ms. DeSpiegelare said this was presented to the Joint Light Rail Advisory Committee, and she was rather surprised that there was as much acceptance of this. The summary in the documentation shows the different county's positions on it, and the expectation is that most of the counties will adopt it. As far as the agencies who will participate, the Metropolitan Transit Commission, has approved the agreement, Metropolitan Council has not yet considered it, Regional Transit will make a decision about whether or not to join.

The cost participation issue may be an important one.

6. Economic Impact of Light Rail Transit in South LRT Corridor

Chairman Finley said Joseph L. Kreitzer and Jack Militello from the University of St. Thomas are here to give a summary report on the Economic Impact of LRT in the South Corridor.

The summary report is in the documentation. However, Mr. Kreitzer and Mr. Militello each gave an oral interpretation of different segments of this report which has been summarized as follows:

SUMMARY OF KEY FINDINGS

Economic Impacts of LRT in the South Corridor

Key findings based on (1) interviews with residents and business people in the South Light Rail Transit (LRT) corridor, and (2) a review of literature on the subject of LRT are:

1. Urban/suburban perceptions

Residents of St. Paul and its suburbs have differing perceptions of light rail transit. Center city residents react to LRT based on what they perceive to be its ability to meet their travel needs within the city. Those in suburbs view LRT as important primarily for commuting. Some city residents think LRT will serve the suburbs; not city residents. Some suburban residents think LRT will serve the city; not the suburbs.

2. Impact on economic development

LRT will increase economic development only if it is integrated with other public policies that support that development.

3. Costs of auto use

People understand that the out-of-pocket costs they pay to use their cars don't cover all the costs associated with auto use. In addition to paying directly for auto use, they realize that they pay in other ways for the indirect costs of auto use, such as its environmental effects and land use implications.

4. Nonquantifiable factors

LRT is usually analyzed in a cost/benefit framework that excludes many of the considerations that are important in decisions to build it. Factors such as community image, effect on the environment and impact of continued reliance on autos on cities are often left out of the technical decision-making framework because they are not easily quantifiable.

5. Effect of public policy decisions

Although LRT can be analyzed in a traditional way, the very factors that are analyzed can be affected by public policies. Parking costs are one of the important factors that influence who will switch from driving to riding transit. Parking costs are controlled by public policy decisions. Because of the uncertainties in predicting the future, it is preferable to develop a range of forecasts based on reasonable but differing assumptions, rather than use a single forecast or measurement to assess an investment's cost effectiveness.

7. Ratify Partial Payment No. 8 to BRW, Inc. in the total amount of \$4,758.34 for South Corridor Alignment Scoping Study.

Commissioner Salverda moved the following recommendation, seconded by Commissioner Hunt.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of BRW, Inc. for the purpose of conducting a South Corridor Alignment/Scoping Study; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-90-002, and the First Amendment thereto, govern the performance of services of and terms of payment to BRW, Inc.; and

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through July 31, 1991; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 90-002, the Ramsey County Regional Railroad Authority authorized (Resolution R90-) the Director of Light Rail Transit Planning to process payments to BRW, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R90- requires submittal of invoice and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; Now, Therefore, Be It

R-91-
64
WHEREAS, BRW, Inc. Invoice No. 63059, Partial Payment No. 8, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through July 31, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$4,758.34 for Ramsey County Regional Railroad Authority's share of services rendered through July 31, 1991, is hereby ratified.

Roll Call: Ayes - 7, Nays - 0
Motion adopted.

8. Ratify Partial Payment No. 20 to BRW, Inc. in the amount of \$36,775.39 for Phase I PE/EIS Studies for the Midway Corridor.

Commissioner Salverda moved the following recommendation, seconded by Commissioner Hunt.

Ramsey County Regional Railroad Authority
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WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of BRW, Inc. for the purpose of conducting Phase I Preliminary Engineering/Environmental Impact Statement studies for the Midway Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-89-003, and the First Amendment thereto, govern the performance of services of and terms of payment to BRW, Inc.; and

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through April 30, 1991; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 89-003, the Ramsey County Regional Railroad Authority authorized (Resolution R89-70) the Director of Light Rail Transit Planning to process payments to BRW, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R89-70 requires submittal of invoice and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; Now, Therefore, Be It

R91-65
WHEREAS, BRW, Inc. Invoice Nos. 62867 and 62874, Partial Payment No. 20, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through April, 30, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$36,775.39 for Ramsey County Regional Railroad Authority's share of services rendered through April 30, 1991, is hereby ratified.

Roll Call: Ayes - 7, Nays - 0
Motion adopted.

9. Ratify Partial Payment No. 21 to BRW, Inc. in the amount of \$10,761.83 for Phase I PE/EIS Studies for the Midway Corridor.

Commissioner Salverda moved the following recommendation, seconded by Commissioner Hunt.

R91-66
WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of BRW, Inc. for the purpose of conducting Phase I Preliminary Engineering/Environmental Impact Statement studies for the Midway Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-89-003, and the First Amendment thereto, govern the performance of services of and terms of payment to BRW, Inc.; and

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through May 31, 1991; and

Ramsey County Regional Railroad Authority
October 22, 1991

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 89-003, the Ramsey County Regional Railroad Authority authorized (Resolution R89-70) the Director of Light Rail Transit Planning to process payments to BRW, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R89-70 requires submittal of invoice and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; Now, Therefore, Be It

WHEREAS, BRW, Inc. Invoice No. 63194, Partial Payment No. 21, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through May 31, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$10,761.83 for Ramsey County Regional Railroad Authority's share of services rendered through May 31, 1991, is hereby ratified.

Roll Call: Ayes - 7, Nays - 0
Motion adopted.

10. Ratify Partial Payment No. 22 to BRW, Inc. in the amount of \$1,368.57 for phase I PE/EIS Studies for the Midway Corridor

Commissioner Salverda moved the following recommendation, seconded by Commissioner Hunt.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of BRW, Inc. for the purpose of conducting Phase I Preliminary Engineering/Environmental Impact Statement studies for the Midway Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-89-003, and the First Amendment thereto, govern the performance of services of and terms of payment to BRW, Inc.; and

R91-67
WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through June 30, 1991; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 89-003, the Ramsey County Regional Railroad Authority authorized (Resolution R89-70) the Director of Light Rail Transit Planning to process payments to BRW, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R89-70 requires submittal of invoice and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; Now, Therefore, Be It

WHEREAS, BRW, Inc. Invoice No. 63192, Partial Payment No. 22, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through June 30, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$1,368.57 for Ramsey County Regional Railroad Authority's share of services rendered through June 30, 1991, is hereby ratified.

Roll Call: Ayes - 7, Nays - 0
Motion adopted.

11. Ratify Partial Payment No. 15 to SRF, Inc. in the amount of \$15,358.15 for the Northeast Corridor Alignment Study.

Commissioner Salverda moved the following recommendation, seconded by Commissioner Hunt.

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 portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through August 31, 1991; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 90-001, the Ramsey County Regional Railroad Authority authorized (Resolution R90-) the Director of Light Rail Transit Planning to process payments to Strgar-Roscoe-Fausch, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R90- requires submittal of invoice and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; Now, Therefore, Be It

WHEREAS, Strgar-Roscoe-Fausch, Inc. Invoice No. 15, Partial Payment No. 15, and attachments thereto, provide the correct documentation of payments due Strgar-Roscoe-Fausch, Inc. through August 31, 1991; Now, Therefore, Be It

RESOLVED, Payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$15,358.15 for Ramsey County Regional Railroad Authority's share of services rendered through August 31, 1991, is hereby ratified.

Roll Call: Ayes - 7, Nays - 0
Motion adopted.

12. Quarterly report of payments for RCRRA for period of July through September 1991.

Commissioner Salverda moved the following recommendation, seconded by Commissioner Hunt.

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period July 1, 1991, through September 30, 1991, and a record of these disbursements is attached; Now, Therefore, Be It

RESOLVED, That the report of payment is accepted by Ramsey County Regional Railroad Authority.

R 91-69

Roll Call: Ayes - 7, Nays - 0
Motion adopted.

13. Appointment to Joint LRT Advisory Committee

Commissioner Salverda moved the following recommendation, seconded by Commissioner Hunt.

WHEREAS, The Board of Ramsey County Commissioners organized a regional railroad authority pursuant to Minnesota Statutes Chapter 398A by Resolution 87-230 in April, 1987; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint John T. Finley to the Joint Light Rail Transit Advisory Committee for 1991 to fill the term of Commissioner Ruby Hunt.

R 91-70

Roll Call: Ayes - 7, Nays - 0
Motion adopted.

There being no further matters to come before this Board, Chairman Finley declared the meeting adjourned.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

REGIONAL RAILROAD AUTHORITY		Board Action Requested
Originating Department		Update on Metro Transit Facilities Plan
<u><i>L. H. Spiegelberg</i></u>	<u>11/26/91</u>	<u>DISCUSSION ONLY</u>
Authorized Signature	Date	

Request Justification

The Metropolitan Council is completing a Metro Transit Facilities Plan, considering what capital investments should be made in transit, where they are appropriate and how they should be funded. The plan, to be presented to the Legislature in February, 1992, will include information on busways, high occupancy vehicle lanes and light rail transit. Recommendations of the Joint LRT Advisory Committee and the Regional Transit Board on the LRT component of the plan are attached.

Budgeting and Accounting <u><i>Ed Glauk</i></u> <u>11/27/91</u>	Date / Time Received By
County Attorney <u><i>Dan M. Miller</i></u>	
Risk Manager _____	
Data Processing _____	
Previous Action taken on Request _____	

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date _____
 Committee / Meeting Date
 December 10, 1991
 Board Date _____

Signature _____
 Signature *F. L. Glendinning*
 Signature _____

Date _____
 Date
 11/30/91
 Date _____

JOINT LRT ADVISORY COMMITTEE RECOMMENDATIONS Re: RTB LRT CORRIDOR REEVALUATION

Discussed and passed at the November 13, 1991 meeting of the Joint LRT Advisory Committee, Hennepin County Government Center, Minneapolis.

Corridor Staging:

- o Supported Proposed Preliminary Recommendations on Corridor Staging: (Central Corridor and I-35W South Corridor in a two-phase system, with Central first and I-35W second).
- o Recommended deleting reference to two additional corridors (Mpls Northwest and Mpls Northeast). Recommended the following instead:

"Additional corridors have attractive performance characteristics. 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, particularly **Minneapolis Northeast.**"
- o Recommended a tunnel in the Minneapolis CBD and other places where appropriate, i.e. the University of Minnesota and the airport. Recommended a surface alignment through the State Capitol area.

Financing:

- o Recommended a financing goal of 30% federal funding for the 10-year plan with 70% to be paid by state and local (i.e. RTB bonding) funds.

Governance:

- o Agreed with RTB proposal that final design and construction to be directed by Joint Powers Board as described in the LRT Regional Coordination Plan.

No other changes to the Proposed Preliminary Recommendations (i.e. construct in segments, preserve right-of-way, etc.) were made.

LRT CORRIDOR REEVALUATION RECOMMENDATIONS

Discussed and passed at the November 18, 1991 RTB Board Meeting

CORRIDOR STAGING:

- o The RTB proposes a two-phase system: a Central Corridor and an I-35W/South Corridor.

The initial system has both regional core and home-based trip service features, and the 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 eventually linking Dakota County with Minneapolis and St. Paul

Corridor segments will be constructed as funding becomes available.

- o Additional corridors have attractive performance characteristics. Additional 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, particularly Minneapolis Northeast.
- o Right-of-way for corridors with identified potential for LRT should be preserved.

ALIGNMENT

- o The RTB recommends the construction of a two-corridor LRT system on a surface alignment. While the RTB recognizes that a regional system would require the construction of a tunnel, the proposed project offers the least expensive, functional, transit legislative initiative possible.

This recommendation would not preclude the construction of a tunnel for the first two corridors financed by individual jurisdictions independent of federal, state or regional funding.

FINANCING:

- o The RTB recommends a financing goal of 30% federal funding, with the remaining 70% to be paid by state and local (i.e., RTB bonding). Federal EIS/Alternative Analysis procedures should begin immediately.

GOVERNANCE:

- o Final design and construction should be directed by a Joint Powers Board as described in the LRT Regional Coordination Plan.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere
Authorized Signature

11/26/91
Date

Board Action Requested

Update on Metro Transit Leadership Group

DISCUSSION ONLY

Request Justification

- See attached:
- 1) Memorandum from K. DeSpiegelaere
 - 2) Issues/Outreach subcommittee report
 - 3) Incentives subcommittee report
 - 4) Finance subcommittee report

Budgeting and Accounting

Ed Blawie

11/27/91

County Attorney

Paul M. Miller

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
December 10, 1991

Signature

Date

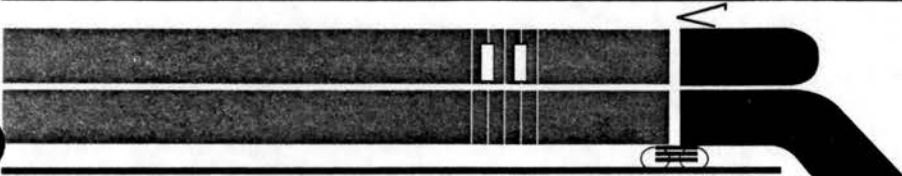
Board Date

Signature

Date

J. L. Blendenburg

11/30/91



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: Metro Transit Leadership Group

DATE: November 26, 1991

The Metro Transit Leadership Group, chaired by Robert Bach, will meet on December 4. Reports from three subcommittees will be considered and are attached. The subcommittees are:

Issues and Outreach, co-chaired by Ginny Yingling and John Jamieson

Incentives, co-chaired by Tony Desnick and Tom Johnson

Finance, chaired by Andrew Selden.

The Issues report identifies and quantifies the problems: congestion, costs, energy, and environment. It indicates how transit can help solve them.

The Outreach report identifies several strategies for gaining support for transit.

The Incentives report outlines strategies to encourage transit use.

The Finance report recommends four sources of funds as the first priority for metropolitan transit capital needs:

- (1) Motor vehicle excise tax
- (2) Excise tax on fuel
- (3) Sales tax on fuel
- (4) Congestion pricing.

The Metro Transit Leadership Group members will discuss ongoing activities at the December 4 meeting.

Recommendation:

For your information.

KD/blk
Attachments

COMMITTEE ACTIVITIES SUMMARY FOR THE TRANSIT LEADERSHIP GROUP

This report encompasses several aspects of the Issues and Outreach Committee activities. The guiding principles behind our recommendations are that we should approach funding and implementation of public transit on a statewide scale, rather than just within the Metro. area and that we must develop as broad a coalition as possible to accomplish this. In terms of the issues identified by the subcommittee, we recognized three main elements of the transit problem: 1) the current transportation system does not work, 2) the current transportation system is detrimental to our economy, our environment, and our communities, and 3) increasingly scarce oil supplies will force us to reassess our transportation forecasts and re-evaluate our priorities.

The packet consists of two items:

1. A draft lobbying package regarding issues relevant to transit. Initially, the committee identified a wide range of issues relevant to why transit was needed in Minnesota, but ultimately decided that congestion, cost, energy, and the environment were the issues that would be most persuasive to legislators and the public. These information sheets are not complete, obviously, but they present some of the more immediate elements of the highway vs. transit debate. Unfortunately, most of the available data was from the metro area, so there is more said about transit in the Twin Cities than outstate. The idea behind the organization of the sheets is that they can be used as a packet or as independent "fact sheets", allowing lobbyists to tailor their message. The original is on computer disk and can be readily updated if more or better information becomes available.

2. An Outreach Strategy proposal. This is a very ambitious proposal and will require the combined effort of a number of work group members. In addition, the effort should be co-ordinated by the work group leadership and lobbyist(s). The committee did not feel able to implement much of the outreach strategy until all of the committee work was completed, although some initial contacts have been made.

Finally, the committee had a recommendation for future work. We were frustrated by the lack of a transit needs assessment for the Twin Cities and the state, and such a project should be undertaken as soon as possible. Only then should the state begin making concrete plans for a public transit system, so clearly the need is urgent.

**A REPORT TO THE
METRO TRANSIT LEADERSHIP
WORKGROUP:**

**ISSUES RELATING TO THE NEED FOR
PUBLIC TRANSIT IN MINNESOTA**

**FROM: THE ISSUES SUBCOMMITTEE
NOVEMBER 19, 1991**

MINNESOTA'S TRANSPORTATION FUTURE: AN EXECUTIVE SUMMARY

Minnesota faces a transportation crisis, and transportation planners agree we cannot build our way out of the problem. The crisis is the result of reducing a once diverse transit system to one almost completely reliant upon the automobile, supplemented with some bus lines. Over the last 45 years that system has functioned well enough, but at a cost we are just now beginning to understand. Furthermore, the conditions that allowed our society to become automobile dependent are changing and we should begin planning for a future with less petroleum.

This document outlines the issues relevant to transportation in Minnesota and identifies the high cost we have paid for a system that is now failing. Although there are many issues affecting transit, we have focused on what appear to be the most important:

- Congestion: traffic congestion is expected to increase 35 percent in the next decade. We cannot build our way out of this problem; we can barely afford to maintain the roads we have.
- Costs: automobile driving has many hidden costs that all taxpayers must bear. When these costs are fully accounted for, public transit becomes an attractive and economical alternative.
- Energy: U.S. and world oil supplies are finite and predicted to be exhausted in 30 to 50 years, just enough time to design and install an efficient transit system. Furthermore, using less gasoline will help keep money in Minnesota's economy, rather than the oil producing nations'.
- Environment: every aspect of our transportation system is an assault on the environment. From the exploration, development, transportation, storage and combustion of petroleum, to the construction of highways and urban sprawl, to the disposal of automobiles, we are creating an environmental disaster for ourselves and the world. Transit options are less polluting, require less land, and often help reverse the trend toward urban sprawl.

There are other important issues relating to transportation. Primary among these is the issue of accessibility. However, the groundwork for public transit planning is so far behind that there has not even been an adequate needs assessment conducted, so documenting the problem is difficult. Suffice it to say that the current system is not meeting Minnesotan's needs or bus ridership would not be at an all-time low and businesses in our suburbs would not be suffering from a deficit of employees while our cities experience high unemployment.

Public transit will not solve all of these problems, nor will it be able to replace the automobile. What it can do is buy us time by reducing congestion, by reducing the volume of pollutants spewing into our atmosphere, by reducing our dependence on foreign oil supplies, and by reversing the trend toward urban sprawl. More importantly, public transit will give Minnesotans a choice. An efficient, diverse transit system that utilizes the full range of transportation options will be more adaptable to changing societal and economic conditions and will provide greater accessibility and mobility to all Minnesotans.

MINNESOTA PUBLIC TRANSIT: ISSUES AND CONCERNS

INTRODUCTION

Minnesota has a transportation problem that is about to become a nightmare. The Twin Cities region has experienced forty-five years of steady growth in automobile usage, increasing highway congestion, and urban sprawl. At the same time, the median age of Greater Minnesota's population has steadily increased, raising the number of transit dependant people in areas almost totally devoid of public transportation. The main cause of this problem has been the loss of transit options as we moved steadily towards an automobile-dominated transportation system.

Transportation planning in the metropolitan region has been conducted by a variety of public agencies, and always based on the same basic premises: (1) the region will have ten million daily person-trips early in the next century, (2) the growth in automobile usage (trips per person) is happening at an ever-increasing rate, and (3) future public transit will accommodate only three percent of this travel. However, this assumes that the factors influencing transit decisions will remain static. This is no longer the case.

Travel time and expense are the two major factors in transit decisions. As our highways become more and more congested, commute times will continue to rise giving greater incentive to drivers to use public transit. Additionally, most scientists now concur that our reserves of petroleum are running out. It is predicted that U.S. reserves will be exhausted by 2020 and world reserves by 2040. As supplies become more scarce, the price of gasoline will rise. Again, the automobile driver will have more incentive to switch to public transit. The premise that public transit will carry only three percent of travel is no longer valid and we must plan accordingly.

In Greater Minnesota, the question of transit strikes at a more human level than economics and time. For many residents, public transportation to medical and shopping facilities means the difference between independence and institutional housing. Surely, we can meet such needs for our citizens.

This report is **not** about the organization of transportation planning. Rather, it offers information on **critical issues** affecting the use of various transportation modes in the decades ahead. These issues include: the future costs of urban travel, future levels of road congestion, transportation's impact on our environment and how that should be factored into our decision-making, health and safety impacts of transit, and the future availability of petroleum.

We urge you to examine this gathering of information. It isn't complete, however it is sufficient to raise **the most critical issue**: do we continue planning transportation by following past trends, or should we prepare for the future by proactively developing a flexible, readily expandable public transit system that provides Minnesotans with a range of transit options? Such a system will take time to plan, fund and implement. With a 30-50 year deadline, the time to start is now!

TRANSIT CONCERNS

Americans identify transportation and infrastructure as one of their primary concerns:

- How will we get to our jobs, to supermarkets, to medical facilities?
- Will we be stranded in overheating vehicles, inching our way along highways? Will travel times continue to increase as our highways become more congested?
- Will we be able to develop transportation systems that are reliable and safe despite inclement weather?
- Will the cost of driving continue to climb so that a new car costs more than the price of our parents' first house?
- Will air quality deteriorate so that "stay in your house today" health warnings become routine?
- Will there be lines of cars at the gas pumps as petroleum supplies become scarce? Will we continue to squander our waning supplies in such an inefficient manner (ie. single occupancy vehicles)?
- How many more roads will we build or expand, at increasing expense, continued loss of valuable lands, and destruction of neighborhoods?
- Can we provide reliable and accessible transportation for seniors, persons with disabilities and other transit-dependent people, both in and outside of our urban areas?

Public transit cannot entirely replace cars. But, by offering people choices -- buses, rail vehicles, vans, carpools, bicycle routes -- it can help address some of their concerns: cost, travel time, accessibility, energy, and the environment.

CONGESTION

Travel has increased on Minnesota roads -- with costly results. At an average cost of \$0.34 per mile to operate an automobile (according to the American Automobile Association) and an average of 50 million miles driven per day in the Twin Cities area, Minnesotans are spending more than 5 billion dollars in the Twin Cities alone every year on transportation that increasingly does not meet their needs:

- **Traffic congestion is expected to increase 35 percent** in the Twin Cities between 1990 and 2000. If nothing is done to add capacity to existing metro highways, there will be 200 miles of severely congested highways daily in 20 years. (1)
- Minnesota now has more vehicles than people. In the seven-county metro area, half of the households have one more vehicle than they did 10 years ago. (2)
- The current transportation system is not meeting the needs of commuters. While unemployment continues to rise within Minneapolis and St. Paul, there is a deficiency of workers at suburban corporations. Employers attribute this to the lack of an adequate transit system to deliver employees to their facilities.
- The Metropolitan Council reports that the number of miles driven per day in the Twin Cities is rising (3):

<u>Year</u>	<u>Miles Driven/Day</u>
1970	24,000,000
1980	36,000,000
1988	47,500,000
1992 (est)	50,000,000
2010 (projected)	61,800,000

Population increases do not account for the steady climb in miles driven per vehicle. From the period 1970-1988, the seven-county metropolitan area population has grown by over 326,000. (4) Total miles traveled by car and truck soared by roughly 3.5 times the metro area's growth rate. (5) The most recent figures indicate that the number of vehicle miles traveled has increased by 50 percent since 1970. (6) Road building and highway construction alone cannot keep up with the over 756,000 additional vehicles which are expected to pile onto our freeways by the year 2010. (7) If the present trends continue, the average speed on metropolitan freeways will slow from the current average of 40 miles per hour to considerably less by the year 2010. (8)

Even as automobile travel becomes less practical, public funds for mass transit are declining. Despite the Twin Cities' 12 percent population growth in the last 20 years, the number of bus passenger trips in the last 10 years has decreased by more than 22 percent (9). Currently, only 8.5 percent of metro area residents use mass transit as their primary means of traveling to work (10). This figure is much higher in certain areas, most notably in the two central business districts where mass transit accounts for approximately 40-50 percent of trips into those districts (11).

THE ROLE OF TRANSIT:

Public transit will not come free, but it is far less expensive than continued expansion of our highway system:

- The Minnesota Transportation Study Board estimates that capital costs for installation of a state transit system will range from 1.87 to 2.52 billion dollars over the next 20 years, depending on how much of the light rail system is completed (12). This is a far cry from the projected \$50 billion for highway construction and repair in the same time period.
- While our current highways will still need maintenance, use of high occupancy vehicles can delay and reduce these costs. Reduced numbers of automobiles on the highways will reduce the rate of highway deterioration.
- Americans have already shown they can and will use transit when it is perceived to be more economical. As petroleum supplies become more scarce, gasoline prices will rise. In the past, when gas prices soared, so too did the ridership on public transit. The American Public Transit Association reports that transit ridership increased by 5 percent from 1973 to 1975 when gasoline prices increased 46 percent and by 8 percent from 1978 to 1980 when prices rose by 89 percent.
- Transit can reduce the need for additional highway capacity. The 12,000 bus riders on I-35W, if they drove cars, would require at least one additional lane in each direction (13).
- Transit offers an alternative transportation choice to those who use cars. It can also provide transportation to seniors, people with disabilities, children, and others who don't have cars.

Early relief of traffic congestion requires public transit development concurrent with Transportation Demand Management (TDM) and Transportation System Management (TSM) (14). In the metro area, TDM/TSM should focus on ridesharing, parking strategies, bicycle corridors, pedestrian walkways, innovative land use planning, and advanced ("intelligent") traffic management systems.

COSTS

The cost of providing a choice is reasonable when compared to the absence of an alternative to using private automobiles.

- In 1939, consumers spent only 8 percent of their budgets on transportation. In 1986, this figure had skyrocketed to 21 percent, second only to housing at 39 percent (15).
- More than half of Minnesota's county highway system and almost all Twin Cities highways will need to be rebuilt in the next 20 years. That amounts to 130,000 miles of roads, highways, and bridges. (16)
- It will cost a total of \$50 billion over the next 20 years for the needed road, highway and bridge construction in Minnesota. **That amounts to an average of \$116,000 in direct costs over 20 years for each Minnesotan.** (17)
- When all of the costs are factored in -- including fuel, maintenance, insurance, depreciation, and finance charges (but excluding the portion of taxes used for driving subsidies) -- it costs \$34 per week, or about \$1,700 annually, just to drive to work. By contrast, the average public transit fare is \$14 per week. (18)
- A compact car costs an average of \$3,200 a year to **operate** -- nearly \$10 a day. That's 10 percent of the gross income of a person making \$30,000 a year.
- Approximately 75 percent of the \$2 billion Minnesotans spend on gasoline every year leaves Minnesota, much of it to foreign oil producing countries. This amounts to **\$1.5 billion that leave our state, rather stimulating our economy.** Dollars that remain in a community re-circulate an average of 2.5 times, moving from employers to employees to community merchants and services. (19)
- Some of the "hidden costs" of automobile travel include accidents, air pollution, water pollution, noise, and public services (police, fire, emergency medical), and these add between 3.3 to 15.4 cents per vehicle mile travelled, or **in the Twin Cities between \$1.65 and \$7.7 million per day** (based on 50 million miles traveled per day). If all of these marginal social costs were to be assessed against highway users directly in the form of a fuel tax surcharge, an increase in the federal gasoline tax of 92 cents per gallon would be required, assuming an average fleet gasoline mileage of 20 mpg! (20).
- The annual cost to human health and the environment from vehicle pollution has been estimated at between \$4 billion and \$93 billion nationwide. Vehicle pollution is also responsible for extensive environmental deterioration, and we all pay the cost of cleaning it up (21).
- To date, the State of Minnesota has spent more than \$43 million cleaning up petroleum storage tank releases. This does not include the cost of Pollution Control Agency staff salaries, federal expenditures, program administration, or emergency response to oil spills (22).
- The American Lung Association says air pollution contributes to 30,000 deaths and up to \$50 billion in medical costs nationwide every year.

- In a study done for the Federal Highway Administration, the Texas Transportation Institute estimated that in the nation's 39 largest metropolitan areas (Twin Cities are 15th) the cost of congestion, including costs for delay and fuel consumption, in 1988, was over \$34 billion.
- The cost of crop damage in the U.S. from motor vehicle pollution has been estimated at \$1.9 to \$4.5 billion annually (23).
- Automobile dependence, largely a result of artificially low gasoline prices, is a major cause of urban sprawl. With urban sprawl come the additional costs of building more highways, additional public services (police, fire, snow removal, sewer, etc), while at the same time we are losing valuable farmland and wildlife habitat.
- There are also social costs that are difficult to quantify. Some examples: Lack of adequate public transit in Greater Minnesota forces many seniors and persons with disabilities to leave their homes and either move to larger towns or into institutional settings. Increased highway congestion has forced drivers off of interstates and onto residential streets, creating health, safety, and quality of living concerns for those residents. Continued highway construction disrupts communities by splitting neighborhoods and removing family homes.

THE ROLE OF TRANSIT:

Public transit is not free, nor is it without its own "hidden costs", but it can fill some of the gaps in our current transportation system in a more cost-effective manner.

- Transit will not replace the automobile, but an effective mass transit system can free residents from the need for multiple car ownership, at significant savings to the resident. This money, along with savings in terms of reduced petroleum consumption, would remain in the community either as savings or alternative investments -- both aiding local economic development and stability.
- Public transit is much safer than private automobile travel. In 1987, motor vehicles (cars, trucks, motorcycles) accounted for over 46,000 deaths nationwide, compared to only 569 by rail and 405 by bus. (24,25) The associated "savings" cannot even be estimated.
- Tying public transit funding to automobile use (eg raising gasoline taxes, using MVET money, pollution taxes, congestion taxes, etc.) would more accurately reflect the true cost of driving and also would give an enormous boost to more efficient urban land use (26).
- Once an effective transit system is in place, much of the operating costs can be recovered by fares. For example, the San Diego light rail system recovers between 69 and 103 percent of operating costs. The rate of recovery depends on the passenger loading per vehicle and operating costs. Financial commitment at the beginning to build an accessible and "user-friendly" transit system will pay off in the long term by maximizing ridership and, as a result, increasing cost recovery.

ENERGY

Transportation is Minnesota's largest energy consumer, accounting for nearly 39 percent of the state's energy use (27). Worse, this energy is consumed in the most inefficient manner possible: single occupancy vehicles. Current estimates indicate U.S. petroleum reserves will be exhausted by 2020, and world supplies by 2040 (28,29). These valuable petroleum reserves will be needed for "higher value" uses such as farming, fertilizer production and generation of electricity, not transportation. We must act now to conserve current petroleum supplies while moving swiftly to create new modes of energy-efficient transportation.

- Gasoline consumption in Minnesota continues to rise slightly, despite improved gas mileage. We use more energy for transportation than for heating and lighting our homes combined (30).
- Minnesota and the United States are dependent on foreign sources for almost half of their petroleum needs. This dependency is expected to increase during the 1990's, which also increases vulnerability to the actions of OPEC and makes petroleum prices and supplies more uncertain. (31)
- Minnesota's annual consumption of petroleum products has increased from 70 million barrels in 1960 to 116 million in 1978. (32)
- Minnesotans spent \$6.4 billion on energy in 1986. Nearly a third of the total cost -- about \$2 billion -- was spent on gasoline. (33)

The oil required to power automobiles is no longer found within the borders of the United States. In 1989, all U.S. domestic sources combined produced approximately 9.6 million barrels a day. This compares with 12.2 million barrels a day consumed. Further, the major known U.S. domestic reserves are fully exploited, making it necessary to dig deeper and into ever more increasingly sensitive areas. The result is a greater and greater demand to compromise environmentally fragile areas such as the Arctic National Wildlife Refuge and the outer Continental Shelf.

Society's dependance upon the automobile is increasing and is becoming more costly. Since 1973, the total amount of petroleum consumed in the U.S. has actually decreased. At the same time, however, the amount of petroleum consumed by the transportation sector has increased from 51.2 percent to 63.2 percent of total petroleum consumption (34). Altogether, transportation consumes 40 percent of the total energy used in the United States and 97 percent of this is petroleum. The U.S. transportation system, and to a large extent the U.S. economy, is captive to the interests of oil.

THE ROLE OF TRANSIT:

Transit uses energy resources more efficiently than automobiles (see the table below), and when powered by electricity is more flexible in terms of energy sources, as electricity can be generated in many ways.

ENERGY INTENSITY OF TRANSPORTATION MODES (35)

<u>Mode</u>	<u>Number of Passengers*</u>	<u>Energy Intensity (BTU/passenger km)</u>
Interstate Rail	80	442
Intercity Rail	40	447
Light Rail	55	639
City Bus	45	691
Rapid Rail	60	752
Car Pool	4	1144
Automobile	1	4576

*These numbers are for seated passengers. However, light rail, city bus, and rapid rail planners all assume a 50 to 100 percent ridership increase during rush hour as a result of "standees". This would further reduce the energy intensity of these forms of transit.

ENVIRONMENT

The environment suffers from the lack of transportation choices. Many of the environmental impacts of transportation are global in dimension, but they also affect Minnesota.

- Cars and trucks account for more than 32 percent of Minnesota's urban air pollution. (36)
- Thirty percent of the carbon dioxide, 67 percent of all carbon monoxide, 41 percent of nitrous oxides, 38 percent of all hydrocarbons, and 23 percent of all particulate matter are generated by the transportation sector; the bulk of this is generated by the automobile. (37)
- Carbon dioxide, the "greenhouse gas", is the core of the global warming problem. Each gallon of gasoline burned pumps about 19 pounds of CO₂ into the atmosphere. Over its estimated life span, the average car emits a total of about 58 tons of CO₂. Minnesota's transportation system emits between 22 and 29 million tons of CO₂ annually (38). Controlling transportation emissions is an important step toward fighting global warming.
- Chlorofluorocarbons (CFCs) are found in solvents, foams, and air conditioning coolants. They are responsible for two closely related environmental problems: destruction of the upper ozone layer, which shields the Earth from harmful ultraviolet radiation, and global climate change. Auto air-conditioning units account for a quarter of CFC use in the U.S. (39)
- Acid rain is precipitation containing elevated concentrations of sulfuric and nitric acids. Combustion of petroleum by the transportation sector accounts for 40 percent of all sulfur dioxide and nitrous oxide emissions, making it a major source of acid rain. (40).
- Acid rain can increase the acidity of natural habitats, such as lakes, streams and soil, to toxic levels. Fish, plant life, aquatic life, crops, and trees can all be affected. This threat to our environment and to our natural resources has been identified throughout the U.S., including lakes in northeastern Minnesota where no fish or plant life exist (41).
- Highway construction takes a huge toll on the environment in terms of lost land, both directly through construction and indirectly through urban sprawl. According to the American Farmland Trust, since 1967 the U.S. has lost over 25 million acres of farmland to urban sprawl. In addition, we are losing thousands of acres of wetlands annually to highway construction.
- The urban environment is also degraded by transportation. Automobile emissions account for at least one half of all air pollution related cancers in urban areas. Increasing traffic on residential streets increases noise pollution and creates safety problems. Neighborhoods are splintered by highway construction and are replaced by "bedroom community" suburbs with little or no sense of community to them.
- Additional environmental concerns are closely related to petroleum and transportation: habitat destruction during petroleum exploration, groundwater pollution from spills and

leaking tanks, surface water and groundwater pollution from highway runoff, solid waste and waste tires from car disposal,...

THE ROLE OF TRANSIT:

Public transit produces a fraction of the emissions created by automobiles. Again, while the need for automobiles will not be eliminated by public transit, it will help reduce the number of automobiles on our highways and thereby help reduce some of the environmental impacts associated with transportation.

POLLUTION FROM TYPICAL U.S. WORK COMMUTES (grams per 100 passenger - km)

Mode	Hydrocarbons	Carbon Monoxide	Nitrogen Oxides
Heavy rail	0.2	1	30
Light rail	0.2	2	43
Transit bus	12	189	95
Van pool	22	150	24
Car pool	43	311	43
Automobile	130	934	128

Source: American Public Transit Association, 1989

- Public transit can be expanded by adding vehicles rather than highways, reducing the loss of farmland and habitat to highway construction.
- Introduction of a public transit system usually results in population density increases along transit corridors, reducing urban sprawl. For example, Toronto's per capita gasoline consumption is far less than comparable U.S. cities. Not only does Toronto have higher public transit use, but it also has a more energy-efficient land use pattern. Because Toronto's layout fosters fewer and shorter trips, even if all of its public transit trips were switched to automobiles, Toronto would still use less than two-thirds the amount of gasoline per capita than Detroit (42). Clearly, transit and development planning must be coordinated.
- Pollution control will be more easily accomplished on public transit vehicles, because local units of government can directly oversee compliance, than on the millions of privately owned automobiles in Minnesota. Furthermore, some forms of transit are powered by electricity which has an easily controlled single source of pollution, in contrast to millions of tailpipes.

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OUTREACH STRATEGY

NOVEMBER

1. Review transit group mailing list to ensure completeness - should include as many of the organizations listed below as possible.
2. Locate spokespersons within the Work Group to contact organizations likely to join the coalition.
3. Identify and contact organizations, invite them to attend the Dec. 4 meeting
 - a. Labor unions - message: transit means construction and operation jobs, and allows for greater freedom to commute to work (possible contacts: AFL-CIO, Teamsters)
 - b. Business organizations - message: transit means better access for consumers to shopping areas, greater mobility for workers to get to suburban industrial parks (possible contacts: Chamber of Commerce, North Metro Mayors, Southwest Transportation Coalition, Mayo Clinic)
 - c. Contractors - message: transit means construction jobs for building stations, bus lanes, rail lines, etc. (possible contacts: Association of General Contractors)
 - d. Greater Minnesota local government entities - message: transit will help free up highway dollars for maintenance of out-state roads, transit is important to the aging out-state population. (possible contacts: Association of Minnesota Counties - Dave Weirans, 224-3344)
 - e. Transit interest groups - message: we need one voice at the legislature to accomplish all of our goals, and we are all best served by a fixed funding source for transit. Once we get that, we can argue about how to cut up the pie.
 - f. Civic organizations - message: same as transit interest groups, to meet the needs of their membership/constituency we must work together to assure the construction of mass transit and out-state transit systems (possible contacts: elderly and disabled persons organizations, environmental groups - concentrate on those that lobby (Sierra Club, Greenpeace, MPIRG, ME3) and those with broad support (Izaak Walton League, Audubon, National Wildlife Federation), low income advocacy groups such as the Urban League, League of Women Voters)
 - g. Health Organizations - message: automobile accidents account for 46,000 deaths every year, an even greater number of injuries, and auto pollution accounts for many respiratory illnesses and cancer - transit can help reduce these numbers (possible contacts: AMA, American Lung Assoc., American Cancer Society, etc)
 - h. Farming organizations - message: urban sprawl threatens the family farm, transit can help to keep this in check (possible contacts: International Alliance for Sustainable Agriculture, Land Stewardship Program, family farm organizations)
 - i. Citizen's League - message: the real cost analysis of transit shows that highways cost more than transit and complete reliance on the auto is bad for the taxpayer.
 - j. Twin Cities mayors/city councils - message: Mass transit will go a long way towards meeting CO2 reduction plans being made by the cities as part of the Global CO2 Reduction Program.
 - k. Other mayors/city councils - message: Public transit will provide a needed service to their residents, will improve the urban environment (ie. Duluth and Rochester), and will improve the quality of life in their city. Also, mass transit in the Twin Cities will help free up highway

dollars for Greater Minnesota. (possible contacts: all MN cities with regular route services - try to get a letter of support from each)

1. Media/Editorial Boards - message: we need transit to help address the problems wrought by the auto (congestion, highway costs, environmental destruction, energy use), and fixed funding is the only way to level the playing field
- m. Television - message: same as media/editorial boards, only it has to be presented in a "more lively" format to retain viewer interest (possible contacts: Almanac, community access, Ch. 2 may already have some pre-recorded programs on transit issues - Nova, etc.)

(Should ask each group contacted to help make additional contacts through their networks.)

4. Contact John Riley of the Governor's office to begin discussions regarding our goals. Riley is apparently looking for a fixed funding source for transit and would be a terrific ally.
5. Meet with commissioner of MnDOT and try to obtain support or at least no intervention at the legislature. Possible message: MnDOT currently has no flexibility in transportation planning because transit funds are so difficult to find, so they always end up building highways. Fixed funding for transit would mean greater flexibility for MnDOT.
6. Meet with representatives of MTC and Met Council to discuss direction of effort and determine what assistance they can provide. Their testimony would be invaluable in terms of what transit needs are and how they can best be met.

DECEMBER

1. December 4 meeting should serve to finalize Work Group strategy and proposals and to identify volunteer lobbyists.
2. Identify legislator to carry legislation that embodies our recommendations and begin writing the bill.

JANUARY

1. Complete language for the transit bill before caucuses.
2. Co-ordinate with friends at legislature (Pappas, Wagenius, Ranum, Novak,...) to make early presentations to Transportation committees and to be placed on the agenda for the regular session.
3. Identify and prep volunteer lobbyists
4. Jan. 6 - invite key legislators and media for a formal presentation of our proposals. All members of the coalition should attend to lend visual evidence of the breadth of the coalition. Each group should/could have a sign or banner to identify them both for the legislators and the media.
4. Jan. 7 - Volunteers and lobbyists should attend the Transportation Reception to promote our legislation.
5. Prepare testimony for committee/subcommittee hearings
6. Press conference/rally to kick off the lobbying effort

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INCENTIVES SUBCOMMITTEE

REPORT TO METRO TRANSIT LEADERSHIP GROUP

DECEMBER, 1991

Objectives of Incentives Subcommittee

TO IDENTIFY STRATEGIES WHICH WILL PROMOTE GREATER USE OF TRANSIT
AND TO DISCOURAGE SINGLE-OCCUPANT COMMUTING.

Statement of Purpose

The Incentives Subcommittee has spent the last few months identifying incentives to encourage transit use. They are identified on the attached list.

The subcommittee sees its work as ongoing. In addition to wanting more time to consider further incentives, subcommittee members recognize that the identification of incentives is only the first step in the process. The next task will be to create a core group of people committed to work on implementing the incentives. That core group will require continued staffing.

The subcommittee understands that transit has a broad definition and can include rideshare. It is also examining incentives to encourage bicycle use. The success of incentives and disincentives will help promote additional transit solutions and success. There is a relationship between incentives and disincentives -- each incentive has a corollary disincentive.

Transit incentives can help convey to those who aren't already aware that transit is a convenient, reliable, and cost effective way to travel.

INCENTIVES/DISINCENTIVESTARGETED GROUPADVANTAGESDISADVANTAGES

Impose transportation utility fee

Businesses, state and local government, public

o User fee evens "playing field" between transit and highway costs, raises revenues for capital improvements, provides break for companies who show potential for Traffic Demand Management

o Traffic Demand Management Model is focused on employer; homeowners who may be transit users receive no tax break

Enact corporate tax credit to employer. This tax credit is for employee benefit of transit rideshare or bike lockers

Federal and state governments

o Encourage employer participation, increase public awareness

o Fiscal implications to federal/state budget difficult to calculate

Reduce car insurance rates for transit use

Insurance companies and state governments

o Encourage individuals to use mass transit for work trips 1 or 2 days/week and be rewarded by lower auto insurance premiums

o Expect insurance company opposition

Modify traffic laws to give preferential right of way for transit vehicles

State government

o Reduces transit travel time
o Enhances schedule reliability

o Learning curve for drivers to adapt to new ordinances

INCENTIVES/DISINCENTIVESTARGETED GROUPADVANTAGESDISADVANTAGES

Allow pre-tax dollar deduction for cost of transit pass or an income tax credit to individual for cost of transit pass

Federal and state governments

o Everyone eligible...increases public participation

o Fiscal implications to federal and state budget difficult to calculate

Subsidize employee transit pass by employer

Businesses

o Easy access to monthly pass could increase use

o Business may oppose based on administrative costs

Improve transit stations to be user friendly and require or encourage transit stations within new major buildings/construction

Businesses, transit agency

o Increase safety, comfort
o Increase accessibility
o Increase convenience
o Encourage transit usage

o Possible ordinance prohibitions
o Possible insurance liability problems
o Who incurs cost of maintenance?
o Who incurs cost of security?

Create transit hubs per existing models

Transit agency, local governments, businesses

o Simplify access to transit systems

o Cost for land acquisition
o Cost of additional transit systems to service hubs

INCENTIVES/DISINCENTIVESTARGETED GROUPADVANTAGESDISADVANTAGES

Encourage land use and zoning ordinances to promote transit use

Local government, Metropolitan Council

- o Create physical environments which allow for greater ease of transit use
- o Potential reduction of urban sprawl

- o Coordination may be difficult to accomplish among units of government

Change local ordinance to reduce requirements of number of parking spaces based on square foot if there are transit incentives

Local governments/zoning boards

- o Creates disincentives to driving

- o May be difficult to enact uniform regional policy

Property tax abatement on new real estate development with preferential parking for rideshare and bike spaces

Real estate developers, local governments

- o Reduced or less convenient parking provides disincentive to single occupant autos

- o Revenue loss to Regional Transit Board

Encourage child care facility on site for construction of work employment locations

Employers

- o Convenience
- o Reduced use of autos
- o Children are accessible to parents during work day

- o Children in neighborhood day care interact with their peers who will be in school with them

INCENTIVES/DISINCENTIVESTARGETED GROUPADVANTAGESDISADVANTAGES

Promote state and federal
income tax on employer-provided
parking

State and federal government

o Financial disincentive to
auto use

o Financial disadvantage to
employee

Bicycle corridors

Information to be provided

Information to be provided

Information to be provided

Dedicated bicycle commuter
spaces

Information to be provided

Information to be provided

Information to be provided

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FINANCE SUBCOMMITTEE
FINAL REPORT TO METRO TRANSIT LEADERSHIP GROUP

DECEMBER 4, 1991

Objective of Finance Subcommittee

TO IDENTIFY APPROPRIATE SOURCES OF CAPITAL AND OPERATING FUNDS FOR TWIN CITIES METROPOLITAN-AREA TRANSIT.

The subcommittee did not consider specific budgets for particular projects because these are identified in other reports, such as the Regional Transit Board's Five Year Implementation Plan, the Metropolitan Council's Transportation Development Guide/Policy Plan, and the Transportation Study Board's Study of Minnesota's Surface Transportation Needs. The subcommittee did assess sources in light of likely needs of an initial one-stage LRT project. The estimated order of magnitude is in the range of \$100 million/year for five to seven years.

Recommendations on sources of funds

The Finance Subcommittee recommends these sources of funds as the first priority for metropolitan transit capital needs:

- o Motor Vehicle Excise Tax (MVET)
- o Excise tax on fuel
- o Sales tax on fuel
- o Congestion pricing

Other sources were carefully reviewed and are listed in the attached table.

Criteria used to evaluate sources of funds

- o availability of collection methodology
- o amounts generated
- o relevance to transportation
- o ease of implementation
- o perceived support
- o stability of revenue stream

Recommendations on related capital funding issues

1. Bonding versus pay as you go for capital projects

Pay as you go is preferable because it provides for better cash flow, is predictable, and costs much less in the long term. It may result in slower construction than bonding because less can be done at once.

Other states have bonded for transit capital projects, and the RTB recommendation to the legislature is to bond against property tax revenues.

2. Combinations of funding versus single source of funding for capital project

Combinations may be preferable because there may be insufficient revenue with a single source. A single source might be sufficient for a modest capital improvement on a pay as you go basis, or to bond a single project.

3. Federal funding

Federal funding should be sought for capital projects. It is difficult to obtain and perhaps should not be sought for all projects, but the process should be started. Federal funding participation, however, is not a necessary prerequisite to commencement of a transit development project.

4. Dedicated (constitutional or by Legislature) versus undedicated sources of funds

Federal funding is contingent upon having a "dedicated" source of state or local funding. Funding should be constitutionally dedicated. MVET has been in existence since 1984 and has never been actually allocated to transportation in its entirety as was intended.

5. New revenue versus re-programming existing revenue

Although the increased operating funds necessary for transit may be attainable through re-programming, capital projects will likely require new sources of revenue or additions to existing revenue sources. Transit capital projects should not be sought at the expense of other meritorious programs.

6. Metro-wide assessment for only metro benefit versus
state-wide assessment for statewide allocation

While the subcommittee's charge was to explore metro-area capital sources for the transit programs, the committee believes that goal is best met through statewide funding mechanisms in coalition with other transportation interests and other (geographic) constituencies.

7. Coalitions

Must be part of coalitions with other groups. Coalitions should be formed based on geography, related programs, needs, and interests both within the community and within the state.

	<u>\$ RAISED METRO</u>	<u>\$ RAISED STATEWIDE</u>	<u>ADVANTAGES</u>	<u>DISADVANTAGES</u>
MOTOR VEHICLE EXCISE TAX (MVEIT) This is the revenue from the sales tax on motor vehicles	\$18 million	\$42 million (amount raised per one percent increase)	- o Related to transportation - o Easy to implement - o Is existing tax; is subtle; probably less controversial - o Good for building coalitions - o Traditionally dedicated in part to transit uses	- o Volatile revenue stream; less predictable in amount generated - o Currently used for general revenue for state; includes local government aid
FUEL EXCISE TAX	\$12 million	\$24 million (amount raised annually per one cent increase)	- o Related to transportation - o Easy to implement	- o Most likely requires constitutional amendment to avoid risk of litigation to state supreme court - o Use for transit would be unpopular with highway interests
SALES TAX ON FUEL	\$82 million	\$171 million (amount raised annually at 6.5 percent rate)	- o Related to transportation - o Easy to implement	o Probably requires constitutional amendment

	<u>\$ RAISED METRO</u>	<u>\$ RAISED STATEWIDE</u>	<u>ADVANTAGES</u>	<u>DISADVANTAGES</u>
CONGESTION PRICING	(amount raised depends on how tax is structured)		- o Related to transportation - o Creates direct incentive to use transit - o Helps reduce traffic at peak hour	- o Implementation techniques are not currently in use here - o May be perceived as "big brother" syndrome - government is monitoring where vehicles are driven - o Needs coordination with land use planning - o Could increase traffic in neighborhoods
SALES TAX ON AUTO REPAIRS	\$30 million (amount available to be raised annually)	\$60 million	- o 4 of 5 neighboring states use this - o Has support of key legislators - o Many consumers already think they are paying this	- o Resurrects taxing of professional fees debate - o May be regressive
PARKING TAX	(amount raised depends on how tax is structured)		o Related to transportation	- o Collection and enforcement require effort, investment - o May penalize core areas - o Idea not well developed for broad implementation

	<u>\$ RAISED METRO</u>	<u>\$ RAISED STATEWIDE</u>	<u>ADVANTAGES</u>	<u>DISADVANTAGES</u>
POLLUTION TAX	There are 2.5 million autos in metro area; double that number statewide. \$1 per car raises \$2.5 million metro-wide.		- o Related to transportation - o May be acceptable to public because of environment link	o Could require a constitutional amendment, depending on how structured
SALES TAX	\$186 million	\$297 million (amount raised annually per one percentage point increase)	- o Significant revenue source - o Easy to implement, collect and allocate	- o Not directly related to transportation - o Could encourage purchases elsewhere - o Unlikely to be approved by Legislature - o Is already high
PROPERTY TAX	Tax capacity equivalent of two mills raises: \$42 million metro-wide; \$68 million statewide		- o Good transit improves property values - o Easy to implement - o May be more appropriate for later phases after LRT is introduced - o Recommended by RTB to Legislature	- o Politically sensitive - o Highly visible with public - o Shrinking base in core cities in short term - o Will lead to further fragmentation of transit system and funding

	<u>\$ RAISED METRO</u>	<u>\$ RAISED STATEWIDE</u>	<u>ADVANTAGES</u>	<u>DISADVANTAGES</u>
PAYROLL TAX	\$288 million (amount raised on payrolls)	\$412 million per one percent	o Significant source of money o Non-resident commuters in metro area would share the burden	o Affects earned income only o Difficult to implement o Volatile o Could hurt business climate o May be seen as regressive
STATE BONDING FROM GENERAL FUND	(amount raised depends on need)		o Fixed amount, not open-ended o Specific to projects o Easy to implement	o State's cost of capital may be higher than for other units of government

November, 1991
KD

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

<u>REGIONAL RAILROAD AUTHORITY</u> Originating Department <u>K. Kaspigbauer</u> <u>11/26/91</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 December 2. Information attached includes:

- 1) Proposed resolution
- 2) Information considered by the Joint LRT Advisory Committee
 - a. Memo discussing the joint powers agreement
 - b. Joint powers agreement
 - c. Distribution formula
 - d. Budget
 - e. Statute

Budgeting and Accounting <u>Ed Slawitz</u> <u>11/27/91</u> County Attorney <u>Don Mac Miller</u> 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 December 10, 1991	<u>J. L. Henderson</u> Signature	Date 11/30/91
Board Date		Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority on September 24, 1991, approved in concept the Draft Joint Powers Agreement as submitted to the Joint Light Rail Transit Advisory Committee; 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: Regional Railroad Authority Staff
DATE: November 22, 1991
RE: DRAFT: JOINT POWERS AGREEMENT

In accordance with instructions and comments received from you at your November 13 meeting, the Staff Committee has met and further refined the agreement to reflect most of the comments received.

The issues addressed are as follows:

1. Language clearly identifying the Joint Powers Board as an entity separate from the member bodies and for whose acts the member bodies are not liable has been added to SECTION 3 and SECTION 6(d).
2. The powers of the Joint Powers Board have been modified to conform to the existing statutory framework to enable the state agencies such as the RTB, MTC, MnDOT, and Met Council to join. While some concern has been expressed that by referencing Minn. Stat. § 398A (the Regional Railroad Authorities statute), the agreement may be one which some of the state agencies cannot join because of a lack of commonality of powers between the state agencies and the RRA's, it is our feeling that the new language in Section 6 which references only certain of the RRA powers as applying to the Joint Powers Board accommodates this concern.
3. At your meeting, the possibility of the Metropolitan Airports Commission as a member was raised. Since at this time the MAC does not have authority under Minn. Stat. § 473.3998 to join, and because important issues such as the

effect of MAC's membership on the financing formula and uncertainty as to how the MAC would be assessed, it was felt that at this time the MAC should not be included as a full voting, cost sharing member. In the future, if it is desirable for the MAC to join, there is a provision for new members and the terms of the MAC's membership could best be worked out at that time.

The staff recognized, however, that the MAC could be an important voice in the LRT process which should be heard. It was felt that the best mechanism for permitting this at this time was to amend Section 9, the corridor management committee section, to permit a corridor management committee to appoint the MAC or any other state agency or political entity to the corridor management committee in an ex-officio non-voting capacity.

4. SECTION 11 has been reworded to incorporate the following concepts:
 - a) Local RRA's retain authority to decide whether or not a corridor is turned over to the Joint Powers Board for final design and construction.

However, the local RRAs also express an understanding that they will not undertake final design and construction independent of the Board.

- b) SECTION 11 also includes language that when a local RRA turns a line over to the Board for final design and construction, the Board must purchase any right-of-way owned by the RRA which is necessary for construction. Prior language you have reviewed made purchase optional.
5. SECTION 12. The maximum cost allocation for administration expenses for Carver County has been reduced from \$6,000 to \$4,000.

The percentage of cost allocation for Dakota county has been reduced from 15% to 10%.

The shares of Hennepin and Ramsey Counties increased from 20% to 22.5%.

6. SECTION 13 has language added which clarifies that neither the Board's indemnification of the member bodies or purchase of insurance will be construed as a waiver of any members' statutory or common law immunities or limitations on liability.

Joint Light Rail Transit Advisory Committee
Page -3-
November 22, 1991

7. SECTION 24 has been changed to allocate future new member costs.
8. SECTION 25. Severability.
9. SECTION 26. A dispute resolution mechanism has been added.

The above constitute the changes/additions to the draft agreement you reviewed on November 13. New language is underlined and deleted language is indicated by strike-out.

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. 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.

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 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. The Joint Powers Board shall be empowered to~~

exercise all powers granted to the Regional Railroad Authorities pursuant to Minn. Stat. § 398A.04, subdivision 1; 398A.04, subd. 2, except that the Board shall not have the power to operate or regulate railroads or railroad facilities; and 398A.04, subds. 3, 4, 5, 6, 7, 9, 10, and 11. Notwithstanding the provision of Minn. Stat. § 398A.04, subd. 8, the Board shall have no power to levy any tax. The Board's powers and exercise thereof shall also be subject to the provisions of Minn. Stat. § 471.59, as it may be amended from time to time, and shall be consistent with the Regional Priorities as established by the RTB for LRT in the Development & 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. The Joint Powers Board does not have authority to incur debts, liabilities, or obligations which constitutes 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.

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, regional agency, state agency or other political entity 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, Systems Standards/Design Criteria, and Preliminary Engineering (30% design) for corridors within their jurisdiction. Following completion of Preliminary Engineering of a corridor and only by resolution of the RRA responsible therefore, the RRA shall turn over responsibility for the Final Design and Construction of the corridor to the Board. The Regional Railroad Authorities agree, however, that the intent of the members is that the RRAs shall not undertake Final Design or construction of a corridor independently of the Board. Prior to construction, and after final design, the Board shall purchase any property owned by a member body which is necessary for construction of the corridor at fair market value of the property at the time of the purchase which price shall be no less than the member's documented purchase price. The Board shall complete the final design as provided for in Minnesota Statutes Section 473.3994 and shall be responsible for construction of the LRT project.

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~~ \$28,000 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~~ \$4,000 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%	22.5%
b) Ramsey	20%	22.5%
c) Dakota	15%	10.0%
d) Anoka	15%	15.0%

- 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. Neither the procuring of insurance or any other provision of this paragraph shall be construed as or operate as a waiver of any member's statutory or common law immunities or limitations on liability.

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. § 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 state agency or RRA that wishes to participate in the agreement after the start of the first full fiscal year shall be assessed a share of the budget established in Section 12 hereof for each fiscal year in which the new member was not a member of the Board. If the new member is a state agency, the share shall be 5% of the budget for each year it was not a member. If the new member is an RRA, the share shall be determined according to the formula set forth in Section 12.

To determine the new member's ongoing share of the Administrative Costs, the Board shall review the administrative budget and shall make a recommendation regarding a budget adjustment to the members, consistent with the formula in Section 12.

SECTION 25.

SEVERABILITY

The provisions of this agreement are severable. If any paragraph, section, subdivision, sentence, clause, or phrase of the agreement is for any reason held to be contrary to law, or contrary to any rule or regulation having the force and effect of law, such decision shall not effect the remaining portions of this agreement.

SECTION 26.

DISPUTE RESOLUTION COMMITTEE

In the event a dispute occurs between the Board and any member agency or agencies regarding any matter which is a subject of this agreement or which arises from this agreement, which dispute cannot satisfactorily be resolved by the parties, said dispute shall be resolved pursuant to the terms of this paragraph. The dispute shall be submitted to a dispute resolution committee of three (3) persons, one selected by the Board and one selected by the member agency, with the third to be selected by mutual agreement of the other two. The third member of the committee shall be a neutral third party and may not be an officer, agent, or employee of the Board or any of its member bodies.

If the two members of the committee selected by the parties to the dispute cannot agree on the appointment of a third member, either party may petition the District Court pursuant to Minn. Stat. § 572.10 for the appointment of a third member.

The Board shall in its By-laws establish procedures for the conduct of dispute resolution proceedings, provided that such By-laws must provide all parties with notice, an opportunity to be heard and such discovery rights as the Board deems advisable.

Any award or resolution of the dispute must be agreed to by not less than two of the members of the committee. Costs of dispute resolution shall be shared equally by the parties to the dispute.

IN WITNESS WHEREOF, the parties to this agreement have hereunto set their hands on the date written below.

<Rev. 11-18-91>

DISTRIBUTION FORMULA

	<u>PERCENT</u>	<u>ASSESSMENTS</u>
Regional Railroad Authorities:		
Anoka	15.0%	\$22,440.00
Dakota	10.0%	14,960.00
Hennepin	22.5%	33,660.00
Ramsey	22.5%	33,660.00
Carver	1.9%	2,845.00
Scott	2.3%	3,444.00
Washington	5.8%	8,671.00
Regional Transit Board	5.0%	7,480.00
Minnesota Department of Transportation	5.0%	7,480.00
Metropolitan Transit Commission	5.0%	7,480.00
Metropolitan Council	5.0%	7,480.00
Total Budget		\$149,600.00

METROPOLITAN LRT JOINT POWERS BOARD
Proposed Interim Administrative Budget

	<u>COST</u>
Printing, Postage and Reproduction	\$ 4,000.00
Administration Costs	80,000.00
Administrative Expenses	2,000.00
Legislative Activities	50,000.00
Contingency Fund (10% of Total Budget to Cover Unforeseen Costs)	<u>13,600.00</u>
Total Budget	\$149,600.00

the energy assistance programs from various
 tive Program established under the Low-
 of 1981, United States Code, title 42, sec-

tributions and expenditures; and

the appropriate committees of the legislature
 distributions made.

MINISTRATION. The task force consists of
 stance providers, three representatives of util-
 minimum of one utility representative from a
 ea outside of the seven-county metropolitan
 existing fuel fund, one representative of the
 ity, one representative of the department of
 ed by low-income energy assistance programs.
 shall appoint the nonlegislative task force
 committees of the senate committee on rules
 one member of the senate, and the speaker
 house of representatives. The commissioner of
 and administrative support to the task force.
 mes and places it may designate. It shall select
 bers from its membership. Except as described
 overned by Minnesota Statutes, section 15.059,
 members may not collect a per diem. The task
 d recommendations to the chairs of the senate
 utilities and the house of representatives com-
 1992.

EQUIPMENT AND SYSTEMS; TRAINING TIONS.

shall by January 1, 1992, make recommenda-
 es for the use, recapture, and recycling of CFCs
 ons for persons engaged in the installation or
 t and systems that use CFC refrigerants. The
 ctors and representatives of these installations
 ag these recommendations.

May 30, 1991

June 3, 1991, 4:24 p.m.

ated by underline, deletions by strikeout.

CHAPTER 298—S.F.No. 598

An act relating to transportation; establishing state transportation goals and requiring periodic revisions of the state transportation plan; directing a study of rail-highway grade crossings; establishing penalties for violations of grade crossing safety laws; authorizing the commissioner of transportation to make grants and loans for the improvement of commercial navigation facilities; establishing special categories of roads and highways; authorizing local units of government to advance funds for the completion of highway projects; creating a transportation services fund; specifying percentage of unrefunded motor fuel tax revenue that is attributable to use on forest roads; authorizing the use of local bridge grant funds to construct drainage structures; requiring a report on metropolitan transportation development and transit development consistent with the report; creating a light rail transit joint powers board; establishing a paratransit advisory council; authorizing transportation research; directing a study of highway corridors; creating a transportation study board and specifying duties; appropriating money; amending Minnesota Statutes 1990, sections 103G.301, by adding a subdivision; 162.02, subdivision 3a; 162.09, subdivision 3a; 162.14, subdivision 6, and by adding a subdivision; 169.26; 171.01, by adding a subdivision; 171.02, subdivision 2; 171.10, subdivision 2; 171.13, subdivisions 1, 5, and by adding a subdivision; 173.13, subdivision 4; 174.01; 174.03, subdivision 2, and by adding a subdivision; 219.074, by adding a subdivision; 219.402; 221.033, by adding a subdivision; 296.16, subdivision 1a; 296.421, subdivision 8; 299D.03, subdivision 5; 473.373, subdivision 4a; Laws 1990, chapter 610, article 1, section 13, subdivision 5; proposing coding for new law in Minnesota Statutes, chapters 3; 160; 161; 162; 171; 219; and 473; proposing coding for new law as Minnesota Statutes, chapter 457A.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

ARTICLE 1

TRANSPORTATION PLANNING

Section 1. Minnesota Statutes 1990, section 174.01, is amended to read:

174.01 CREATION; POLICY.

Subdivision 1. DEPARTMENT CREATED. In order to provide a balanced transportation system, which system includes including aeronautics, highways, motor carriers, ports, public transit, railroads and pipelines, a department of transportation is created. The department shall be is the principal agency of the state for development, implementation, administration, consolidation, and coordination of state transportation policies, plans and programs.

Subd. 2. TRANSPORTATION GOALS. The goals of the state transportation system are as follows:

- (1) to provide safe transportation for users throughout the state;

New language is indicated by underline, deletions by strikeout.

FOR CONVICTION. No endorsement of the applicant or licensee:

ous endorsement due to criminal

ortation service driver under the promulgated under to section

on of offenses relating to vulnera-

on 473.373, subdivision 4a, is

rd consists of 11 members with appointments are subject to the nbers are four years commencing of the term.

s, one from each of the following

s 1 and 2;

s 3 and 7;

s 4 and 5;

s 6 and 11;

s 8 and 10;

s 9 and 13;

s 12 and 14; and

s 15 and 16.

story or home rule charter cities, be county board members, each officials of cities or towns. Ser- as an elected official may con- At least 30 days before the expi- cancy, the council shall request enizations of local elected offi- municipalities, the metropolitan : counties, and where applicable, nization shall nominate at least atal unit that is not a member of

deletions by strikeouts.

an organization may submit nominations independently. The council shall make its appointments from the nominations submitted to it to the extent possible consistent with the other requirements of this paragraph and with the appointment of a board that fairly reflects the diverse areas and constituencies affected by transit:

(c) The governor shall appoint, in addition to the chair, two persons, one who is age 65 or older at the time of appointment, and one with a disability. These appointments must be made following the procedures of section 15.0597. In addition, at least 30 days before the expiration of a term or upon the occurrence of a vacancy in the office held by a senior citizen or a person with a disability, the governor shall request nominations from organizations of senior citizens and persons with disabilities. Each organization shall nominate at least two persons. The governor shall consider the nominations submitted.

(d) No more than three of the members appointed under paragraphs (b) and (c) may be residents of the same statutory or home rule city or town, and none may be a member of the joint light rail transit advisory committee established under section 473.3991.

Sec. 7. [473.3997] FEDERAL FUNDING; LIGHT RAIL TRANSIT.

By July 1, 1992, the regional transit board, the regional rail authorities, and the commissioner of transportation shall jointly prepare any application for federal assistance for light rail transit facilities in the metropolitan area. The application must be reviewed and approved by the metropolitan council before it is submitted. The board, the rail authorities, and the commissioner must consult with the council in preparing the application. The application may provide for metropolitan regional railroad authorities to design or construct light rail transit facilities under contract with the commissioner.

Sec. 8. [473.3998] LIGHT RAIL TRANSIT JOINT POWERS BOARD.

A light rail transit joint powers board shall be formed under section 471.59 to implement light rail transit final design and construction of the corridors funded solely with federal and county funds. The board shall consist of a voting member from the metropolitan transit commission, the department of transportation, the regional transit board, the metropolitan council, and the regional rail authorities of Hennepin, Ramsey, Anoka, Washington, Dakota, Scott, and Carver counties, plus an additional voting member from a county regional rail authority with a corridor in which final design has begun.

Sec. 9. ADVISORY TASK FORCE ON PARATRANSIT.

Subdivision 1. CREATION; MEMBERSHIP. The regional transit board shall establish a paratransit advisory task force under section 15.059, subdivision 6, consisting of the following members:

(1) two members representing the regional transit board, appointed by the chair of the board;

New language is indicated by underline, deletions by strikeouts.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere 11/26/91
Authorized Signature Date

Board Action Requested

Approve Amendment #1 to Contract Agreement No. 66617 with the State of Minnesota, Dept. of Transportation, and authorize the Chairman of the Railroad Authority to sign on behalf of the Railroad Authority.

ACTION IS REQUESTED

Request Justification

- See attached: 1) Proposed resolution
2) Memorandum from K. DeSpiegelaere
3) Contract Agreement #1

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

Committee / Meeting Date

December 10, 1991

Board Date

Signature

Date

Signature

Date

Signature

Date

11/30/91



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, State Grant Contract #66617 provides funding for Northeast and South Corridor Alignment Studies and Phase II Preliminary Engineering and Environmental Impact Statement Studies for the Midway Corridor; and

WHEREAS, The existing contract period is 24 months; and

WHEREAS, The work will extend beyond existing contract period; and

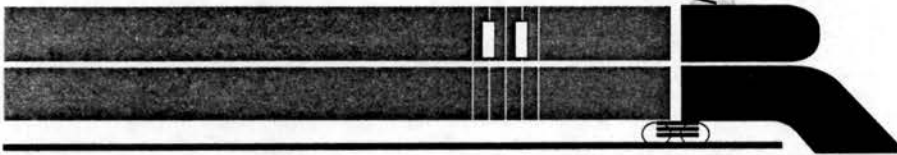
WHEREAS, Amendment #1 to Contract #66617 extends the contract period from 24 months to 36 months; Now, Therefore, Be It

RESOLVED, That Amendment #1 to Contract #66617 is approved and the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the amendment on behalf of the Authority.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

1



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 *LD*

SUBJECT: State Grant Contract No. 66617
Amendment #1 - Time Extension

DATE: November 25, 1991

Grant Contract No. 66617 provides funding for Northeast and South Corridor Alignment Studies and Phase I Preliminary Engineering and Environmental Impact Statement Studies for the Midway Corridor. The existing contract period is 24 months. The work will extend beyond the contract period and extension is proposed.

Attached is Amendment #1 to the Grant Contract extending the contract period from 24 months to 36 months. The contract amount and all other contract provisions remain the same.

Recommendation:

Approve Amendment #1 to State Grant Contract #66617 and authorize the Chairman of the Ramsey County Regional Railroad Authority to sign on its behalf.

KD/blk
Attachment

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION
CONTRACT AMENDMENT

Amendment #1 to Contract No. 66617 between the Minnesota Department of Transportation and the Ramsey County Regional Railroad Authority.

WHEREAS, the laws of Minnesota for 1989, Chapter 269, Section 2, Subd. 3 provides a state appropriation for distribution to regional railroad authorities in the metropolitan area if matched by other (local) funds on a dollar for dollar basis for planning, preliminary engineering, design, and construction of light rail transit (LRT) facilities; and

WHEREAS, due to Recipient being unable to complete all portions of LRT contract within specified contract period;

NOW, THEREFORE, it is mutually agreed that all terms and agreements of Contract No. 66617 are expressly reaffirmed for the purpose of the following amendment:

Section VA, Page 4 - unless the Recipient receives (has received) written Mn/DOT approval, the term of this contract shall not exceed twenty-four (24) months. "Delete" twenty-four (24); "Insert" thirty-six (36).

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION

By _____
Title Assistant Commissioner
Date _____

APPROVED
COMMISSIONER OF ADMINISTRATION

By _____
Date _____

APPROVED AS TO FORM AND EXECUTION

By _____
Title Special Assistant Attorney
General
Date _____

ENCUMBERED
COMMISSIONER OF FINANCE

By _____
Date _____

RECIPIENT

For _____
By _____
Title _____
By _____
Title _____
Date _____

Approved as to Form
Paul Macmillan
Assistant County Attorney

No additional funds required
59103

Ed Klauity 11/26/91
Budgeting & Accounting

Kevin G. Keph
Risk Management 11-26-91

Contract Number _____

ACKNOWLEDGEMENT OF RECIPIENT'S
AUTHORIZED SIGNATURES

STATE OF MINNESOTA

COUNTY OF _____

On this _____ day of _____, 19____, before me
appeared _____ and _____
to me personally know, who being by me duly sworn, did say they are
respectively _____ and

(title) _____
_____ of _____
(title) _____

RECIPIENT

By _____

Title _____

By _____

Title _____

NOTARY _____

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION
CONTRACT AMENDMENT

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WHEREAS, due to Recipient being unable to complete all portions of LRT contract within specified contract period;

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Contract Number _____

ACKNOWLEDGEMENT OF RECIPIENT'S
AUTHORIZED SIGNATURES

STATE OF MINNESOTA

COUNTY OF _____

On this _____ day of _____, 19____, before me
appeared _____ and _____
to me personally know, who being by me duly sworn, did say they are
respectively _____ and
(title)

_____ of _____
(title)

RECIPIENT

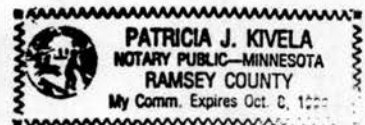
By _____

Title _____

By _____

Title _____

NOTARY Patricia J. Kivela



STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION

By *Sam E. Myers*
Title Assistant Commissioner
Date 10/31/91

APPROVED
COMMISSIONER OF ADMINISTRATION

By _____
Date _____

APPROVED AS TO FORM AND EXECUTION

By _____
Title Special Assistant Attorney
General
Date _____

ENCUMBERED
COMMISSIONER OF FINANCE

By _____
Date _____

RECIPIENT

Ramsey County
For Regional Railroad Authority

By *J. L. T. Bailey*
Title Chairman

By XXXXXXXXXXXX
Title XXXXXXXXXXXX
Date XXXXXXXXXXXX

Approved as to Form
Daniel W. Smith
Assistant County Attorney

No additional funds required
59103.
Ed Blumitz 11/26/91
Budgeting & Accounting

Debra L. Kapher 11-26-91
Risk Management

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

b

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere
Authorized Signature

11/26/91
Date

Board Action Requested

Approve Amendment #1 to Contract Agreement No. 67831 with the State of Minnesota, Dept. of Transportation, and authorize the Chairman of the Railroad Authority to sign on behalf of the Railroad Authority.

ACTION IS REQUESTED

Request Justification

- See attached:
- 1) Proposed resolution
 - 2) Memorandum from K. DeSpiegelaere
 - 3) Contract Amendment #1



Budgeting and Accounting

Ed Blawie 11/26/91

County Attorney

D. M. Smith

Risk Manager

James H. Koser 11-26-91

Data Processing

Date / Time

Received By

Previous Action taken on Request

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

December 10, 1991

Board Date

J. L. Glendinning
Signature

11/30/91

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, State Grant Contract #67831 provides funding for Phase II Preliminary Engineering on the Midway Corridor and 10% Level Preliminary Engineering and Environmental Impact Statement Studies for the St. Paul South Corridor; and

WHEREAS, The existing contract period is 12 months; and

WHEREAS, The work will extend beyond existing contract period; and

WHEREAS, Amendment #1 to Contract #67831 extends the contract period from 12 months to 36 months; Now, Therefore, Be It

RESOLVED, That Amendment #1 to Contract #67831 is approved and the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the amendment on behalf of the Authority

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

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: State Grant Contract No. 67831
Amendment #1 - Time Extension

DATE: November 25, 1991

Grant Contract No. 67831 provides funding for Phase II Preliminary Engineering on the Midway Corridor and 10% level Preliminary Engineering and Environmental Impact Statement Studies for the St. Paul South Corridor. The existing contract period is 12 months. The work will extend beyond the contract period and an extension is proposed.

Attached is Amendment #1 to the Grant Contract extending the contract period from 12 months to 36 months. The contract amount and all other contract provisions remain the same.

Recommendation:

Approve Amendment #1 to State Grant Contract #67831 and authorize the Chairman of the Ramsey County Regional Railroad Authority to sign on its behalf.

KD/blk
Attachment

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION
CONTRACT AMENDMENT

Amendment #1 to Contract No. 67831 between the Minnesota Department of Transportation and the Ramsey County Regional Railroad Authority.

WHEREAS, the laws of Minnesota for 1989, Chapter 269, Section 2, Subd. 3 provides a state appropriation for distribution to regional railroad authorities in the metropolitan area if matched by other (local) funds on a dollar for dollar basis for planning, preliminary engineering, design, and construction of light rail transit (LRT) facilities; and

WHEREAS, due to Recipient being unable to complete all portions of LRT contract within specified contract period;

NOW, THEREFORE, it is mutually agreed that all terms and agreements of Contract No. 67831 are expressly reaffirmed for the purpose of the following amendment:

Section VA, Page 4 - unless the Recipient receives (has received) written Mn/DOT approval, the term of this contract shall not exceed twelve (12) months. "Delete" twelve (12); "Insert" thirty-six (36).

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION

By _____

Title Assistant Commissioner

Date _____

APPROVED
COMMISSIONER OF ADMINISTRATION

By _____

Date _____

APPROVED AS TO FORM AND EXECUTION

By _____

Title Special Assistant Attorney
General

Date _____

ENCUMBERED
COMMISSIONER OF FINANCE

By _____

Date _____

RECIPIENT

For _____

By _____

Title _____

By _____

Title _____

Date _____

Approved as To Form

Neil Macmillan

Assistant County Attorney

FUNDS ARE AVAILABLE

Code 59105

Budgeting & Accounting

By *Ed Blantzy* *11/26/91*

Kevin H. Keph

11-26-91

Risk Management

Contract Number _____

ACKNOWLEDGEMENT OF RECIPIENT'S
AUTHORIZED SIGNATURES

STATE OF MINNESOTA

COUNTY OF _____

On this _____ day of _____, 19____, before me
appeared _____ and _____
to me personally know, who being by me duly sworn, did say they are
respectively _____ and
_____ (title)

_____ of _____
_____ (title)

RECIPIENT

By _____

Title _____

By _____

Title _____

NOTARY _____

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION
CONTRACT AMENDMENT

Amendment #1 to Contract No. 67831 between the Minnesota Department of Transportation and the Ramsey County Regional Railroad Authority.

WHEREAS, the laws of Minnesota for 1989, Chapter 269, Section 2, Subd. 3 provides a state appropriation for distribution to regional railroad authorities in the metropolitan area if matched by other (local) funds on a dollar for dollar basis for planning, preliminary engineering, design, and construction of light rail transit (LRT) facilities; and

WHEREAS, due to Recipient being unable to complete all portions of LRT contract within specified contract period;

NOW, THEREFORE, it is mutually agreed that all terms and agreements of Contract No. 67831 are expressly reaffirmed for the purpose of the following amendment:

Section VA, Page 4 - unless the Recipient receives (has received) written Mn/DOT approval, the term of this contract shall not exceed twelve (12) months. "Delete" twelve (12); "Insert" thirty-six (36).

Contract Number _____

ACKNOWLEDGEMENT OF RECIPIENT'S
AUTHORIZED SIGNATURES

STATE OF MINNESOTA

COUNTY OF _____

On this _____ day of _____, 19____, before me
appeared _____ and _____
to me personally know, who being by me duly sworn, did say they are
respectively _____ and
(title)

_____ of _____
(title)

RECIPIENT

By _____

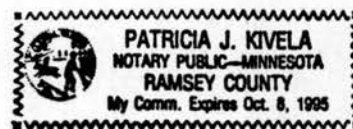
Title _____

By _____

Title _____

NOTARY

Patricia J. Kivela



STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION

By David E. Sauer
Title Assistant Commissioner
Date 10/31/91

APPROVED
COMMISSIONER OF ADMINISTRATION

By _____
Date _____

APPROVED AS TO FORM AND EXECUTION

By _____
Title Special Assistant Attorney
General
Date _____

ENCUMBERED
COMMISSIONER OF FINANCE

By _____
Date _____

RECIPIENT

Ramsey County
For Regional Railroad Authority

By John T. Anile
Title Chairman

By xxxxxxxxxx
Title xxxxxxxxxx
Date xxxxxxxxxx

APPROVED AS TO FORM:

David MacMillan
Assistant County Attorney

FUNDS ARE AVAILABLE

Code 59105
Budgeting & Accounting
By Ed Blumley

Denise A. Kaph 11-26-91
Risk Management

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere 11/26/91
Authorized Signature Date

Board Action Requested

Approve Amendment No. 4 to RCRRA Agreement RCRRA-89-003 with BRW and HCRRA and authorize the Chairman of the Authority to execute the Amendment on its behalf.

ACTION IS REQUESTED

Request Justification

- See attached: 1) Proposed resolution
 2) Memorandum from K. DeSpiegelaere
 3) Amendment No. 4

Budgeting and Accounting

Ed Slawitz 11/26/91

County Attorney

David M. Miller

Risk Manager

Debra H. Kasper 11-26-91

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

December 10, 1991

J. L. Gundersen
Signature

11/30/91

Board Date

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The current schedule for completion of Phase I Preliminary Engineering and Environmental Impact Statement Studies for the Midway Corridor will extend up to 12 months beyond the 24-month period of services provided in Ramsey County Regional Railroad Authority Agreement No. RCRRA-89-003 and Amendments thereto; and

WHEREAS, Amendment No. 4 to Agreement No. RCRRA-90-001 has been prepared to extend the period of services to August 8, 1992 to accommodate the current schedule; and

RESOLVED, That the Ramsey County Regional Railroad Authority approves Amendment No. 4 to Agreement No. RCRRA 89-003 and authorizes the Chairman of the Authority to execute the Amendment on its behalf.

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

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: Amendment No. 4 to Ramsey County Regional Railroad
Authority Agreement No. RCRA-89-003
Phase I PE/EIS Studies for the Midway Corridor

DATE: November 25, 1991

The period of services for the Phase I Preliminary Engineering/Environmental Impact Statement Studies for the Midway Corridor Alignment Study was limited to 24 months. That period ended on August 8, 1991. Contract tasks, including completion of the final EIS and Preliminary Design revisions may continue up to 12 months beyond that date. The attached amendment to the contract extends the period of services to August 8, 1992, to accommodate completion of all contract tasks.

Recommendation

Request Authority approval of the Amendment and authorization for the Chairman of the Authority to execute the Amendment on its behalf.

KD/blk
Attachment

FOURTH AMENDMENT TO RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY AGREEMENT NO. RCRRA-89-003 BY AND BETWEEN THE RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY (RCRRA), HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY (HCRRA), COLLECTIVELY THE "AUTHORITIES, AND BRW, INC., THE "CONSULTANT"

WITNESSETH:

WHEREAS, On the 8th day of August, 1989, the Ramsey County Regional Railroad Authority (RCRRA), the Hennepin County Regional Railroad Authority (HCRRA) (hereinafter collectively referred to as the AUTHORITIES) and BRW, Inc. (hereinafter the CONSULTANT) entered into an agreement (hereinafter the AGREEMENT) which provides for consultant services for Preliminary Engineering and Environmental Impact Statement Studies for implementation of light rail transit (hereinafter LRT) in the Midway Corridor; and

WHEREAS, Section IV(B)1 of the Agreement limits the period of services to 24 months, unless specifically provided for by supplemental agreement; and

WHEREAS, Contract tasks may continue up to 12 months beyond the 24-month service period; and

NOW, THEREFORE, IN CONSIDERATION OF the mutual covenants and promises herein, it is agreed between the parties as follows:

- 1) The period of services in Section IV(B)-1 of the AGREEMENT shall be extended to August 8, 1992.
- 2) With the exception of period of services all provisions of the original AGREEMENT and amendments thereto shall remain in force.
- 3) Total payments to the CONSULTANT for professional services and reimbursable expenses under Section I of the AGREEMENT are not increased by this Amendment.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their respective duly authorized officers on the _____ day of _____, 1991.

RAMSEY COUNTY, MINNESOTA

By _____
Chairman, Ramsey County
Regional Railroad Authority

BRW, INC.

By Richard P. Webb
Vice President

Date 11/26/91

Approved as to Form:

David M. Smith
County Attorney

Recommended for Approval:

By Kathryn H. Spiegel
Director of Light Rail Transit Planning
Ramsey County Regional Railroad Authority

BY James A. Keph 11-26-91
County Risk Manager

Funds Available from Account 59103-020102

NO additional funds required
By Ed Blauvelt 11/26/91
Budgeting and Accounting

HENNEPIN COUNTY, MINNESOTA

By _____
Chairman, Hennepin County
Regional Railroad Authority

Recommended for Approval:

By _____
Deputy Executive Director
Hennepin County Regional Railroad Authority

Budget Hrg.12/10/91

Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

file

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

Ramsey County Regional Railroad Authority

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

AGENDA

1992 BUDGET HEARING

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, DECEMBER 10, 1991

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

1. * A. Approve the 1992 Ramsey County Regional Railroad Authority budget in the amount of \$1,269,496.
- B. Adopt a total tax levy of \$1,294,886.

* Action is requested.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere
Authorized Signature

11/26/91
Date

Board Action Requested

Approve the 1992 Ramsey County Regional Railroad Authority Budget in the amount of \$1,269,496 and adopt a total tax levy of \$1,294,886.

ACTION IS REQUESTED

Request Justification

- See attached:
- 1) Proposed resolution adopting budget
 - 2) Memorandum from K. DeSpiegelaere
 - 3) Proposed 1992 Budget

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

December 10, 1991

Signature

11/29/91

Board Date

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority was organized by Resolution 87-230, April 20, 1987, Board of Ramsey County Commissioners, pursuant to Minnesota Statutes, 1986, Chapter 398A, as a political subdivision and local government unit of Minnesota, to exercise thereunder part of the sovereign power of the state; and

WHEREAS, The Ramsey County Regional Railroad Authority, pursuant to Minnesota Statutes 398A, Subdivision 8, amended by Minnesota Laws 1988, Chapter 719, Article 5, Section 36, published notice of its intent to levy a tax on all taxpayers in Ramsey County not to exceed the amount permitted by law on all taxable property situated with Ramsey County; and

WHEREAS, The requested budget of the Ramsey County Regional Railroad Authority is within the dollar limitation of \$1,435,087, as permitted by law; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby adopts the 1992 budget, a summary of which is shown in the Tax Levy Statement, as follows:

1992 Tax Levy Statement Countywide Levy

1992 Approved Budget	\$1,269,496
FINANCING	
Current Taxes Receivable (Tax Levy)	\$1,269,496
Plus Estimated Tax Delinquency	25,390
Total Tax Levy:	\$1,294,886

WHEREAS, Minnesota Statutes, Section 398A.04, Subdivision 8, permits a tax levy for a Regional Railroad Authority; Now, Therefore, Be It

RESOLVED, That there be and hereby is levied upon all taxable property in Ramsey County for the year 1992 a tax rate percentum necessary to raise a Total Tax Levy of \$1,294,886.

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

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: Adoption of 1992 Budget

DATE: November 15, 1991 .

Attached is the proposed 1992 budget in the amount of \$1,269,496 for the Ramsey County Regional Railroad Authority. The total tax levy request is \$1,294,886. This represents a decrease of 32% from the 1991 tax levy. The 1992 request is within the certified levy of \$1,435,087 adopted by the Rail Authority on August 13, 1991. The latter amount is the maximum allowable 1992 tax levy, which was limited to 75% of the 1991 levy.

The estimated impact of the proposed levy on residential and commercial property is enclosed.

Recommendation:

A resolution is attached for your consideration.

KD/blk
Attachment

DEPARTMENT: 59101 - RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
ACTIVITY: 59000 - REGIONAL RAILROAD AUTHORITY
DEPARTMENT HEAD: Kathryn DeSpiegelaere, Director of LRT Planning
Ramsey County Regional Railroad Authority
LOCATION: 316 Court House PHONE: 298-5420

MISSION

Ramsey County Regional Railroad Authority is dedicated to a long-range vision of transit services to meet changing needs for today and for succeeding generations.

The Authority strives to shape the future of Ramsey County and the region by preserving options for rail transit corridors and by providing rail transit services.

The Authority shall respond to the changing transit needs of the County's citizens in a manner that is sensitive to the financial impact to County taxpayers.

The Authority is committed to planning of integrated transportation services in cooperation with other agencies.

The Authority will encourage continuing community participation in its deliberations and decision-making process.

ADDITIONAL INFORMATION

The Ramsey County Regional Railroad Authority was organized by Resolution 87-230, April 20, 1987, Board of Ramsey County Commissioners, pursuant to Minnesota Statutes, 1986, Chapter 398A, as a political subdivision and local government unit of Minnesota, to exercise thereunder part of the sovereign power of the state.

The registered office of this Authority shall be situated in St. Paul, County of Ramsey, Minnesota.

Neither the State of Minnesota, the County of Ramsey, nor any other political subdivision is liable for obligations of the Authority.

There will be an appropriate citizen participation component, including municipalities, in the rail authority process.

The corporate existence was created and filed with the Secretary of State, Minnesota, on June 9, 1987.

ORGANIZATION

The Ramsey County Regional Railroad Authority consists of the seven Ramsey County Commissioners.

TAX LEVY, RATE
AND TAX COMPARISONS
COUNTY REGIONAL RAILROAD

TAX LEVY AND TAX RATE	Actual 1991	Proposed 1992	INCREASE/ DECREASE	PERCENT
Gross Tax Levy	1,913,449	1,294,886	(618,563)	-32.3
Tax Capacity Rate	0.246%	0.255%	0.009%	3.7
COUNTY TAX COMPARISON - PAYABLE 1992 (A)				
Home with an Estimated Market Value of:	\$50,000	\$72,000	\$115,000	\$150,000
1992 Net Tax - Estimate	\$1.28	\$1.84	\$4.04	\$6.27
1991 Net Tax	1.24	1.88	4.12	6.70
Increase/(Decrease)	\$0.04	(\$0.04)	(\$0.08)	(\$0.43)
Percent Change	3.2%	-2.1%	-1.9%	-6.4%
Commercial Property (Class 3a) with an Estimated Market Value of	\$100,000	\$500,000	\$1,000,000	
1992 Net Tax - Estimate	\$7.91	\$56.36	\$116.93	
1991 Net Tax	7.88	56.58	117.48	
Increase/(Decrease)	\$0.03	(\$0.22)	(\$0.55)	
Percent Change	0.4%	-0.4%	-0.5%	

(A) Estimated payable 1992 rates and taxes are based on "estimated" payable 1992 aggregate net tax capacity as of 9/18/91.

Prepared by: Taxation & Records Admin., Tax Accounting Section (DF)
November 7, 1991

BUDGET SUMMARY BY DIVISION

CODE	TITLE	1989 EXPENDED	1990 EXPENDED	1991 APPROVED	1992	
					REQUESTED & PROPOSED	APPROVED
59101	Regional Railroad Administration	305,289	593,961	3,125,930	1,199,496	
59102	Comprehensive LRT Plan	571,111	26,287	6,601	-	
59103	Phase I Preliminary Engineering & EIS	121,453	1,688,627	648,137	-	
59105	Phase II PE-Midway Corridor	-	21,323	3,396,678	-	
59106	Right-of-Way Acquisition	-	13,131	-	-	
59107	Northeast Corridor Study	-	276,582	244,214	-	
59108	South Corridor Study	-	54,413	92,919	-	
59109	Northeast Corridor Maintenance	-	-	-	70,000	
Total Ramsey County Regional Railroad Authority:		997,853	2,674,324	7,514,479	1,269,496	

REVENUE SUMMARY BY DIVISION

CODE	TITLE	1989 RECEIVED	1990 RECEIVED	1991 APPROVED	1992	
					REQUESTED & PROPOSED	APPROVED
59101	Regional Railroad Administration	117,859	202,571	75,000	-	
59102	Comprehensive LRT Plan	302,000	-	-	-	
59103	Phase I Preliminary Engineering & EIS	867,190	100,000	-	-	
59105	Phase II PE-Midway Corridor	-	-	-	-	
59106	Right-of-Way Acquisition	-	-	-	-	
59107	Northeast Corridor Study	-	68,907	-	-	
59108	South Corridor Study	-	12,500	-	-	
59109	Northeast Corridor Maintenance	-	-	-	-	
Total Ramsey County Regional Railroad Authority:		1,287,049	383,978	75,000	-	

TAX LEVY

	1989	1990	1991	1992	
				REQUESTED & PROPOSED	APPROVED
Appropriations	2,175,008	6,547,496	3,125,930	1,269,496	
Less Estimated Revenue	(516,500)	(2,709,000)	(75,000)	-	
Less Fund Balance			(1,175,000)	-	
Tax Levy	1,658,508	3,838,496	1,875,930	1,269,496	
Allowance for Uncollectible Tax - 2 %	33,170	76,770	37,519	25,390	
Total Tax Levy	1,691,678	3,915,266	1,913,449	1,294,886	

REGIONAL RAILROAD AUTHORITY:

TAX LEVY INC/(DEC) OVER 1991 (618,563)

PERCENT INC/DEC OVER 1991 -32.33%

ANTICIPATED REVENUE

1992

	1989 RECEIVED	1990 RECEIVED	1991 APPROVED	REQUESTED & PROPOSED	APPROVED
<u>Revenue from Use of Money and Property</u>					
360102 Interest on Investments	117,349	201,713	-		
<u>Intergovernmental Revenue</u>					
321067 Minnesota DOT LRT Grant			75,000		
321068 Minnesota Rail Bank			-		
Total	-	-	75,000	-	

Other Revenues

370103 Recovery-Prior Year's Expense	58				
370104 Recovery-Current Year's Expense	452	858			
Total	510	858	-	-	

Taxes and Penalties

390902 Current-RE & PP	1,268,139	3,270,684	1,875,930		
390903 Current-Mobile Homes	1,255	3,470	-		
390904 Delinquent Re & PP	517	8,741	-		
390905 Delinquent Mobile Homes	245	319	-		
390908 Tax Penalties-Current RE & PP	5	-	-		
390910 Tax Penalties-Delinquent MH	1	-	-		
390913 HRA - Shelter Rentals	-	2,734	-		
390916 Homestead Credit-RE	317,580	184,324	-		
390917 Gov't Acquired Property Rental	43	142	-		
390920 Homestead Credit-MH	1,739	1,814	-		
390921 Agric Credit	106	183,304	-		
390930 Enterprise Zone & Diparities Reduction	-	91	-		
Total Taxes & Penalties	1,589,630	3,655,623	1,875,930	-	
Total RCRR - Administration	1,707,489	3,858,194	1,950,930	-	

RCRR-Comprehensive LRT Plan

Intergovernmental Revenue

321067 Minnesota DOT LRT Grant	302,000	-	-		
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RCRR-Phase I Preliminary Engineering & Environmental Impact Statement

Intergovernmental Revenue

321067 Minnesota DOT LRT Grant	867,190	100,000	-		
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ANTICIPATED REVENUE (Continued)

RCRRA-PHASE II PE-MIDWAY CORRIDOR

Intergovernmental Revenue

321067	Minnesota DOT LRT Grant	-	166,093	-
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RCRRA-NORTHEAST CORRIDOR STUDY

Intergovernmental Revenue

321067	Minnesota DOT LRT Grant	-	68,907	-
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RCRRA-SOUTH CORRIDOR STUDY

Intergovernmental Revenue

321067	Minnesota DOT LRT Grant	-	12,500	-
--------	-------------------------	---	--------	---

Total Regional Railroad Authority		2,876,679	4,205,694	1,950,930	-
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BUDGET SUMMARY-EXPENDITURE CLASSIFICATIONS

59101 - RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY - ADMINISTRATION

CODE	TITLE	1990 EXPENDED	1991 APPROVED	1992		FUND BALANCE/ STATE FUND
				REQUESTED & PROPOSED	APPROVED	
020000	Other Services & Charges	2,670,170	4,953,599	575,496		575,496
030000	Supplies	54	2,000	2,000		2,000
040000	Capital Outlay	4,100	33,880	-		-
060000	Contingent	-	2,525,000	622,000		622,000
070000	Transfers	-	-	-		-
Total RCRRA - Administration:		2,674,324	7,514,479	1,199,496		1,199,496

59109 - RCRRA - Northeast Corridor Maintenance

020000	Other Services & Charges	-	-	40,000		40,000
030000	Supplies	-	-	30,000		30,000
Total RCRRA - NE Corridor Maintenance:		-	-	70,000		70,000
Total Ramsey County Regional Railroad Authority:		2,674,324	7,514,479	1,269,496		1,269,496

59101 - RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY - ADMINISTRATION

BUDGET DETAIL

020000-OTHER SERVICES AND CHARGES

CODE	TITLE	1990 EXPENDED	1991 APPROVED	1992		TAX LEVY	FUND BALANCE
				APPROPRIATION REQUESTED & PROPOSED	APPROVED		
020102	CONSULTING SERVICES	50,000	150,000	153,500		153,500	
020122	STATE AUDITOR	1,814	3,000	3,000		3,000	
020154	LEGISLATIVE REPRESENTATIVE	25,000	25,000	25,000		25,000	
020174	COUNTY ATTORNEY SERVICES	52,267	35,000	35,000		35,000	
020176	EXECUTIVE DIRECTOR SERVICES	55,715	68,000	68,000		68,000	
020179	BUDGETING & ACCOUNTING SERVICES	31,370	20,000	20,000		20,000	
020185	DATA PROCESSING SERVICES-MTCE	6,993	7,200	7,200		7,200	
020193	COUNTY PROJECT MANAGEMENT SERVICES	297,690	140,250	124,200		124,200	
020194	PUBLIC INFORMATION SERVICES	-	30,000	30,000		30,000	
020202	POSTAGE	5,567	5,800	5,800		5,800	
020207	TELEPHONE LONG DISTANCE CHARGES	410	380	380		380	
020208	TELEPHONE-LOCAL SERVICE	486	1,260	1,260		1,260	
020301	TRANSPORTATION ALLOWANCE	339	600	700		700	
020305	MESSENGER SERVICE	31	600	600		600	
020401	PRINTING MINUTES & NOTICES	8,248	8,560	8,560		8,560	
020501	PRINTING & STATIONERY	19,558	20,800	20,800		20,800	
020906	BUILDING & OFFICE SPACE	-	14,700	-		-	
020909	PARKING SPACE	2,160	2,400	2,496		2,496	
021101	BOOKS, PERIODICALS, SUBSCRIPTIONS	351	250	250		250	
021126	PURCHASING	145	-	-		-	
021134	TUITION	-	-	750		750	
021192	INTEREST EXPENSE	-	-	-		-	
021226	COMMITTEE COMPENSATION	3,000	3,000	3,000		3,000	
021401	MEMBERSHIP & DUES	35	500	500		500	
021403	CONFERENCE & SEMINAR EXPENSES	5,648	4,750	6,000		6,000	
021407	OTHER TRAVEL	19,985	20,000	20,000		20,000	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	2,995	3,000	3,000		3,000	
021409	MEETING EXPENSE ACCOUNT	-	-	5,500		5,500	
022213	TRANSIT JOINT POWERS	-	-	30,000		30,000	
		589,807	565,050	575,496	-	575,496	-

030000-SUPPLIES

						1992	
						APPROPRIATION	FUNDING
CODE	TITLE	1990 EXPENDED	1991 APPROVED	REQUESTED & PROPOSED	APPROVED	TAX LEVY	FUND BALANCE
030101	OFFICE SUPPLIES	54	2,000	2,000		2,000	

040000-CAPITAL OUTLAY

					1992			
					APPROPRIATION		FUNDING	
CODE	TITLE	1990 EXPENDED	1991 APPROVED	REQUESTED & PROPOSED	APPROVED		TAX LEVY	FUND BALANCE
040300	EQUIPMENT	4,100	33,880	-			-	

060000-CONTINGENT ACCOUNT

						1992	
				APPROPRIATION		FUNDING	
CODE	TITLE	1990 EXPENDED	1991 APPROVED	REQUESTED & PROPOSED	APPROVED	TAX LEVY	FUND BALANCE
061001	CONTINGENT APPROPRIATIONS	-	400,000	470,000		470,000	
061003	RIGHT-OF-WAY ACQUISITION(B & C CORRIDORS)	-	1,975,000	-		-	
061007	SOUTH CORRIDOR EIS STUDY	-	150,000	152,000		152,000	
TOTAL CONTINGENT		-	2,525,000	622,000		622,000	

070000-TRANSFERS

						1992	
		APPROPRIATION				FUNDING	
CODE	TITLE	1990 EXPENDED	1991 APPROVED	REQUESTED & PROPOSED	APPROVED	TAX LEVY	FUND BALANCE
070201	DUE TO COUNTY REVENUE	-	-	-		-	
TOTAL REGIONAL RAILROAD AUTHORITY - ADMINISTRATION		589,807	3,090,050	1,197,496		1,197,496	

BUDGET DETAIL

020000 - OTHER SERVICES AND CHARGES

CODE	TITLE	1990 EXPENDED	1991 APPROVED	1992		TAX LEVY	STATE FUND
				APPROPRIATION REQUESTED & PROPOSED	APPROVED		
020102	CONSULTING SERVICES	7,509	585				
020174	COUNTY ATTORNEY SERVICES	943	238				
020176	EXECUTIVE DIRECTOR SERVICES	2,408	292				
020179	BUDGETING & ACCOUNTING SERVICES	-	451				
020185	DATA PROCESSING SERVICES-MTCE	179	1				
020193	COUNTY PROJECT MANAGEMENT SERVICES	9,564	1,255				
020202	POSTAGE	102	214				
020305	MESSENGER SERVICE	39	9				
020401	PRINTING MINUTES & NOTICES	1,549	2,200				
020501	PRINTING & STATIONERY	3,475	1,340				
021226	COMMITTEE COMPENSATION	-	10				
021407	OTHER TRAVEL	-	-				
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	519	6				
Total RCRRRA - Comprehensive LRT Plan		26,287	6,601	-	-	-	-

59103 - RCRRRA - PHASE I PRELIMINARY ENGINEERING & ENVIRONMENTAL IMPACT STATEMENT

BUDGET DETAIL

020000 - OTHER SERVICES AND CHARGES

CODE	TITLE	1990 EXPENDED	1991 APPROVED	1992		TAX LEVY	STATE FUND
				APPROPRIATION REQUESTED & PROPOSED	APPROVED		
020102	CONSULTING SERVICES	1,444,766	535,438				
020174	COUNTY ATTORNEY SERVICES	13,510	5,309				
020176	EXECUTIVE DIRECTOR SERVICES	34,179	3,495				
020179	BUDGETING & ACCOUNTING SERVICES	479	1,202				
020185	DATA PROCESSING SERVICES-MTCE	4,154	38				
020193	COUNTY PROJECT MANAGEMENT SERVICES	182,087	53,960				
020194	PUBLIC INFORMATION SERVICES	5,895	42,820				
020202	POSTAGE	532	217				
020305	MESSENGER SERVICE	133	61				
020401	PRINTING MINUTES & NOTICES	119	4,453				
020501	PRINTING & STATIONERY	1,492	971				
021226	COMMITTEE COMPENSATION	-	100				
021407	OTHER TRAVEL	-	53				
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	1,281	20				
Total RCRRRA-Phase I Prelim Engr & EIS		1,688,627	648,137	-	-	-	10

59105 - RCRRA - PHASE II PE-MIDWAY CORRIDOR

BUDGET DETAIL

020000 - OTHER SERVICES AND CHARGES

1992

CODE	TITLE	1990 EXPENDED	1991 APPROVED	1992		TAX LEVY	STATE FUND
				REQUESTED & PROPOSED	APPROVED		
020102	CONSULTING SERVICES	-	2,940,000				
020174	COUNTY ATTORNEY SERVICES	1,233	48,767				
020176	EXECUTIVE DIRECTOR SERVICES	17	34,983				
020179	BUDGETING & ACCOUNTING SERVICES	-	10,000				
020185	DATA PROCESSING SERVICES-MTCE	2	3,498				
020193	COUNTY PROJECT MANAGEMENT SERVICES	20,071	327,930				
020202	POSTAGE	-	3,500				
020401	PRINTING MINUTES & NOTICES	-	4,000				
020501	PRINTING & STATIONERY	-	10,000				
021226	COMMITTEE COMPENSATION	-	1,000				
021407	OTHER TRAVEL	-	12,000				
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	-	1,000				
Total RCRRA-Phase II PE-Midway Corridor		21,323	3,396,678	-	-	-	-

59106 - RCRRA - RIGHT-OF-WAY ACQUISITION

BUDGET DETAIL

020000 - OTHER SERVICES AND CHARGES

1992

CODE	TITLE	1990 EXPENDED	1991 APPROVED	1992		TAX LEVY	STATE FUND
				REQUESTED & PROPOSED	APPROVED		
020102	CONSULTING SERVICES	-	-				
020174	COUNTY ATTORNEY SERVICES	1,987	-				
020176	EXECUTIVE DIRECTOR SERVICES	364	-				
020179	BUDGETING & ACCOUNTING SERVICES	-	-				
020185	DATA PROCESSING SERVICES-MTCE	36	-				
020193	COUNTY PROJECT MANAGEMENT SERVICES	10,744	-				
020202	POSTAGE	-	-				
020401	PRINTING MINUTES & NOTICES	-	-				
020501	PRINTING & STATIONERY	-	-				
021226	COMMITTEE COMPENSATION	-	-				
021407	OTHER TRAVEL	-	-				
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	-	-				
Total RCRRA-Right-of-Way Acquisition		13,131	-	-	-	-	-

59107 - RCRRRA - NORTHEAST CORRIDOR STUDY

BUDGET DETAIL

020000 - OTHER SERVICES AND CHARGES

CODE	TITLE	1990 EXPENDED	1991 APPROVED	1992		TAX LEVY	STATE FUND
				APPROPRIATION REQUESTED & PROPOSED	APPROVED		
020102	CONSULTING SERVICES	245,188	145,609				
020174	COUNTY ATTORNEY SERVICES	10,049	6,951				
020176	EXECUTIVE DIRECTOR SERVICES	4,198	2,301				
020179	BUDGETING & ACCOUNTING SERVICES	76	2,924				
020185	DATA PROCESSING SERVICES-MTCE	505	496				
020193	COUNTY PROJECT MANAGEMENT SERVICES	16,442	83,557				
020202	POSTAGE	64	437				
020401	PRINTING MINUTES & NOTICES	-	500				
020501	PRINTING & STATIONERY	26	474				
021226	COMMITTEE COMPENSATION	-	500				
021407	OTHER TRAVEL	-	-				
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	34	465				
Total RCRRRA-Northeast Corridor Study		276,582	244,214	-	-	-	-

59108 - RCRRRA - SOUTH CORRIDOR STUDY

BUDGET DETAIL

020000 - OTHER SERVICES AND CHARGES

CODE	TITLE	1990 EXPENDED	1991 APPROVED	1992		TAX LEVY	STATE FUND
				APPROPRIATION REQUESTED & PROPOSED	APPROVED		
020102	CONSULTING SERVICES	47,333	65,000				
020174	COUNTY ATTORNEY SERVICES	-	2,500				
020176	EXECUTIVE DIRECTOR SERVICES	726	273				
020179	BUDGETING & ACCOUNTING SERVICES	178	323				
020185	DATA PROCESSING SERVICES-MTCE	98	102				
020193	COUNTY PROJECT MANAGEMENT SERVICES	6,067	23,933				
020202	POSTAGE	11	188				
020401	PRINTING MINUTES & NOTICES	-	200				
020501	PRINTING & STATIONERY	-	200				
021226	COMMITTEE COMPENSATION	-	100				
021407	OTHER TRAVEL	-	-				
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	-	100				
Total RCRRRA-South Corridor Study		54,413	92,919	-	-	-	-

59109 - RCRRA - NORTHEAST CORRIDOR MAINTENANCE

BUDGET DETAIL

020000 - OTHER SERVICES AND CHARGES

CODE	TITLE	1990 EXPENDED	1991 APPROVED	1992		TAX LEVY	STATE FUND
				APPROPRIATION	FUNDING		
				REQUESTED & PROPOSED	APPROVED		
020618	PUBLIC LIABILITY INSURANCE	-	-	4,000		4,000	
020804	GROUNDS-REPAIR	-	-	36,000		36,000	
		-	-	40,000	-	40,000	

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030000 - SUPPLIES

030507	SIGN AND REPAIRS	-	-	30,000		30,000	
	Total RCRRA-NE Corridor Maintenance	-	-	70,000		70,000	

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Total RCRRA	2,674,324	7,514,479	3,169,496	1,269,496	1,900,000
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BUDGET EXPLANATION FORM

Page No. 1
BUDGET YEAR 199259101 Ramsey County Regional Railroad Authority
020102 - Consulting Services

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	0	150,000	153,500		153,500	

EXPLANATION:

This account will fund services of independent consultants who perform rail authority work. Anticipated work during 1992 could include specialized engineering, analysis of federal funding options, publicity, light rail patronage forecasts, and other specialized services not provided for in project or operations accounts.

020122 - State Auditor

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	1,815	3,000	3,000		3,000	

EXPLANATION:

Accounting records for the Ramsey County Regional Railroad Authority are subject to audit by the State of Minnesota. Estimated fees for 1992 are \$2,000.

020154 - Legislative Representative

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	0	25,000	25,000		25,000	

EXPLANATION:

Legislation impacts Regional Railroad Authority taxing ability and responsibilities. This account will provide funding to monitor legislation and provide information to Legislators.

BUDGET EXPLANATION FORM

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BUDGET YEAR 1992

59101

Ramsey County Regional Railroad Authority020174 - County Attorney Services

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>7,267</u>	<u>35,000</u>	<u>35,000</u>		<u>35,000</u>	

EXPLANATION:

Funds are needed for payment of legal services rendered by the County Attorney's Office. The attorney will attend Regional Railroad Authority meetings, provide legal opinions on relevant topics and review contracts and agenda items. This will provide .40 FTE Attorney I for Regional Railroad Authority matters.

NOTE: Costs for County staff include salaries, fringe benefits and the indirect cost rate established by David M. Griffith and Company for Ramsey County.

County Attorney services are also included in other cost centers which are supported by grant sources.

020176 - Executive Director - Services

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>37,715</u>	<u>68,000</u>	<u>68,000</u>		<u>68,000</u>	

EXPLANATION:

Funds are needed to reimburse for time expended by the Executive Director's staff for assistance with Regional Railroad Authority projects. This includes property negotiations, clerical, media/information services and preparation of minutes and agendas for the Railroad Authority meetings.

Director of Property Management	\$11,190
Clerical	24,330
Director of Information Services	9,270
Administrative Support Services	23,210
	<u>\$68,000</u>

NOTE: Costs for County staff include salaries, fringe benefits and the indirect cost rate established by David M. Griffith and Company for Ramsey County.

Executive Director services are also included in other cost centers which are supported by grant sources.

BUDGET EXPLANATION FORM

Page No. 3
BUDGET YEAR 1992

59101

Ramsey County Regional Railroad Authority020179 - Budgeting and Accounting Services

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>8,970</u>	<u>20,000</u>	<u>20,000</u>		<u>20,000</u>	

EXPLANATION:

Funds are needed to reimburse for time expended by the Budgeting and Accounting staff for basic accounting services, accounts payable, receivable, invoice processing/payments, reports, etc. Grant monitoring and accounting will also be undertaken.

NOTE: Costs for County staff include salaries, fringe benefits and the indirect cost rate established by David M. Griffith and Company for Ramsey County.

Budgeting and Accounting services are also included in other cost centers which are supported by grant sources.

020185 - Data Processing Maintenance and Equipment

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>1,643</u>	<u>7,200</u>	<u>7,200</u>		<u>7,200</u>	

EXPLANATION:

This account provides funds for office automation. Four accounts for RCRRA staff are anticipated plus one account for general RRA support. Maintenance costs are anticipated to be \$120 x 12 months x 5 = \$7,200.

BUDGET EXPLANATION FORM

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BUDGET YEAR 1992

59101

Ramsey County Regional Railroad Authority020193 - County Project Management Services

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>58,190</u>	<u>140,250</u>	<u>124,200</u>		<u>124,200</u>	

EXPLANATION:

Ramsey County provides staff to assist the Regional Railroad Authority to develop plans, manage consultant services, coordinate with other agencies and citizen groups, provide information services, and engineering and transportation planning services. Persons providing these services are in County Public Works, Personnel Departments, Property Taxation, and Executive Director's Office. This account provides a specific identifier to reimburse Ramsey County for these services.

Project Management services are also included in other cost centers which are supported by grant sources.

PROJECT MANAGEMENT TEAM

	Estimated Cost
<u>Existing Staff</u>	
Dir. of LRT Planning (a)	\$ 42,300
Project Engineer (a)	32,800
Community Participation Coordinator (b)	16,500
Administrative Secretary (b)	<u>22,600</u>
Total	\$124,200

NOTE: (a) Costs include salaries, fringe benefits and the indirect cost rate as established by David M. Griffith and Company for Ramsey County and the Ramsey County Public Works Department cost allocation rate for planning and engineering services.

(b) Costs are based upon the Ramsey County Indirect Cost Plan.

020194 - Public Information Services

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>-</u>	<u>30,000</u>	<u>30,000</u>		<u>30,000</u>	

EXPLANATION:

This account will fund creation and dissemination of general LRT information to the public through a variety of communication formats including newsletters, special mailings, informational brochures, newspaper articles, public notices, hearings and information meetings, special presentations, etc.

BUDGET EXPLANATION FORM

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BUDGET YEAR 1992

59101

Ramsey County Regional Railroad Authority020202 - Postage

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>967</u>	<u>5,800</u>	<u>5,800</u>		<u>5,800</u>	

EXPLANATION:

Funds are needed to pay for mailings, meeting notices, agendas, reports, etc. Newsletters are mailed at intervals throughout the course of projects undertaken by the Railroad Authority. Correspondence from the Chairman and staff require postage.

020207 - Telephone - Long Distance Charges

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>334</u>	<u>380</u>	<u>380</u>		<u>380</u>	

EXPLANATION:

This account provides funding for long distance telephone calls for the Regional Railroad Authority.

020208 - Telephone - Local Service

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>441</u>	<u>1,260</u>	<u>1,260</u>		<u>1,260</u>	

EXPLANATION:

This account provides funding for local telephone service at 316 Court House for the Regional Railroad Authority.

020301 - Transportation Allowance

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>255</u>	<u>600</u>	<u>700</u>		<u>700</u>	

EXPLANATION:

This account provides for reimbursement to the Public Participation Coordinator for auto expenses incurred through use of a personal vehicle for work-related functions.

BUDGET EXPLANATION FORM

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BUDGET YEAR 1992

59101

Ramsey County Regional Railroad Authority020305 - Messenger Service

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>6</u>	<u>600</u>	<u>600</u>		<u>600</u>	

EXPLANATION:

Current studies and interactions with numerous groups and agencies require timely distribution of or retrieval of critical documents to specific locations, such as the Capitol, in the Twin Cities area. It is anticipated that delivery services which cannot be met by postal service will be required 5 times per month at an estimated cost of \$50 per month.

020401 - Publishing Minutes and Notices

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>148</u>	<u>8,560</u>	<u>8,560</u>		<u>8,560</u>	

EXPLANATION:

Funds are needed to pay for printing legal notices in newspapers. Abbreviated minutes of Regional Railroad Authority meetings may be published.

020501 - Printing and Stationery

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>8758</u>	<u>20,800</u>	<u>20,800</u>		<u>20,800</u>	

EXPLANATION:

Funds are needed to pay for duplicating services, printing of the agenda and minutes of committee meetings and of Regional Railroad Authority meetings. Reports and newsletters will be prepared.

BUDGET EXPLANATION FORM

Page No. 7
BUDGET YEAR 1992

59101

Ramsey County Regional Railroad Authority020909 - Parking Space

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>2,160</u>	<u>2,400</u>	<u>2,496</u>		<u>2,496</u>	

EXPLANATION:

Monthly parking spaces at the Victory Ramp for the Director of LRT Planning and the Public Participation Coordinator.

Victory Ramp 2 x 12 x 104 \$2,496

021101 - Books, Periodicals, Subscriptions

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>351</u>	<u>250</u>	<u>250</u>		<u>250</u>	

EXPLANATION:

This account will fund technical manuals, research papers and subscriptions to technical journals on topics related to Railroad Authority projects.

021134 - Tuition Reimbursement

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u> </u>	<u> </u>	<u>750</u>		<u>750</u>	

EXPLANATION:

The account will provide tuition reimbursement for work-related courses taken by RCRRRA staff.

021226 - Committee Compensation

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>0</u>	<u>3,000</u>	<u>3,000</u>		<u>3,000</u>	

EXPLANATION:

Committee members may be reimbursed for expenses associated with meeting attendance. Task force and citizens advisory committee members have been eligible for this reimbursement in previous years. Additional meetings will be held in 1992.

BUDGET EXPLANATION FORM

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BUDGET YEAR 1992

59101

Ramsey County Regional Railroad Authority021401 - Membership and Dues

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>35</u>	<u>500</u>	<u>500</u>		<u>500</u>	

EXPLANATION:

Membership fees will be funded for professional transit associations.

021403 - Conference and Seminar Expenses

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>5,648</u>	<u>4,750</u>	<u>6,000</u>		<u>6,000</u>	

EXPLANATION:

American Public Transit Association	\$1,800
Minnesota Public Transit Association	400
Transportation Research Board - LRT Conference	3,050
University of Minnesota - Technical Seminars	<u>750</u>
	\$6,000

021407 - Travel

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>2,385</u>	<u>20,000</u>	<u>20,000</u>		<u>20,000</u>	

EXPLANATION:

Funds are needed to pay for trips for staff and commissioners as may be required, to cities that have established rail transit systems (Buffalo, Los Angeles, San Diego, Calgary, Edmonton, etc.) or are constructing them (St. Louis) to study and observe operations and to meet with transit operating officials. Negotiations with Railroad company officials may require travel to their administrative headquarters. Discussions of federal funding possibilities may necessitate travel to regional offices in Chicago or headquarters in Washington, D.C.

021408 - Volunteer/Committee Meeting Expense

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>395</u>	<u>3,000</u>	<u>3,000</u>		<u>3,000</u>	

EXPLANATION:

Funds are needed to pay for expenses relating to meetings by Task Forces and citizen forums on light rail corridors that are being studied.

BUDGET EXPLANATION FORM

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BUDGET YEAR 1992

59101

Ramsey County Regional Railroad Authority021409 - Meeting Expense

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:			5,500		5,500	

EXPLANATION:

Funds are used to pay for expenses of meetings with Legislators and other elected officials.

A budget adjustment in 1991 provided \$2,500 for this purpose.

022213 - Transit Joint Powers

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:			30,000		30,000	

EXPLANATION:

This account will fund RCRRA's share of the administrative services of the Joint Powers Board being formed pursuant to state legislation. RCRRA's share of the yet to be determined budget will be a minimum of 20% and will be based on the number of participants. Staff estimate the budget to be approximately \$150,000 for 1992.

030101 - Office Supplies

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	54	2,000	2,000		2,000	

EXPLANATION:

This account provides office supplies for the Railroad Authority staff at 316 Court House.

BUDGET EXPLANATION FORM

Page No. 10
BUDGET YEAR 1992

59101

Ramsey County Regional Railroad Authority61001 - Contingent Appropriations

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:		400,000	470,000		470,000	

EXPLANATION:

Funds are needed to pay for expenses not known at this time. Transfers from contingent to line accounts will be made as necessary by the Regional Railroad Authority.

061003 - Right of Way Acquisition

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:		1,975,00	-0-		- 0 -	

EXPLANATION:

If funds are needed for the purchase of land necessary to implement rail transit projects, such as the Northeast BN Corridor or other Group B and C Corridors, these funds could be appropriated from fund balance.

061005 - South Corridor EIS Study

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	0	0	152,000		152,000	

EXPLANATION:

The South Corridor Alignment/Scoping Study will be completed in 1991. The study provides for development of a work plan for Environmental Impact Statement Studies and Preliminary Engineering, the next levels of corridor study. An EIS may be initiated at the conclusion of the Alignment/Scoping Study. This work is a joint effort of the Ramsey County and Dakota County Regional Railroad Authorities. Ramsey County's estimated share of EIS study costs is \$302,200 of which \$150,000 (\$75,000 levy and \$75,000 state grant) was funded in 1991. An additional \$152,000 is being requested of RCRA in 1992. No state grant funds are available in 1992.

BUDGET EXPLANATION FORM

59109

Page No. 11
BUDGET YEAR 1992Ramsey County Regional Railroad Authority020618 - Public liability insurance

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:			4,000		4,000	

EXPLANATION:

Insurance will be purchased to cover claims against RCRRA originating from ownership of the Burlington Northern right of way.

020804 - Grounds - repair

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:			36,000		36,000	

EXPLANATION:

Maintenance of the Burlington Northern right of way, including mowing once or twice yearly, removal of diseased trees and removal of illegally placed refuse, such as tires, will be covered by this account.

030507 - Signs and repairs

	1990	1991	1992			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:			30,000		30,000	

EXPLANATION:

This account will fund preparation and placement of signs along Burlington Northern right of way when it is purchased by RCRRA. The signs will indicate that RCRRA owns the right of way and that its ultimate use may be for light rail transit.

CONFERENCE AND EDUCATIONAL SEMINAR EXPENSE (021403)
BUDGET REQUEST FORM

Page No. 12
BUDGET YEAR 1992

Conference/Seminar Name and Location: >American Public Transit Association, Location is unknown.

Justification for Attendance: >Improve knowledge of transit systems, developments and operations. If this is not funded, current information will not be obtained on national topics.

Number of Employees Attending: >1 Total Estimated Cost: >\$1,800
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Conference/Seminar Name and Location: >Minnesota Public Transit Association, Location is Unknown.

Justification for Attendance: >Information on state and national transit issues will be acquired. If this is not funded, information on this topic will not be obtained.

Number of Employees Attending: >2 Total Estimated Cost: >\$ 400
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Conference/Seminar Name and Location: >Transportation Research Board - LRT Conference, Calgary, Alberta

Justification for Attendance: >This conference will occur in Calgary, a city with an operating light rail transit system and will include technical sessions and tours of LRT systems. If this is not funded, knowledge of LRT systems will be lacking.

Number of Employees Attending: >2 Total Estimated Cost: >\$3,050
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Conference/Seminar Name and Location: >University of Minnesota - Technical Seminars, Twin Cities

Justification for Attendance: >Training on topics relevant to rail authority work, such as community participation and media relations will be attended. If this is not funded, the current information on these topics will not be obtained.

Number of Employees Attending: >1 Total Estimated Cost: >\$ 750
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Total Requested (021403) \$4,750 \$0
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