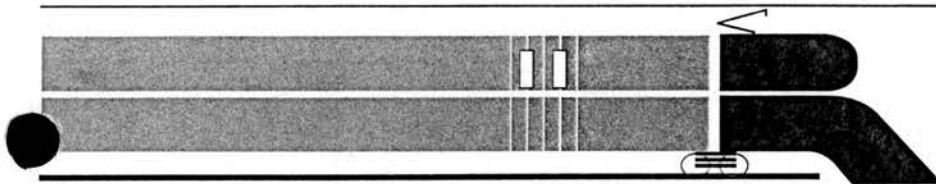




Ramsey County Regional Railroad Authority.
Records.

Copyright Notice:

This material may be protected by copyright law (U.S. Code, Title 17). Researchers are liable for any infringement. For more information, visit www.mnhs.org/copyright.



Ramsey County Regional Railroad Authority

220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

John T. Finley, Chairman

District 3

Diane Ahrens, Vice Chairman

District 4

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Hal Norgard

District 7

Brenda C. Thomas

District 2

Dick Wedell

District 1

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, APRIL 12, 1994

10:30 AM - LARGE CONFERENCE ROOM - ROOM 220 COURTHOUSE

Chairman's comments

1. The Strategic Plan for Locating State Agencies
2. Phalen Road proposal
3. Legislation
4. Impacts of Light Rail Transit on the Fully Developed Area
5. * Approve contract with Gerald Seck and Larkin, Hoffman, Daly & Lindgren, Ltd. for legislative services for an amount not to exceed \$10,000 and authorize the Chairman of RCRRA to execute the contract.

* Action is requested



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Originating Department

File Spigler *3/22/94*
Authorized Signature Date

Board Action Requested

The Strategic Plan for Locating State Agencies.

DISCUSSION ONLY

Request Justification

A presentation on the Strategic Plan will be made at the Regional Railroad Authority meeting. Excerpts from the Strategic Plan, including information on key recommendations and the transportation section of the plan, are attached.

Budgeting and Accounting *Vern W. Hagg* *3/30/94*
County Attorney *Dan Mac 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

Signature

Date

April 12, 1994

Board Date

Signature

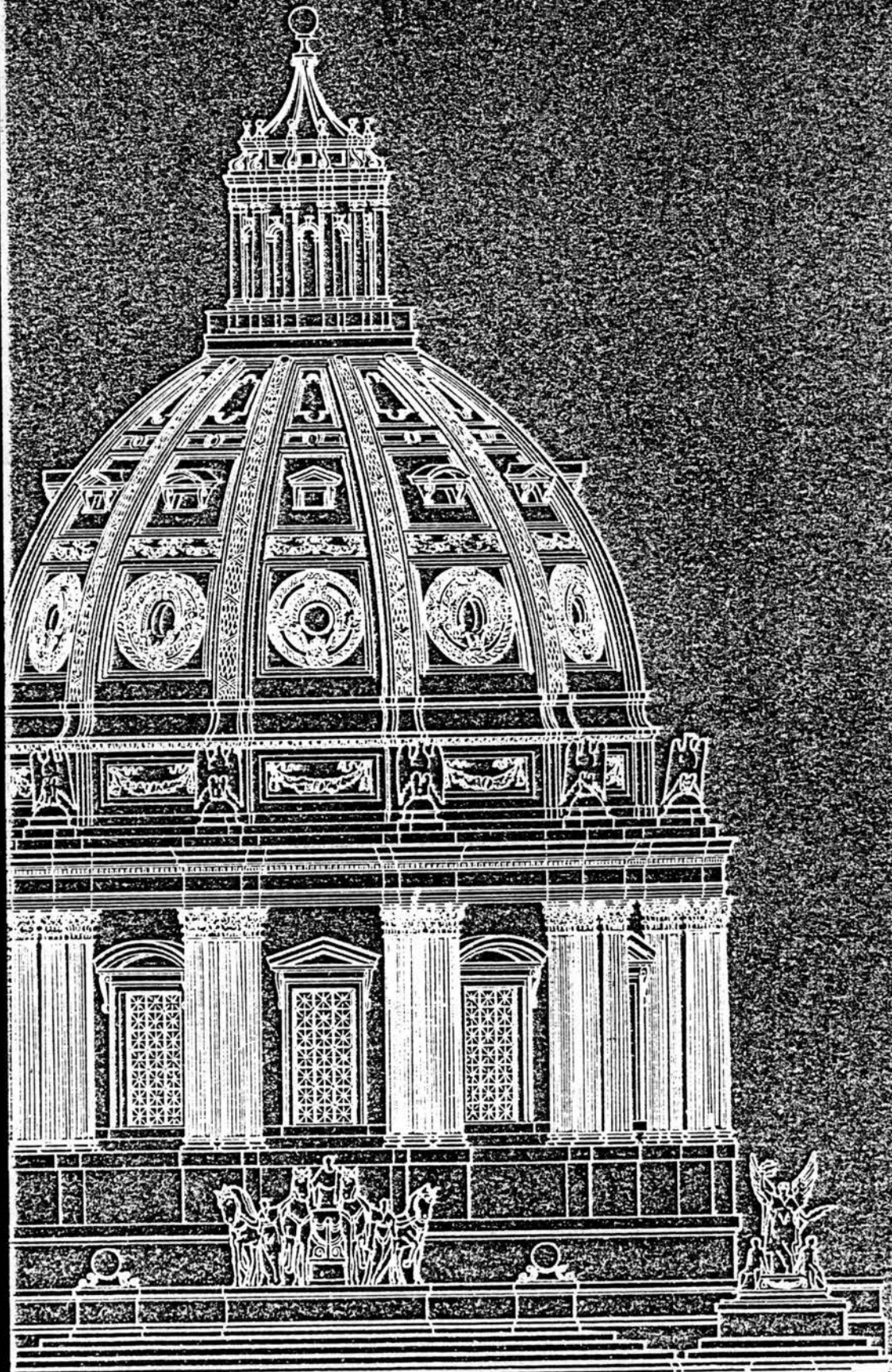
Date

Bette Kurysh

4/7/94

The Strategic Plan for Locating State Agencies

State of Minnesota



The Vision

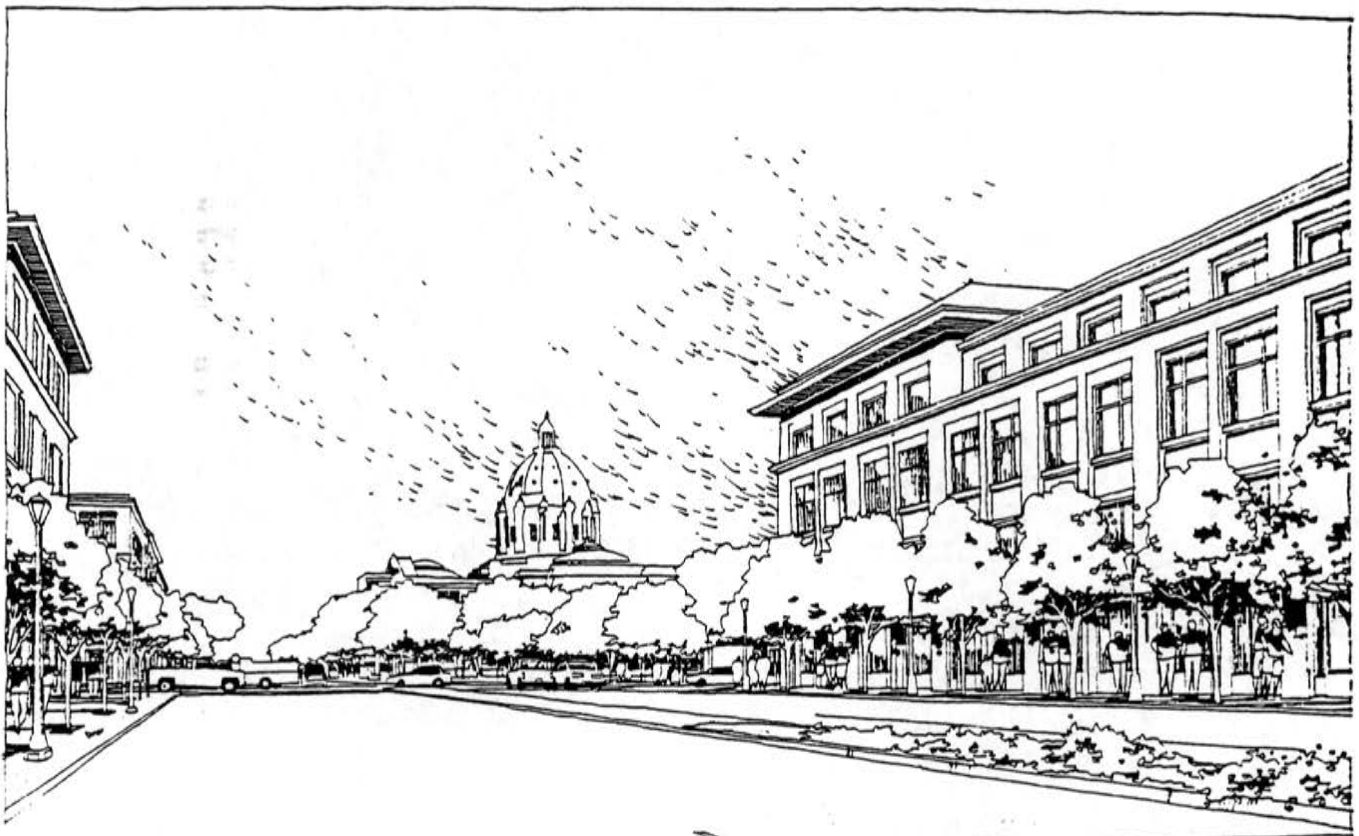
SUMMARY

This Strategic Plan for Locating State Agencies establishes a plan for meeting agencies' space needs during the next 20 years. This plan provides a flexible framework for decision-making.

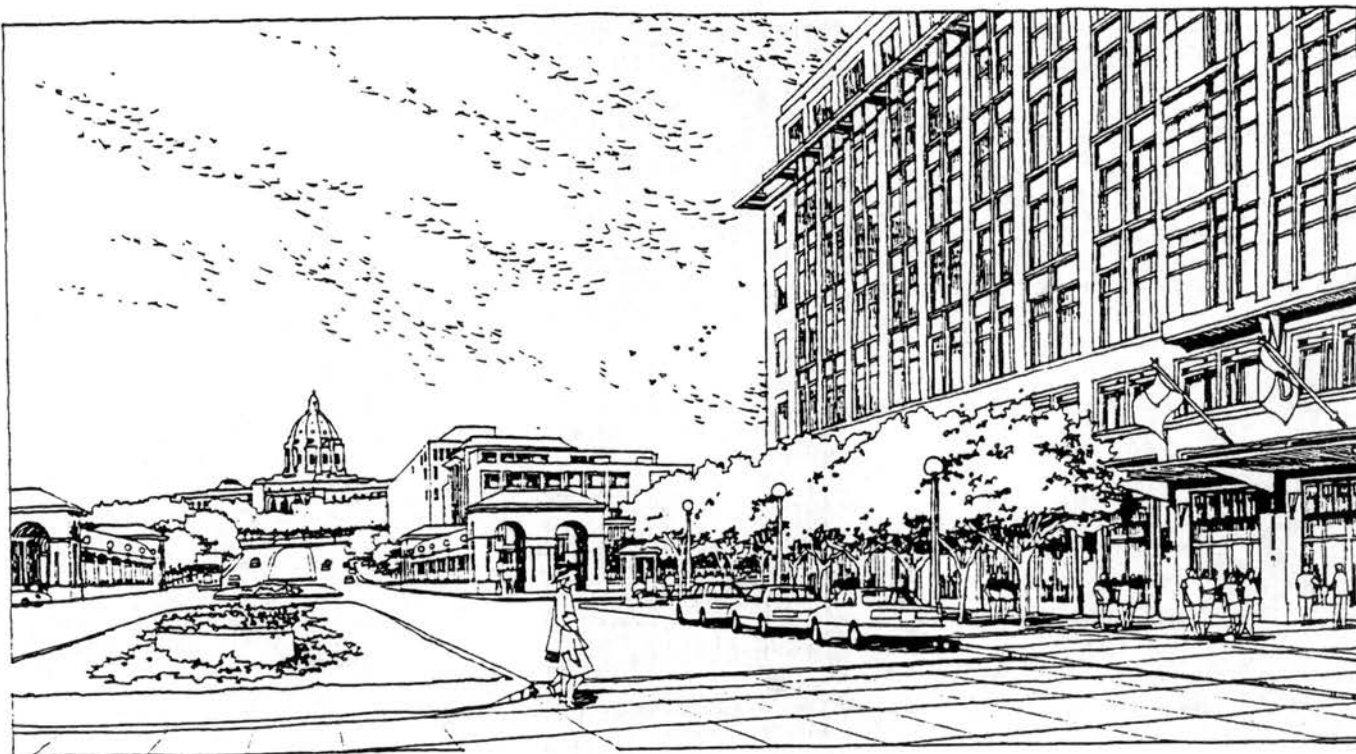
Under this plan, the current and projected needs of state agencies and the capacity of existing state-owned facilities, sites, and infrastructure were determined. Urban design and locational criteria were established. The needs for agencies to share space, to be near one another, and to be consolidated were identified. Strategies for ownership and leasing were developed and the objectives for a transportation management plan identified. Planning workshops provided an opportunity for legislators, state employees, local government, and business leaders to be involved in the planning process.

Rather than developing in suburban areas, this plan concentrates agency development in St. Paul and near the Capitol to realize transportation efficiencies, increase public accessibility, and maintain a vibrant Capital City. This approach amplifies the benefits of the current compact location pattern of state agencies, and the three components of this plan deal with different geographic areas and development strategies:

- **Capitol Area:** Agencies with a high degree of interaction with the Legislature, Judicial, the Governor, or other elected officials, or that currently have major prior facility investments, will be located in the Capitol Area.
- **Capital City:** Agencies with a high degree of interaction with the public and business community or which provide support services will be located in the Capital City, responding to current real estate market opportunities.
- **Capital Region:** State government service centers will be located in the Capital Region and throughout the state to consolidate over-the-counter services at locations nearer the customer.



*Proposed development under this plan
in the West Capitol Area viewing east
on University Avenue near Rice
Street.*



South Capitol Area development
under this plan viewing north on
Cedar Street from 10th Street.

KEY RECOMMENDATIONS

- Centralize responsibility for the planning, design, construction, leasing, management, and maintenance of state agency buildings and grounds in the Department of Administration.
- Increase the amount of state-owned space to control long-term costs and acquire equity in state-occupied buildings.
- Move now toward meeting a goal of achieving 70% ownership of state-occupied space by the year 2013 while maintaining the amount of leased space in the Capital City near current levels.
- Maintain a minimum of 25% leased space to provide the flexibility to accommodate fluctuations in agency space needs and to respond to opportunities in the rental market.
- Acquire property to meet the state's current needs and to ensure land is available at the lowest cost possible to meet future needs.
- Where possible, build on state-owned land to take advantage of low land costs and to avoid removing properties from the tax rolls.
- Design facilities with the flexibility to respond to rapid technological advances.
- Allocate state space approximately evenly between the Capitol Area and the Capital City using the locational criteria provided in this plan.
- Locate agencies to be situated in downtown St. Paul within a development corridor south of Capitol Area extending three to four blocks east and west of Robert Street to Kellogg Boulevard.
- Encourage state ownership in the Capitol Area and consider a variety of options on a case-by-case basis including lease, purchase, lease/purchase, and construction in or near downtown St. Paul to realize real estate market opportunities.
- Enhance the design quality of the Capitol Area as a whole to strengthen the image of the state capital and anchor the Capital City.
- Revise the Comprehensive Plan to update plans for all five sectors of the Capitol Area, consisting of the North, South, East, West and Central Capitol areas, consistent with the strategic plan.

- Coordinate with the City of St. Paul and the private sector to update downtown plans and land use policies to realize the goals of this strategic plan.
- Implement an aggressive transportation management program to improve ease of access to state facilities and to encourage alternatives to automobiles, especially driving alone.
- Invest in state employee parking programs which encourage the use of transportation alternatives, thereby reducing the cost of providing and operating parking facilities by 20% within the next five to ten years.
- Compare the costs of constructing and operating state-owned central heating and chilling facilities with the alternative of District Energy-St. Paul service.

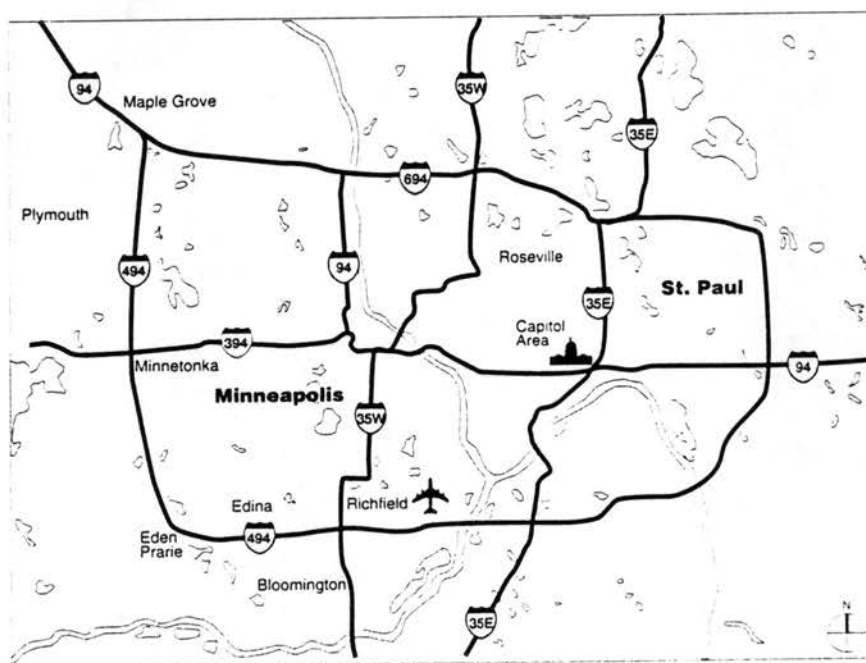
Managing Transportation

The success of this plan relies on managing transportation to and from the Capitol. Most state employees currently commute via single occupancy vehicles. A tremendous capacity and cost savings could be realized with state encouragement toward higher occupancy vehicle usage. This ranges from car pooling priority treatments to subsidized transit participation. Fewer parking structures and lower maintenance costs related to parking structures could result in a savings of nearly 20% of future state agency parking development funds.

This plan calls for a strategy of centralizing most state agency development within the Capitol Area or Capital City. This centralized strategy offers significant advantages over suburban or dispersed development. The existing highway infrastructure and transit network capacity support this centralized approach. The proposed light rail system between St. Paul and Minneapolis would further increase transit capacity and convenience. Routes, roads, buses and other components of public transit are already established around the Capitol. In contrast, developing a public transportation network linking suburban areas with the Capitol would require additional expenditures for building new infrastructure or extending what exists.

A Transportation Management Plan (TMP) would propose viable alternatives to single occupancy vehicles and could recommend policies designed to encourage vanpools, carpools and public transit. Such a plan for the Capitol Area is outlined in this document.

REGIONAL TRANSPORTATION SYSTEM



Existing and planned transportation systems support centralized development.

Transportation

TRANSPORTATION GUIDELINES

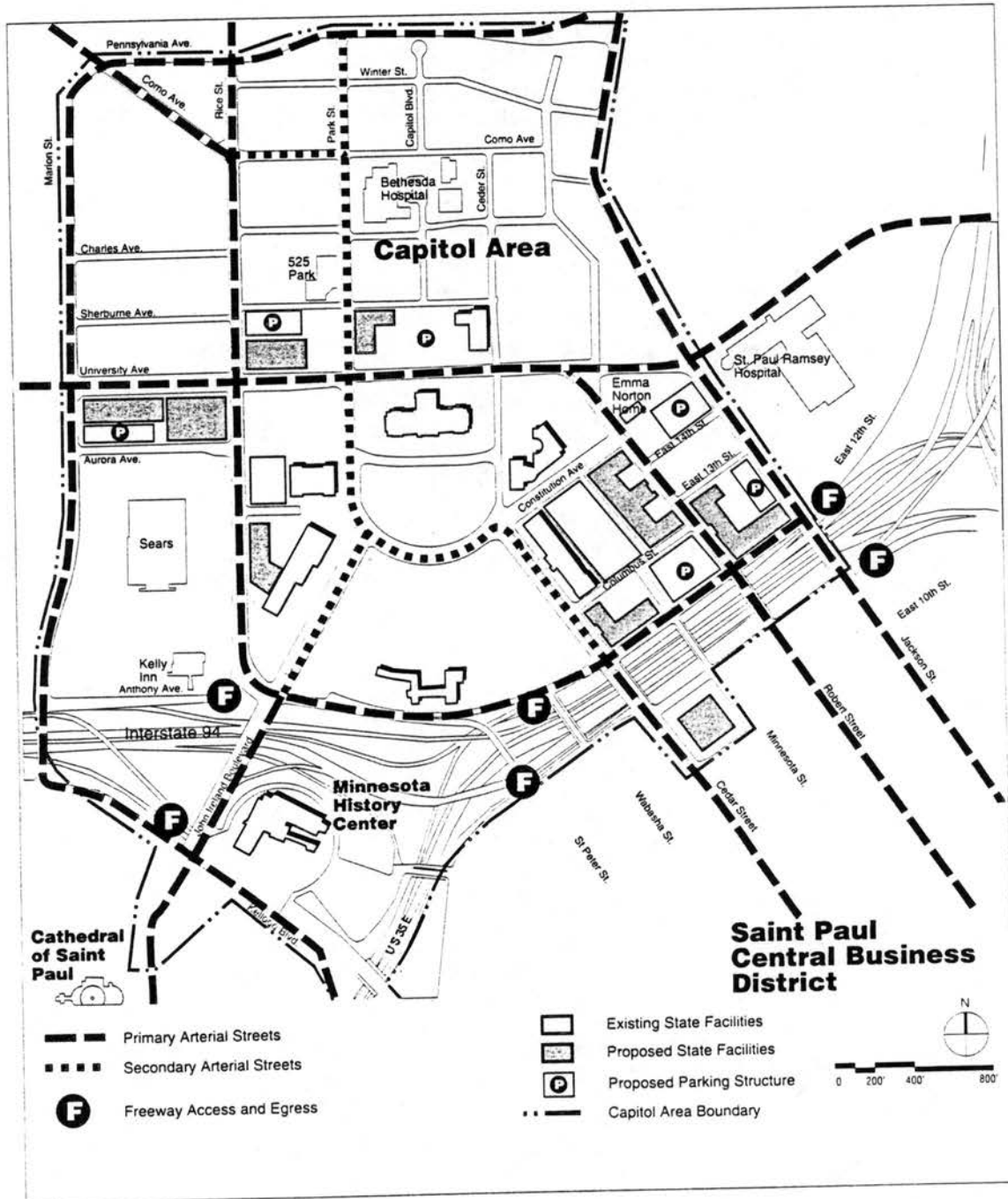
These guidelines address the transportation needs and opportunities that the Capitol Area will face over the next 20 years. Should substantial increases in development occur, they will place new demands on roads, transit, and parking. However, in contrast with decentralization, centralized development utilizes existing infrastructure and services, offering a wider variety of transportation alternatives to visitors and employees. An aggressive Transportation Management Plan (TMP), outlined in the Implementation Section, emphasizes those alternatives and demonstrates how both employees and visitors can be provided with greater convenience and flexibility when they come to the Capitol Area.

Automobile Plan

Automobiles will continue to be the dominant transportation mode for employees and visitors even though, under the Transportation Management Plan, overall reliance on automobile access will decline. Policies and actions to guide this plan for automobile use are described below.

- Locate new buildings and parking facilities near arterial streets to provide convenient access and minimize circulation congestion.
- Maintain the integrity of the street grid system, especially in areas where considerable new development will create more traffic and require additional parking access. Only in exceptional cases should streets be vacated. There is one exception:
 - Capitol Boulevard, between Sherburne Avenue and University Avenue, should be vacated to provide for new buildings on parking Lot B and to replace Lot B and the Administration Ramp with new underground parking.
- Monitor traffic volume and operations to identify potential congestion points and anticipate necessary improvements.

AUTOMOBILE PLAN



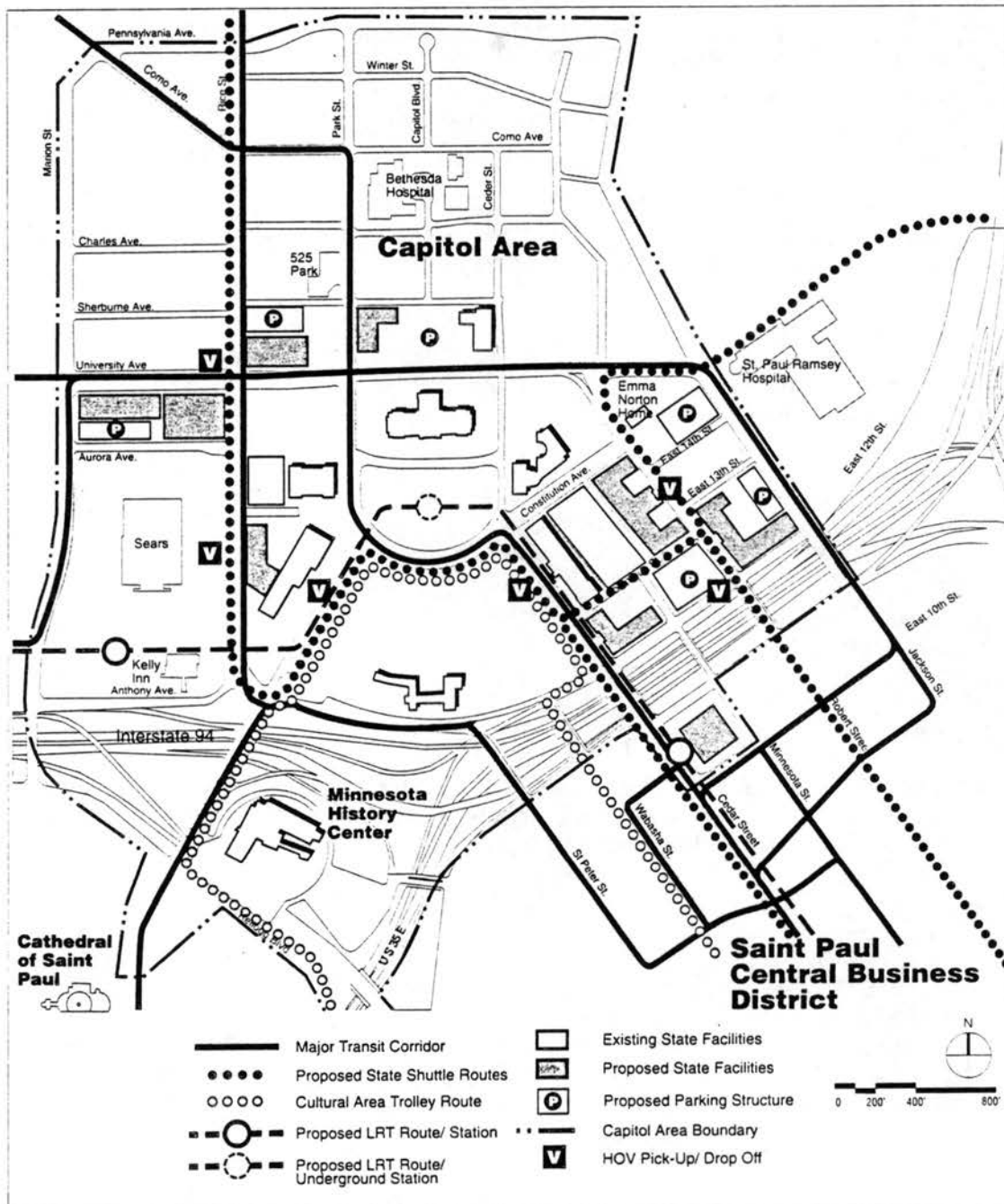
This plan seeks to improve the flow of automobiles in and around the Capitol Area.

Transit and High Occupancy Vehicles

High-occupancy vehicles of all types will play an increasingly important role in supporting all state facilities. Carpools and vanpools are expected to attract most people who switch from driving alone, and increase transit ridership among state employees. Shuttle routes will assist both employees and visitors needing to move between the Capitol Area and key satellite locations.

- Locate new development on or near existing and proposed transit routes. The University/Rice area and East Capitol sites at 12th Street/Cedar Street and 12th Street/Jackson Street currently offer the highest levels of transit service.
- Provide weather protection at both existing and future transit stops.
- Explore service improvements with the Metropolitan Transit Commission (MTC). These may include:
 - more frequent service on existing routes;
 - more direct routes to the Capitol Area so riders do not need to transfer buses;
 - express routes offering shorter trip times; and
 - additional park-and-ride lots at outlying locations.
- Offer additional incentives to encourage higher ridership, such as further offsets in transit pass prices.
- Institute shuttle service from the Capitol Area to state agency locations in the Capital City.
- Promote Light Rail Transit (LRT), if constructed in the Capitol Area, for its commuting and shuttle benefits. Marketing of commuting benefits should focus on those employees living in proximity to the transit corridors with direct connections to LRT.
- Encourage additional ridesharing in carpools and vanpools. Actions to do this could include:
 - establishing an internal ride-match computer service to coordinate and expand Minnesota Rideshare's program;
 - providing preferential parking locations for carpools and vanpools in close-in covered parking areas, and near building entrances and elevators; and
 - arrange for emergency rides home and other specialized circumstances.

TRANSIT AND HIGH OCCUPANCY VEHICLE (HOV) PLAN



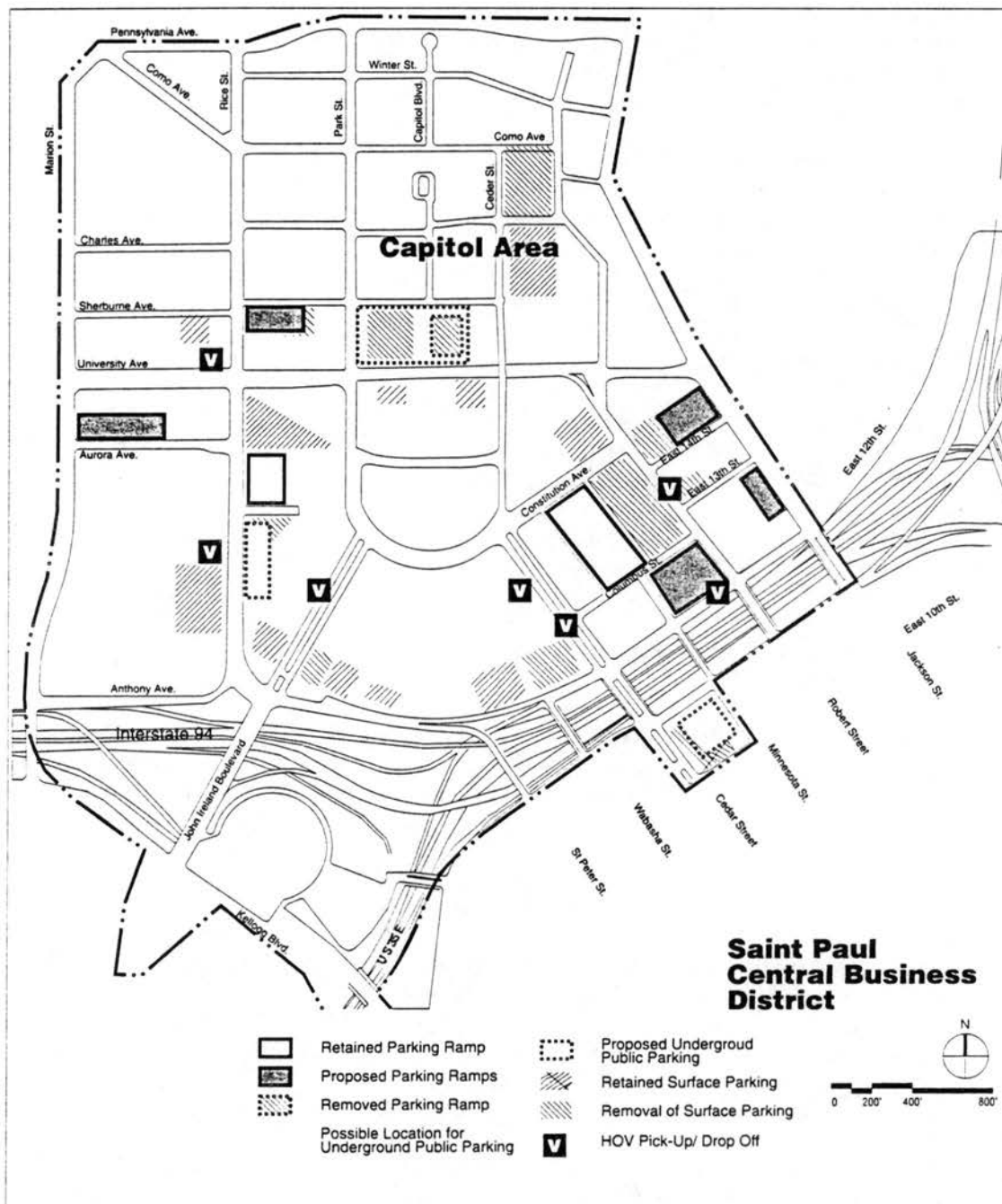
This plan reinforces the established and planned transit system.

Parking Plan

New development will require considerable investment in new parking construction, with current demands requiring new ramps similar in area to the total square footage of new buildings. The following policies are intended to reduce parking demand, improve the efficiency of the parking system, and limit its development costs.

- Adjust parking prices to reflect market rates which are closer to the actual cost of providing parking, and to encourage use of alternative forms of transportation. Rate increases should be gradual in conjunction with improvements to alternative transportation.
- Reduce the ratio of spaces from 3.0 spaces per 1,000 NSF to 2.5 spaces per 1,000 NSF for new development. Implementation of an aggressive Transportation Management Plan (TMP) is necessary to achieve this.
- Review and revise zoning requirements for parking to be consistent with the goals of the TMP. Review all land use regulations to avoid potentially excessive parking requirements. Notable examples are governmental, financial, and retail uses.
- Allocate visitor parking to parking facilities closest to visitor destinations. Provide visitors the greatest convenience and do not require a walk further from their parking space than employees.
- Locate a visitor's center at a gateway to the Capitol Area and clearly identify all visitor parking locations.
- Enhance the appearance of the Capitol Area and avoid sprawl by specifying parking structures for new development. Due to cost and maintenance considerations, above-grade structures will be the norm. The design of parking structures should serve to integrate their appearance with adjacent buildings.
- Realize a greater efficiency in the use of parking spaces by developing parking facilities which are shared by several agencies and eliminating assigned spaces.
- Investigate the possibility of developing and managing parking jointly with Ramsey-St. Paul Medical Center, St. Paul CBD, neighborhoods, and other nearby institutions.
- Monitor on-street parking in adjacent neighborhoods to identify employee parking. Consider changes in parking time limits and enforcement to address the problem. If necessary, consider creating a residential parking zone to limit non-residential parking.
- Do not allocate space for individual users with the exception of handicapped, carpool, and visitors. This practice reduces the parking efficiency by denying its use during vacancies.

PARKING PLAN



Under this plan more parking ramps and underground parking will be provided.

Pedestrian and Bicycle Circulation Plan

Although challenged by severe seasonal weather changes, pedestrian and bicycle facilities are important features of the Capitol Area. They connect the Capitol Area to its immediate neighborhoods, and they link every building, bus stop, and parking space.

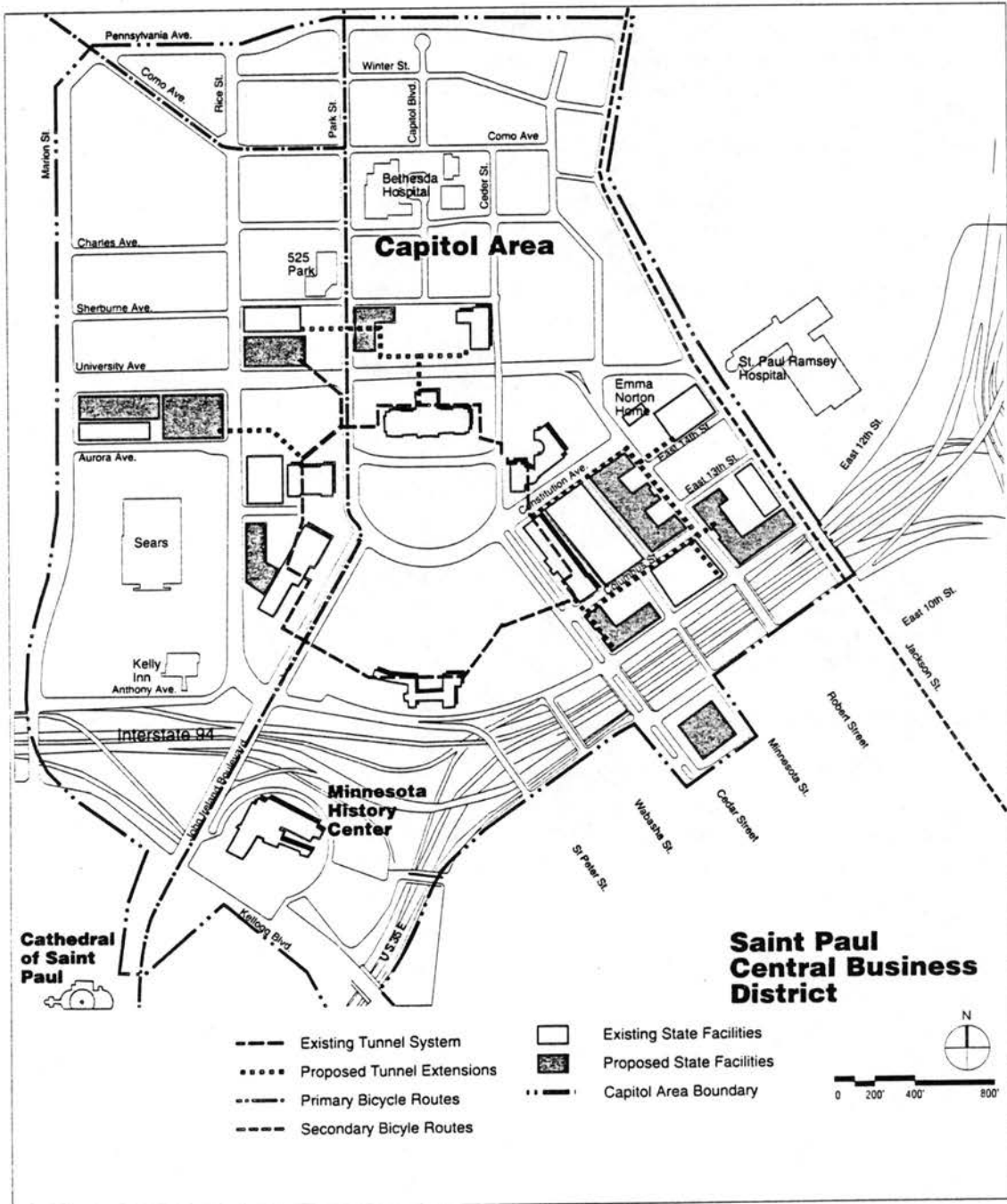
Pedestrian Improvements

- Extend the tunnel system to new buildings and parking facilities. Tunnels should be fully accessible for disabled persons.
- Keep pedestrian entrances to buildings and parking structures separate from vehicular entrances.
- Give design priority to surface street crossings rather than grade-separated crossings. Improvements to traffic controls should be fully explored for pedestrian benefit prior to considering grade changes.
- Improve pedestrian amenities such as provision of benches, shade, and shelter along the most heavily used routes.
- Maintain a well lighted and safe pedestrian environment.
- Emphasize pedestrian connections across the freeway into downtown St. Paul, linking Capitol Complex with downtown's core.

Bicycle Improvements

- Provide and maintain safe and accessible bike paths during appropriate seasons.
- Provide bicycle racks, lockers, and shower facilities at major buildings.

PEDESTRIAN PLAN



Buildings are oriented to pedestrian-oriented streets and open spaces and new development is linked to the pedestrian tunnel system under this plan.

CAPITAL CITY AND CAPITAL REGION TRANSPORTATION GUIDELINES

Decisions to locate and develop state facilities in the Capital City need to respond to transportation objectives established by the state. Facilities should be located to fully utilize the existing and planned transportation infrastructure and maximize visibility and accessibility. Specific locations will be identified in the future on a project-by-project basis. All facilities will carry out the policies of the Transportation Management Plan (TMP).

Automobile Plan

- Locate facilities near arterial streets and convenient access from the regional highway system to facilitate convenient access for employees, service vehicles, and visitors.
- Provide clear and visible signage to direct drivers to state facilities.

Transit and High-Occupancy Vehicle Plan

- Recognize St. Paul's CBD as the hub of Ramsey County's transit system for the next 20 years. In the near future, many planned upgrades will offer higher levels of service, comfort, and convenience. With new development of facilities in the Capitol Area, the demand for transit, ridesharing, and shuttle opportunities will grow. Active policies and steps should be taken to help meet those demands.
- Within St. Paul's CBD locate leased or owned state facilities on transit routes and as close as possible to proposed transit hubs.
- Locate all facilities within walking distance of transit lines. Walking distances should not exceed one-quarter mile.
- If constructed, the Light Rail Transit (LRT) system should be promoted for its commuting and shuttle benefits. Marketing of commuting benefits should be focused on those employees living in transit corridors with direct connection to LRT.
- Encourage the development of shuttle service to other state locations in the Capital City, Capitol Area, and Capital Region. The Cultural Area Trolley (CAT) proposed to begin service in Spring 1994 offers an early opportunity for improved mid-day mobility.
- Offer additional incentives, such as further reducing transit pass prices relative to parking costs, to encourage higher ridership.

- Encourage additional ridesharing in carpools and vanpools by:
 - establishing an internal ride-match computer service to coordinate and expand Minnesota Rideshare's program;
 - providing preferential parking locations for carpools and HOV's in close-in covered parking areas, and near building entrances and elevators; and
 - arrange for emergency rides home and other special circumstances.

Parking Plan

- Parking prices should be increased to be nearer the actual costs to provide that parking and to encourage use of alternative forms of transportation. Currently, these actual costs are estimated to be between \$75-\$100 per car per month. Rate increases should be gradual and introduced in conjunction with improvements to alternative transportation.
- Limit construction of on-site parking in new development. In the CBD a maximum ratio of 1.0 space per 1,000 net square feet is suggested. The state should refrain from providing parking above this suggested maximum. Employees should be provided information on off-site parking, which they may wish to contract for privately, and alternative transportation.
- Allocate on-site parking to High-Occupancy Vehicle users and visitors as the first priority. Quantities should be adjusted based on actual operating experience.
- Investigate shared parking opportunities with other land uses and developments.
- Review and revise zoning requirements for parking to be consistent with the goals of the TMP. All land uses should be reviewed to avoid potentially excessive parking requirements.
- Allocate visitor parking to locations closest to visitor destinations. Visitors should not have to walk any farther from their parking space than employees.
- Encourage connections between Capitol Area and the Capital City by continuity of design, coordinated planning, and physical enhancements.

Pedestrian Plan

- Enhance the vitality and amenity at street level in the St. Paul CBD for pedestrians.
- Within the St. Paul CBD, locate facilities on the Skyway system whenever possible. Consider connections to the Skyways for new development.
- Provide safe and secure pedestrian access to transit stops and adjacent streets.

Bicycle Plan

- Provide bicycle racks, lockers, and showers in major buildings for convenience and security.
- Encourage connection to regional bicycle trails.

Transportation Management

NEEDS AND OPPORTUNITIES

To improve ease of access to state facilities and to encourage alternatives to automobiles, especially driving alone, implementation of a Transportation Management Plan (TMP) is imperative. Even without additional development in the Capitol Area, there is both a need and an opportunity for transportation management. The goals of this plan reflect the need for better accessibility, controlled parking development costs, and enhanced civic design and appearance. The opportunity lies in the large number of employees working for a common employer in a concentrated area near the hub of the St. Paul public transit system. With additional development, the need for better transportation alternatives increases dramatically when considering construction costs of parking facilities. By implementing a TMP, the state can maintain and enhance its status as a leader in Minnesota in managing its transportation resources.

PRINCIPLES

To be truly effective, the TMP must be:

- Comprehensive: All employees should benefit from the plan which includes improved access and convenience for visitors. All transportation modes must be evaluated for cost, accessibility, convenience, and security.
- Flexible: It must address diverse needs of people traveling to state agencies.
- Consistent: Transportation, zoning, and parking price policies should be in line with policies affecting growth management, site development, and parking system administration.
- Well Managed: Proper promotion, coordination, and performance monitoring can ensure an effective plan.

OBJECTIVES

Specific objectives would include:

- Reducing Vehicle Miles Traveled (VMT): Reducing congestion throughout the region would conserve road capacity and lead to improved air quality.
- Decreasing the Number of Parking Spaces: Development costs increase 20 percent when parking needs are included.
- Provide Alternatives to Automobile Travel and Incentives to Use Those Alternatives: Incentives must be easy to administer and attractive to employees and visitors.

POLICIES CONSIDERED

Three potential policies, typical of those used in transportation management programs elsewhere, were considered for application in St. Paul. Generally, a policy goal is expected to be reached within 5 to 10 years. The policies included:

- Setting a goal for state employee Average Vehicle Occupancy (AVO) to 1.25 persons, which is approximately 25 percent higher than the existing metro area average of 1.08 for work trips.
- Increasing transit ridesharing to a specific goal. For example, an across-the-board increase of 30 percent could be set. Different levels could be set for each project in recognition of particular constraints.
- Establishing a maximum level of Single-Occupant Vehicles (SOV) for employees. A policy of 50 percent SOV would mean that only half of employees would drive alone to work, and the other half would share rides, use transit, or use some other form of transportation.

The policies' comparative advantages and disadvantages are summarized in the following table.

POTENTIAL TRANSPORTATION MANAGEMENT POLICIES COMPARED

Policy	Advantages	Disadvantages
AVO (1) should be 1.25 times metropolitan average	• Makes most efficient use of parking facilities • Reduces congestion and pollution	• Easy to set unrealistic target • AVO alone is not best indicator of transportation performance
Increase Transit and Ridesharing by 30 percent	• Reduces parking demand and traffic volumes • Supports improved transit service	• Difficult to achieve "across-the-board" targets for both modes
Maximum SOV (2) = 50%	• Acknowledges that some people will always drive alone • Gives commuters flexibility in choosing modes • Easily measured by observation	• Can set unrealistic target

(1) AVO is Average Vehicle Occupancy

(2) SOV is Single-Occupancy Vehicle

Source: TDA Illinois Inc.

Policy Recommendations

The recommended 50 percent SOV target is aggressive yet reasonable given current travel patterns, low parking costs, and the Capitol's central city setting, and experience gained elsewhere. For planning purposes, the future transportation mode allocation for the Capitol Area is anticipated to be:

- 50 percent SOV
- 30 percent Rideshare (carpools and vanpools)
- 15 percent Transit
- 5 percent Other

Due to the differences in the levels of transit service, transit use can be expected to be higher in the Capital City and lower in the Capital Region. The important issue is that the SOV share represents a target to work toward in the effort to reduce the demand for automobile travel; the exact shares for the other modes are not critical so long as they do increase. It may take five or more years to reach the SOV target and it may be arrived at incrementally as alternate services and new policies implemented.

Benefits

Achieving the 50 percent SOV level would allow:

- A reduction in the number of parking spaces provided. A reduced ratio of between 2.4 and 2.5 spaces for each 1,000 net square feet would be achieved, down from the current need for 3 spaces per 1,000 net square feet. This represents a decrease of between 17 percent and 20 percent in the number of new parking spaces constructed over what current ratios would indicate.

Additionally, the 50 percent SOV policy would:

- Save \$11.85 million in construction costs just in the Capitol Area alone; assuming a net reduction of 1,185 spaces at an average construction cost of \$10,000 for above-grade, highly efficient structures.
- Reducing the number of vehicle miles employees travel to work to 109,000 miles daily would result in saving over 4,300 gallons of fuel each day; based on the average trip length of 14.8 miles, two trips per day, and an average fuel consumption of 25 miles per gallon. An equivalent reduction in atmospheric pollution from exhaust emissions would also be achieved.

Program Elements

The TMP will provide a balanced package of disincentives to single-occupant automobile use combined with incentives to use other forms of transportation. The package would consist of these ten elements:

1. Market Rate Parking Prices

Current parking subsidies encourage single-occupant vehicle use and are at cross-purposes with policies promoting alternative transportation. Parking price is the single most important tool available for managing transportation demand. Furthermore, the parking system should be fiscally responsible and have as a goal the need to cover its actual costs. However, prevailing market conditions would be considered when setting parking rates. Market rates, in 1993 dollars, need to be approximately \$20 to \$30 per month in surface lots, and \$60 to \$80 per month in ramps. Underground garage rates would be in the range of \$90 to \$120 per month. A survey of private parking rates in the Capitol Area and St. Paul's CBD should be used to determine state rates. Cost increases to employees should be countered by additional benefits in other modes of transportation.

2. Enhanced Transit Service

Greater frequency of service, express routes, more routes with direct service to the Capitol Area, and improved weather protection at transit shelters are required to attract more riders.

3. Reduced Price Transit Passes

Additional reductions in transit pass prices may be necessary to encourage ridership. In principle, the cost of a transit pass should be less than the cost of a parking permit. Currently, only about 485 employees in the Capitol Area have transit passes.

4. Improved Ride-Matching

An internal, computerized ride-matching service for state employees should be set up to speed the formation of carpools and vanpools. Working with Minnesota Rideshare to create a coordinated computer service is an attractive option.

5. Preferential Parking Locations for High-Occupancy Vehicles (HOVs)

Carpools and vanpools would be given priority parking locations close to elevators, tunnels, building entrances, and in covered parking locations.

6. A Guaranteed Ride Home in the Event of an Emergency

This service should be available to all persons using alternative modes of transportation. A limited service now exists for certain state agencies and buildings; and MTC is planning a regional ride home program beginning Fall 1993. Assuring employees a ride home, no matter how they got to work, would address a key uncertainty for many employees considering alternative transportation.

7. Shuttle Service To and From Satellite Facilities

Shuttles between key satellite agencies and the Capitol Area would facilitate employee mid-day travel and alleviate the need for personal cars. For agencies exceeding 250 employees, for example, scheduled transit service should be considered. Agencies with fewer employees could be candidates for transit providing service at an on-call basis. The proposed Cultural Area Trolley (CAT) connecting CBD locations with the Capitol and Lafayette Park provides an ideal opportunity for cooperative service and promotion. Frequency and reliability of shuttle services are essential to gaining regular ridership.

8. Improved Pedestrian Facilities

To maintain and enhance pedestrian connections, the tunnel system should be extended to new buildings and major parking facilities. The tunnels link buildings within the area and provide weather protection for pedestrians and for the disabled.

9. Improved Bicycle Facilities

Additional weather protected bike racks, lockers, and shower facilities at major buildings would improve convenience and security for bicycle riders. Even though winter weather may preclude cycling year-round, cycling offers important environmental benefits by reducing both motor vehicle traffic and parking demand.

10. A Transportation Coordinator

A paid professional responsible for the day-to-day management of the TMP is necessary to oversee implementation of the program, coordinate policy developments affecting transportation, conduct promotional and educational campaigns, and monitor its progress and performance. As with any product or service, there must be a person in charge to see that the product is delivered efficiently. The coordinator is an essential element to the overall TMP.

EQUITY AND FLEXIBILITY

Treating all employees equitably, particularly in view of the plan's parking rate increases, is critical to gaining support for the TMP from employees and legislators. Providing employees with a genuine choice in transportation is vital to the TMP's long-term goal of reducing future automobile use and parking demand.

Transportation Pass

One innovative transportation benefit would be the creation of a multi-modal pass available to every employee. This pass would work as a transit pass, parking permit for carpools, fare for vanpools, voucher for guaranteed ride home, and discounted daily parking permit, with limits on its frequency of use. Users could choose their mode for any given trip, thus giving them maximum flexibility in travel plans. Apparently only one such program now exists: the U-PASS program at the University of Washington in Seattle, Washington. Briefly, the U-PASS works this way:

- Students, staff and faculty purchase monthly passes for a maximum of \$9.00. That amounts to only one-third to one-fourth the cost of a traditionally discounted transit-only pass. Purchase is optional. The pass offers unlimited transit privileges, free carpool parking (if all riders have a pass), subsidized vanpool fares, a guaranteed ride home in case of emergency (limited to 50 taxi miles per academic quarter with a 10 percent co-payment), free shuttle service to satellite facilities, and up to 25 discounted daily parking passes per academic quarter.
- Persons with monthly parking permits receive a complimentary U-PASS and explanatory brochure. This informs non-pass holders about the program and allows them to try it when they choose or need to use it.
- The very low cost of the U-PASS is intended to generate high numbers of sales. Six months from the program's inception, 72 percent of the campus population had purchased U-PASS.
- Financing comes from three sources:

- Pass Sales	39.3 percent
- University Funds	32.3 percent
- Parking Fees	<u>28.4 percent</u>
Total	100.0 percent

This model program could be adapted for the Minnesota state employees working in the metropolitan area. While modifications might be needed, the concept addresses many concerns state employees raised about the difficulties of alternative transportation. This type of program provides a high level of equity to users and offers tangible benefits to compensate for higher parking prices. While its operation is subsidized, the subsidies support alternative transportation, not parking, and offer a wider array of benefits to more people than a parking subsidy.

The possibility of extending a universal pass program to major public and private employers in the Capitol Area and downtown St. Paul should be explored. Preliminary contacts with other local government agencies indicate an interest in pursuing the concept for public employees.

IMPLEMENTATION

Putting the TMP into action and maintaining its operation will require considerable commitment in terms of policy, financing, and support on the part of employees, the legislature, and the Department of Administration. This commitment must be demonstrated at the outset and must be continuous. In developing that commitment, the cost of the program should be weighed against the cost of not pursuing the TMP objectives; namely, extra construction costs for parking facilities, continued parking subsidies, and limitations on employee and visitor accessibility. The TMP should be pursued only if commitment to its success is fully forthcoming.

First Steps

Actions needed at the outset include:

- Adopt a Parking Price Policy that allows charging market rates. This can be done in conjunction with the TMP package. Sending a coordinated package of transportation policies to the legislature demonstrates a comprehensive approach to transportation management, the interdependence of the policies, and the economic and social benefits of a responsive TMP.
- Establish an operating budget for the TMP for start-up and first year administrative operations. Additional program funds may be required depending on the final transportation benefit package.
- Appoint a Transportation Coordinator to set up and administer the TMP. This paid, professional position requires an energetic person with a combination of these skills: knowledge of employee transportation issues, marketing and/or customer relations, and program management experience.
- Coordinate, with MTC/Minnesota Rideshare and other affected agencies, additional or enhanced services such as a customized computer ride-matching and transit service improvements.

Ongoing Actions

Once established, the TMP would require:

- Administrative review and adjustment of parking prices.
- Periodic monitoring of performance. For example, the Transportation Coordinator would conduct an annual employee survey to measure changes in commuting modes and user satisfaction with the program. Parking utilization and vehicle occupancy would also be monitored regularly to measure changes and trends.

- Continued coordination with regional transit authorities and other government agencies to deliver transportation services, formulate consistent transportation policies, and to seek new opportunities for improving accessibility and circulation.
- Continual marketing of the program through newsletter, transportation fairs, information kiosks, and other media.

Schedule

The TMP should be implemented as soon as possible in order to gauge changes in employee travel characteristics. This would allow necessary adjustments to projected parking ratios to be made prior to major new construction. A target date of July 1, 1994 is suggested. This schedule requires quick action, but results in earlier benefits. To meet the target date the following schedule is proposed:

- | | |
|---------------|--|
| February 1994 | Report TMP to Legislature by February 1, 1994 deadline. Integral to the TMP would be a revised Parking Price Policy. |
| Spring 1994 | Hire a Transportation Coordinator. |
| | Coordinate with MTC/Minnesota Rideshare and other appropriate agencies on ride-matching assistance and transit improvements. |
| | Develop promotional materials and campaign to educate employees about all transportation options and benefits. |
| July 1994 | Begin program. |

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Originating Department

K. Waspielano *3/29/94*
Authorized Signature Date

Board Action Requested

Phalen Corridor Roadway and Redevelopment Proposal.

DISCUSSION ONLY

Request Justification

The City of St. Paul is considering preparing an environmental impact statement for a two-mile long roadway extending from Williams Hill to Maryland Avenue. The roadway proposal includes using a portion of the Northeast Corridor right of way owned by Ramsey County Regional Railroad Authority, which was purchased for joint light rail transit and trail use. A status report and redevelopment proposal are attached and will be discussed at the Regional Railroad Authority meeting.

Budgeting and Accounting *Vern Wallay* *3/30/94*
County Attorney *Paul Marshall*
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
April 12, 1994

Signature

Date

Board Date

Signature

Date

Bette Kurysh

4/7/94

PHALEN CORRIDOR ROADWAY AND REDEVELOPMENT PROPOSAL

Status Report 3/15/94

Based on the 8 tasks defined in the meeting with the Mayor on 1/11/94, this is Status Report #1.

1. Evaluate the legal issues between trail and roadway:

Peter Beck of Larkin-Hoffman will complete his analysis by 3/18/94. It will consider impacts of federal law which could potentially delay or block development of the roadway if the bikepath is built now and effected by subsequent road construction.

2. Evaluate the engineering issues of multiple corridor use in "tight spots".

SRF, Inc. found in their study that two tight spots existed. One next to the Stroh's malting plant and one east of the Arcade Street bridge. They held meetings with Stroh's, 3M and the Parks Division.

Conclusion: It appears that neither of these two tight spots presents a "fatal flaw" in the design of a roadway. Clearly, more detailed analysis should be done as part of the EIS.

3. Regional Rail Authority coordination.

Ramsey County Regional Rail Authority staff invited and attending meetings with property owners. Allen Lovejoy has continued to meet with RCRRA staff on an ongoing basis. RCRRA wants to continue to be involved and has no immediate plans to take direct action on the proposal.

4. Economic Development Policy Coordination.

PED and Port Authority staffs have developed a proposal for the coordinated development of roadway and economic development. Meeting held with Senator Randy Kelly. Proposed legislation for \$1 million in State General Fund to do First Phase of corridor development drafted. Sponsored by Kelly. Follow-up meeting in Kelly's office Wednesday, March 23 at 9:00am.

5. Coordinate bicycle trail process with the engineering studies.

Parks Division met with Stroh's, 3M and ESABA on alignment and security issues. Construction plans due for submission by May 1. Provided legal considerations are not barriers to development, bike trail will get go-ahead from area businesses.

6. Continue regular discussion with area business.

ESABA, Stroh's, 3M, Norwest Bank and others have been actively involved in the meetings on the bike trail and with Senator Kelly. In addition, through Carrie Wasley, ESABA is strategizing on coordinating their agenda with the potential agenda of the Corridor Proposal.

7. Begin discussions on the roadway's environmental and construction.

See #4 above. In addition, PED and Port Authority staffs have been looking for local funding sources with limited success. If \$1 million granted from the State, seeking \$200,000 to \$500,000 will be easier. Also are pursuing potential foundation assistance.

8. Begin development of a "Master Plan" design for the corridor.

Holding on substantial work in this direction until First Phase funding falls into place. If funding not forthcoming in this legislative session, we will need to do a reassessment.

**PHALEN CORRIDOR
REDEVELOPMENT PROPOSAL**

MARCH, 1994

SUMMARY

Concept: Through construction of Phalen Boulevard, an underutilized railroad corridor will be transformed into a modern, thriving 100-acre industrial park extending eastward from downtown Saint Paul to the Lake Phalen area.

Barriers to Sustained Economic Development in the Corridor:

- *Lack of Direct Access to the Regional Highway System.*
- *Lack of Viable and Available Industrial Sites.*
- *Blighted, underutilized properties.*
- *Lack of Needed Provisions in the Tax Increment Law.*
- *Lack of Needed Exemptions in the Hazardous Substance Subdistrict Law.*
- *Insufficient State Contamination Cleanup Grant Funding.*
- *Lack of Flexibility in the Federal Superfund Law.*
- *Instability of Families and Households.*

Proposal Features:

- **Infrastructure Investments**
 - *State funding for an EIS for Phalen Boulevard and road construction*
- **Industrial Development**
 - *Port Authority programs including "Business Development Financing" and "Working Capital Loan Guarantee"*
 - *PED programs including TIF, SBA 504, Strategic Investment Fund*
 - *Federal "Empowerment Zone/Enterprise Community" program*
- **Reclamation of Railroad and Industrial Property**
 - *Creation of a Redevelopment District and Tax Increment District*
- **Polluted Property Cleanup**
 - *State Contamination Cleanup Fund financing*
 - *Creation of TIF Hazardous Substance Subdistrict*

BACKGROUND

Phalen Corridor is an area one mile wide and over two miles long northeast of downtown Saint Paul. It encompasses four neighborhood retail areas, residential areas in decline, two industrial railroad corridors and three major parks. Over the past 15 years, the Phalen Corridor area has slipped into a state of rapidly declining property values, rising crime, unemployment and poverty.

Yet Phalen Corridor is an area of substantial assets. The area contains over 5000 well-paying industrial jobs, including those at 3M and Stroh's; active neighborhood commercial areas; strong local business support; an organized and committed residential community; and an industrial corridor with potential for new business.

This proposal attempts to address issues central to the future economic viability of the Phalen Corridor community. Many of the programs needed are already in place or are currently proposed. One program is new - construction of Phalen Boulevard. This proposal further seeks to coordinate all such activities into a program of industrial development and community reinvestment.

BARRIERS TO SUSTAINED ECONOMIC DEVELOPMENT

- **Lack of Direct Access to the Regional Highway System**

Recent survey work by the Port Authority and PED indicate that direct access to the Interstate Highway system is essential for industrial development in a competitive regional economy. If Saint Paul is to survive through creation of additional well-paying jobs, direct access must be created and preserved.

- **Lack of Viable and Available Industrial Sites**

The lack of viable and available industrial sites may be the single most important constraint to meaningful economic reinvestment potential.

"A scarcity of affordable, non-polluted industrial land on St. Paul's East Side: According to 5 executives [out of 10 surveyed], they may require more industrial or warehouse space in the near future. Four of the five commented that large industrial sites are difficult to find in our part of the City." - ESABA-ESNDC Retention and Recruitment Survey (1993).

- **Tax Increment Legislation**

Redevelopment Tax Increment Financing Districts are currently not feasible because of the LGA/HACA offset penalties. Removal of these penalties from current enabling legislation or securing a special exemption for such districts is absolutely necessary.

- **Hazardous Substance Subdistricts**

Hazardous Substance Subdistricts are also proving to be infeasible due to the current LGA/HACA offset penalties and local match requirements. Again, removal of the penalties and match requirements from current state enabling legislation or special exemption for this redevelopment proposal is absolutely necessary.

- **State Contamination Cleanup Grants**

The State Contamination Tax is neither stable nor sizable enough to deal with the demand generated by inner-city contamination problems. The State must find additional sources for such cleanup, likely including state bonding, special taxes, fees, and general fund appropriations.

- **Federal Superfund Law**

Federal legislation is needed to empower the MPCA to issue "no association" letters on behalf of the EPA so that lenders are protected under federal EPA standards. The MPCA is also suggesting that we support the creation of EPA authority to delegate or authorize state agencies to administer the federal Superfund Law.

- **MPCA Industrial Property Cleanup Standards**

Current State MPCA cleanup standards for contaminated industrial property are the same regardless if the reuse is industrial, commercial or residential. Less rigorous standards should be adopted by the MPCA for contaminated industrial property that will be solely redeveloped for industrial uses.

- **Instability of Families and Neighborhoods**

The Appendix to this report outlines some of the indices of neighborhood decay and family instability within the Corridor.

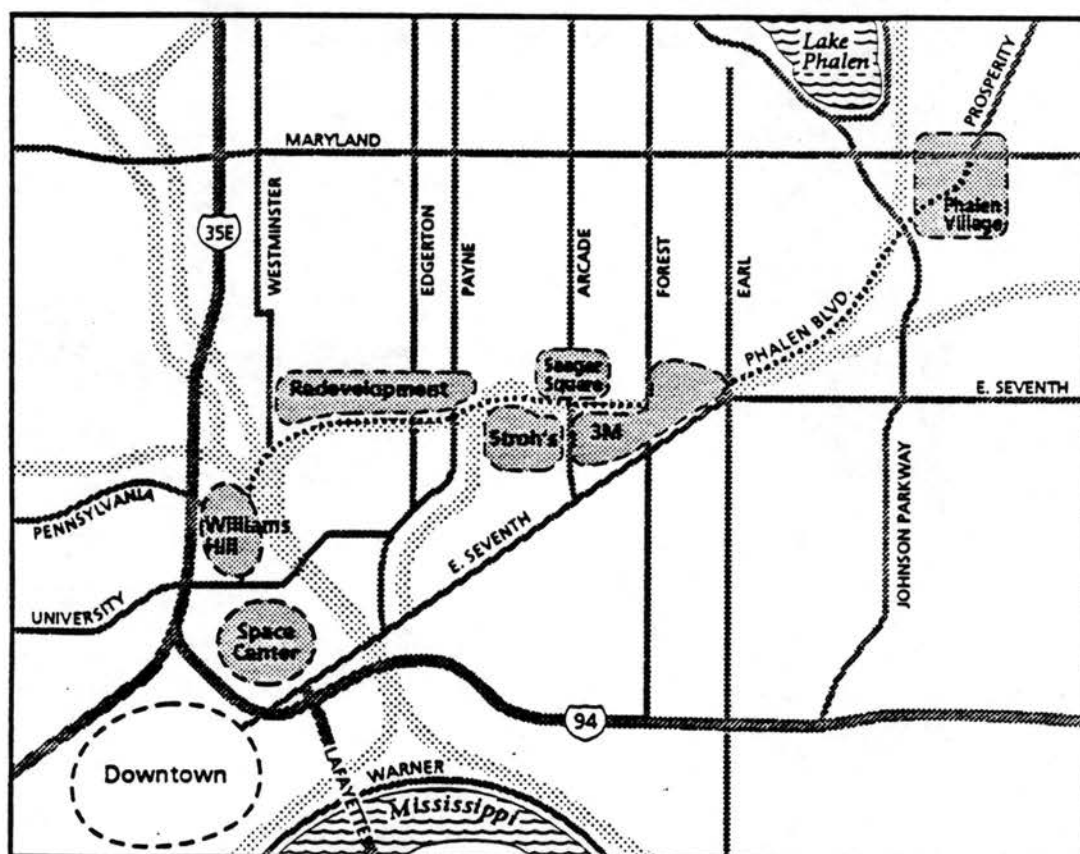
PROPOSAL CONCEPT

Through construction of Phalen Boulevard, an underutilized railroad corridor will be transformed into a modern, thriving 100-acre industrial park extending eastward from downtown Saint Paul to the Lake Phalen area.

PROPOSAL OBJECTIVES

- Create regional highway accessibility.
- Develop an industrial park setting conducive to business investment.
- Promote the retention and expansion of existing industrial firms.
- Stimulate new industrial investment and development.
- Provide new employment opportunities.
- Encourage tax base growth.
- Stabilize the East Side neighborhoods of Saint Paul.
- Restore confidence of businesses to invest and grow.

PROPOSAL AREA (Shaded lines are existing railroad corridors)



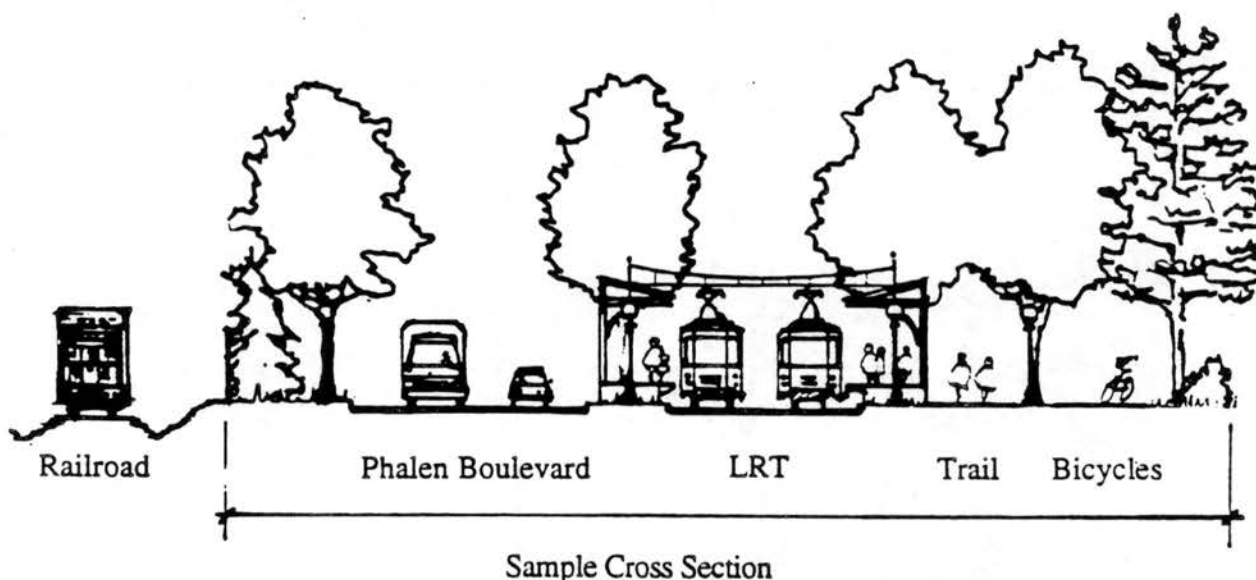
PROPOSAL FEATURES

1. INFRASTRUCTURE INVESTMENTS

- **Scope** Develop a roadway (Phalen Boulevard) that creates access from the industrial corridor to I-35E. The roadway would be a two-lane, landscaped truck route with limited access about every 1/2 mile. In addition, the City's residential street paving program will be completed. (Over \$45 million have already been invested in the Corridor through street repair and sewer separation.)
- **Cost**

Phalen Road EIS -	\$ 1,500,000
Phalen Road construction -	\$30,000,000
Sewer/Street/Lighting work -	\$15,500,000
- **Actions**
 - Develop Environmental Impact Statement for roadway.
 - If EIS conclusion is a roadway, acquire necessary ROW and construct.
 - Design roadway compatible with CNW mainline, LRT and bike trail.
 - Complete CSSP program (1994-1995).

Preliminary Roadway Design Concept



2. INDUSTRIAL DEVELOPMENT

- **Scope** Develop a wide range of industrial and commercial initiatives, including creation of approximately 1,450,000 square feet of new industrial space and 2000 to 2200 new industrial jobs. The Port Authority and PED will serve together as lead industrial development agencies.
- **Cost** Unknown
- **Actions** - Private investments.
 - Development of a cohesive redevelopment strategy for the Corridor.
 - Business retention and expansion programs, including a marketing program directed to manufacturers.
 - Financial assistance programs including:
 - a. The Port Authority's "Business Development Financing Program" and "Working Capital Loan Guarantee Program".
 - b. PED's TIF, SBA 504, and Strategic Investment Fund programs.
 - c. SPEDCO SBA financing.
 - d. Ramsey County's Economic Development Business Loan Program.
 - e. Minnesota Department of Trade and Economic Development's "Urban Initiatives Program".
 - f. Federal "Enterprise Community/Empowerment Zone" program (applications due by 6/30/94).
 - g. East Side Area Business Association marketing and promotion programs.
 - h. East Side Neighborhood Development Corporation programs.

3. RECLAMATION OF RAILROAD AND INDUSTRIAL PROPERTY

- **Scope** Redevelopment of approximately 125 acres (100 acres net with road right-of-way) of blighted, underutilized industrial property from the Williams Hill area on the west extending to the Ramsey County compost area on the east.
- **Cost** Acquisition, demolition, relocation and site preparation (excluding contamination cleanup) at \$7 to \$9 per square foot. Total: \$38,000,000 - \$49,000,000.
- **Actions** - Creation of a Redevelopment District by Saint Paul Housing and Redevelopment Authority.

 - Creation of Tax Increment District by City of Saint Paul and Saint Paul Housing and Redevelopment Authority.

4. POLLUTED PROPERTY CLEANUP

- **Scope** Identify polluted sites. Determine extent and nature of contamination, cost of remediation and cleanup, responsibility for cleanup costs, and if necessary, undertake legal action.
- **Cost** Unknown.
- **Actions** - Application to State Contamination Cleanup Fund.

 - Creation of TIF Hazardous Substance Subdistrict.

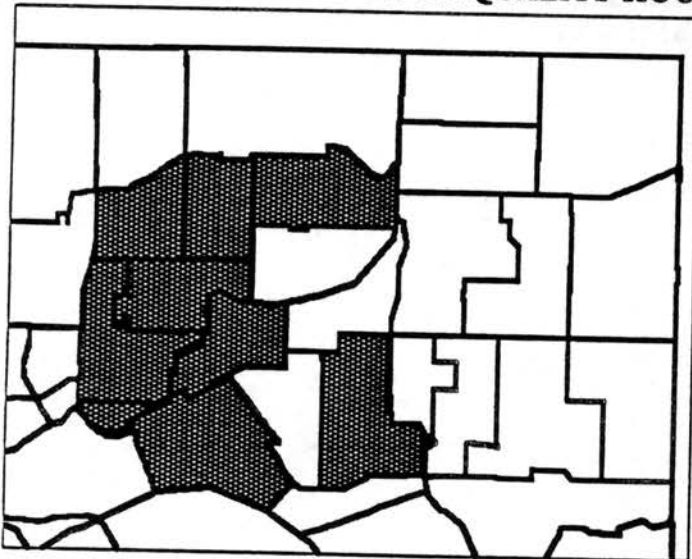
PROPOSAL BENEFITS

- **Through construction of Phalen Boulevard, increased accessibility for existing industrial firms and reduced transportation costs.**
- **2000 to 2200 additional industrial jobs.**
- **\$51,000,000 to \$58,000,000 in private industrial investments.**
- **\$3,000,000 in additional local property tax revenues.**
- **Removal of blight.**
- **Enhanced working and living environment.**
- **Enhanced expansion capabilities for existing industrial firms.**
- **Increased security for existing industrial firms and residential areas along the Corridor.**
- **Increased investor confidence in nearby residential and commercial areas.**
- **Improved Eastside image.**

APPENDIX: INDICATORS OF NEIGHBORHOOD INSTABILITY/DECAY

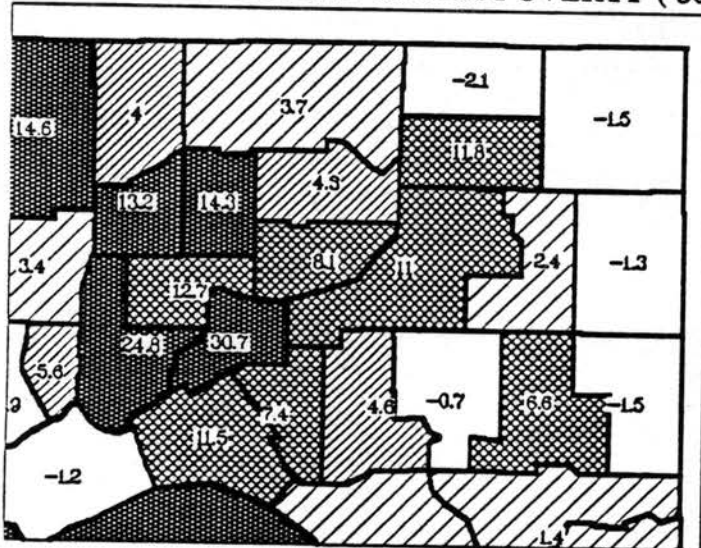
Phalen Corridor is an area in great transition. Neighborhood stability is badly shaken. In addition, the workforce and family stability are showing signs of substantial decay:

CONCENTRATION OF POOR QUALITY HOUSING ('88)



- Housing condition problems in the Corridor are now the most concentrated in the City; more than 15% of single family dwellings dropped into a state of disrepair ('81-'88).
- Home ownership rates dropped in 6 out of 7 census tracts in the area (1980-1990); and for single family residences no census tracts had an increase.

CHANGE IN PERSONS UNDER POVERTY ('80-'90)



- Poverty rates in the area have grown 10%-30% as compared to 6% Citywide and 1.3% Metrowide ('80-'90).
- Median household income dropped in the 10% to 20% range for the Corridor compared to a 4% drop Citywide and a 2.5% increase Metrowide.

- The proportion of men who are working less than half-time is 33% - 50%.
- 20% to 25% of families in the Corridor are on AFDC, compared to 8% Citywide.
- Over 90% of students at East Consolidated Elementary School are now on the Hot Lunch Subsidy Program.
- One half of all children in the Corridor live in single-parent households (1990).

12

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY	Board Action Requested
Originating Department	Legislative update
<u><i>J. Walpurgis</i></u> 3/29/94 Authorized Signature Date	DISCUSSION ONLY
Request Justification	

See attached summary of transportation-related bills.

Budgeting and Accounting <u><i>Vern Walley</i></u> 3/30/94 County Attorney <u><i>W. J. Miller</i></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	Signature	Date
April 12, 1994	<u><i>Bette Kuysh</i></u>	4/7/94
Board Date	Signature	Date

STATE TRANSIT LEGISLATION - 1994 LEGISLATIVE SESSION

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - FUNDING FOR LRT	<u>Status</u>
HF 2956	Wecjman	Provides \$10 million in state general obligation bonds for LRT in Central Corridor for final engineering.	Passed in Economic Dvlpt. Comm.; referred to Capital Investment Comm.
SF 2734	Ranum Flynn E. Anderson Novak	Similar to House language.	In Transp. Finance Division. Tabled 4/1/94.

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - GAS TAX INDEXING, MVET TRANSFER	<u>Status</u>
SF 2097	Langseth Vickerman Hanson Johnston	16% MVET transfer creates a transit assistance fund, indexes gas tax retroactively to 1988.	Passed in Transportation Comm.; referred to Taxes Comm.
HF 3109	Osthoff		Passed in Transportation Comm.; referred to Rules Comm.

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - CONSTITUTIONAL AMENDMENT FOR TRANSIT	<u>Status</u>
HF 3172	Lieder	Dedicates 30% of MVET for transit with constitutional amendment; indexes gas tax.	Failed in Transportation Comm.

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - ABOLISHES HIGHWAY USER FUND	<u>Status</u>
HF 3150	Osthoff		Passed in Transp. Comm.; referred to Rules Comm.

STATE TRANSIT LEGISLATION - 1994 LEGISLATIVE SESSION

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - SALES TAX ON GAS	<u>Status</u>
HF 324	Garcia Lasley Mariani Morrison	Provides for a 6-1/2% sales tax on motor fuel for transportation purposes.	Passed in Transportation Comm.; referred to Taxes Comm.
SF 187	Pappas		
<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - GAS TAX INCREASE AND DEFINITION, CONSTITUTIONAL AMENDMENT	<u>Status</u>
HF 2173	Orfield Bergson Carruthers I. Anderson	Allows use of highway user tax funds for transit projects in highway corridors, specifies that LRT in Central Corridor and Minneapolis Northeast Corridor are first priority, halts reconstruction of 35W until LRT is constructed, provides for 610 to be constructed before or at same time as 35W, increases gas tax 5 cents per gallon, proposes constitutional amendment to undedicate gas tax.	In Transportation Comm.
No companion			
<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - PHALEN CORRIDOR	<u>Status</u>
SF 2221	Kelly	Appropriates \$1 million for St. Paul for Phalen Corridor, a redevelopment program to transform an "underutilized" railroad corridor.	Passed in Jobs Comm.
HF 2575	Farrell		In Economic Dvlpt. Comm.
<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - METRO COUNCIL, REGIONAL TRANSIT BOARD, METROPOLITAN TRANSIT COMMISSION	<u>Status</u>
SF 2015	Flynn	Abolishes Regional Transit Board and Metropolitan Transit Commission, transfers RTB and MTC responsibilities to Metro Council; Metro Council members would be appointed, not elected.	Passed in Senate on floor
HF 2276/ SF 2015	Orfield	Elects Metro Council.	Passed Governmental Op. Comm.; referred to Gen. S. Comm.

STATE TRANSIT LEGISLATION - 1994 LEGISLATIVE SESSION

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - MILEAGE TAX STUDY	<u>Status</u>
HF 1816	Lieder Osthoff	Appropriates funds for Mn/DOT to study replacing current highway user taxes with mileage tax using data from recorders in each vehicle.	Passed in Transp. Comm.; referred to Econ. Dvlpt. Comm.
SF 2151	Langseth	Includes congestion pricing (SF 2439, Pappas)	Passed Transportation Finance Div.; referred to Transp. Comm.

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - METRO HIGHWAYS/TRANSIT	<u>Status</u>
SF 1896	Pappas Krentz Chmielewski Ranum	Section 9 block grant funds may only be spent on metro trunk highways for improvements ancillary to transit improvements, Metro Council's Transportation Development Guide must include additional sections relating to transit and highways, relates highway projects to comprehensive choice.	On General Orders.
HF 2172	Orfield Carruthers Lieder		In Transportation & Transit Committee.

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - HIGH SPEED RAIL STUDY	<u>Status</u>
SF 875	Morse Murphy Pappas	Authorizes \$730,000 for study of Minneapolis to Chicago high speed rail line with State of Wisconsin U.S. Department of Transportation.	Passed in Transportation Committee; referred to Taxes Committee.
HF 1052	Frerichs		Combined in Economic Dvlpt. with Omnibus bill.

STATE TRANSIT LEGISLATION - 1994 LEGISLATIVE SESSION

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - HIGH SPEED BUS	<u>Status</u>
SF 2153	Riveness Chmielewski Merriam Knutson Wiener	Appropriates \$3.25 million from general fund to RTB to implement the pilot high speed bus project in southwestern suburbs. Authorizes bonds of \$8.7 million for vehicles and facilities for high speed buses.	Passed in Transportation Committee; referred to Finance Committee.

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - TRANSIT BILL	<u>Status</u>
HF 2648	McCollum	Includes high speed bus funding; \$84 million MTC bonding; \$18 million for RTB.	Heard in Transp. Comm.
SF 2816	Pappas	MTC bonding	

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - TRANSPORTATION MEGAPROJECTS STUDY COMMISSION	<u>Status</u>
SF 2617	Flynn Langseth	Establishes an advisory committee to study and report on funding significant highway and transit projects by February 1, 1995.	Passed in Transportation Comm.; on general orders
HF 3012	McCollum		Heard in Transp. Comm.

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> -	<u>Status</u>
HF 3137	Garcia	Increases Metro Council bonding authority for transit projects.	Local Govt. & Metro Affairs Comm.

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - ETHANOL	<u>Status</u>
SF 2824	Morse	Increased cap on ethanol development payments; eliminates tax credits for agricultural alcohol gasoline.	Passed in Transp. Comm.; referred to Finance Comm.
HF 3133			

STATE TRANSIT LEGISLATION - 1994 LEGISLATIVE SESSION

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - ROADPRICING FINANCE OPTIONS STUDY	<u>Status</u>
SF 2439	Pappas		
HF 2815	Mariani		Passed in Transp. Comm.; referred to Econ. Dvlpt. Comm.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY		Board Action Requested
Originating Department		Impacts of LRT on the Fully Developed Area
<i>R. Kaspigolano</i>	<i>3/29/94</i>	
Authorized Signature	Date	<u>DISCUSSION ONLY</u>

Request Justification

Report was distributed at last Regional Railroad Authority meeting and will be discussed at this meeting. The cover and table of contents are attached.

Budgeting and Accounting *Vern Walling* *3/30/94*
 County Attorney *Paul MacMillan*
 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
 April 12, 1994
 Board Date

Signature

 Signature
Bette Hunsch
 Signature

Date

 Date
 4/7/94
 Date

METROPOLITAN COUNCIL
Mears Park Centre, 230 East Fifth Street, St. Paul, Minnesota 55101
612 291-6359 TDD 612 291-0904

Keeping the Twin Cities Vital

IMPACTS OF LIGHT RAIL TRANSIT (LRT) ON THE FULLY DEVELOPED AREA

Appendix Two

February 1994

Prepared by Karen Lyons, Transportation Planner

Contents

Executive Summary	2-1
Introduction and Background	2-4
Land Use and Economic Impacts of LRT	2-9
Potential Transportation Impacts of LRT	2-20
Implementation of LRT and Supportive Development	2-26
Bibliography	2-32
Appendices	2-35

TABLE OF CONTENTS

	<u>Page</u>
EXECUTIVE SUMMARY	2-1
I. INTRODUCTION AND BACKGROUND	2-4
Regional Transportation Policy Context	2-4
Proposed Regional LRT Lines	2-7
II. LAND USE AND ECONOMIC IMPACTS OF LRT	2-9
Highway and Rail Impact on Urban Development	2-9
LRT as a Development Tool	2-10
LRT as a Redevelopment/Revitalization Tool	2-10
Factors Influencing LRT-Related Development	2-11
Barriers to Compatible Station Area Development	2-12
Anticipated Economic Impacts of LRT in the Region	2-14
III. POTENTIAL TRANSPORTATION IMPACTS OF LRT	2-20
LRT's Impact on Transit	2-20
LRT's Impact on Traffic	2-22
LRT's Impact on Parking	2-23
LRT's Noise, Vibration and Visual Impacts	2-24
LRT's Impact on Air Quality and Energy Savings	2-24
IV. IMPLEMENTATION OF LRT & SUPPORTIVE DEVELOPMENT	2-26
LRT Construction	2-26
Achieving LRT-Supportive Development	2-28
BIBIOGRAPHY	2-32
APPENDICES	2-35

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Originating Department

K. L. Spingarn *4/6/94*
Authorized Signature Date

Board Action Requested

Approve contract with Gerald Seck and Larkin, Hoffman, Daly & Lindgren, Ltd. for legislative services for an amount not to exceed \$10,000 and authorize the Chairman of RCRRA to execute the contract with Gerald Seck and Larkin, Hoffman Daly & Lindgren, Ltd. **ACTION IS REQUESTED**

Request Justification

See attached: 1) Proposed resolution
 2) Contract

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

April 12, 1994

Board Date

Signature

Date

Bette Kuysh
Signature

4/7/94



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority has matters relating to its activities that require legislative coordination and representation; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the contract with Gerald Seck and Larkin, Hoffman, Daly and Lindgren, Ltd. for legislative services for an amount not to exceed \$10,000 through the end of the 1994 legislative session; and Be It Further

RESOLVED, That the Chairman of the Ramsey County Regional Railroad Authority is authorized to execute the contract with Gerald Seck and Larkin, Hoffman, Daly and Lindgren, Ltd.

John T. Finley, Chairman

By Warren W. Schaber, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
CONSULTANT SERVICES AGREEMENT

The following is an agreement between GERALD SECK and LARKIN, HOFFMAN, DALY & LINDGREN, LTD. (hereinafter the "CONTRACTOR") and RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, through its Administrator's Office (hereinafter the "AUTHORITY").

1. SCOPE OF SERVICES

CONTRACTOR listed above shall provide the services as outlined below:

- A. On behalf of the AUTHORITY, CONTRACTOR agrees to provide services as a legislative representative and consultant to monitor the activities of the Minnesota Legislature with particular reference to financial, programmatic, policy, and organization issues of concern to the AUTHORITY.
- B. On behalf of the AUTHORITY, CONTRACTOR will do research, attend meetings, provide testimony, visit individual legislators, relate to the media, and perform such other services as are usual and customary for organizations which lobby at the Minnesota legislature and with administrative departments of the state government.
- C. In performing services for the AUTHORITY, the CONTRACTOR will monitor and coordinate activities with other metropolitan Regional Railroad Authorities, particularly activities which enhance the development and construction of the Light Rail Transit System in the metropolitan area. As a necessary incident to providing these services, CONTRACTOR will register as an agent of the AUTHORITY with the Minnesota State Ethical Practices Board.
- D. On behalf of AUTHORITY, CONTRACTOR will be available for meetings with AUTHORITY's board members and staff as requested. The AUTHORITY's administrator will be the principal contact for the CONTRACTOR on legislative matters.
- E. On behalf of the AUTHORITY, CONTRACTOR will work with the Chair of the AUTHORITY, and the AUTHORITY's administrator to:
 - 1) Foster the growth of working relationships between members of the Ramsey County Legislative delegation, the AUTHORITY, and the AUTHORITY's key staff members.

- 2) Develop and assist in implementing strategies regarding how the AUTHORITY is funded in relation to other governmental units.
 - 3) Develop and assist in implementing the AUTHORITY's overall lobbying efforts and program with a focus on present as well as future legislative efforts.
 - 4) Develop and assist in implementing strategies to foster equitable inter-governmental funding by the state.
- F. CONTRACTOR will work on passage of the AUTHORITY's local legislative initiatives and will perform other activities as desired by AUTHORITY during the Minnesota legislative session.
- G. CONTRACTOR will furnish a written report at the end of the session to the AUTHORITY.

2. DELIVERY OF SERVICES

Services will be delivered from April 12, 1994, until the legislature adjourns. The CONTRACTOR shall also perform these services during any special session of the legislature as provided in paragraph 3 hereof.

3. COST FOR SERVICES AND PAYMENT

CONTRACTOR shall receive the sum of Ten Thousand Dollars (\$10,000) for performance of its obligations, as follows:

- A. The sum of Four Thousand Dollars (\$4,000) on April 12, 1994.
- B. The sum of Six Thousand Dollars (\$6,000) when the state legislature adjourns its 1994 regular session.

CONTRACTOR shall also provide all services under this agreement on behalf of the AUTHORITY for up to three business days for any special session of the legislature in 1994 which occurs prior to September 1, 1994, without additional compensation.

4. INDEPENDENT CONTRACTOR STATUS

It is agreed that nothing contained in this agreement is intended or should be construed as creating the relationship of

co-partners, joint venturers, or an association with the AUTHORITY and CONTRACTOR. The CONTRACTOR is an independent contractor and neither it, its employees, agents, or representatives are agents of the AUTHORITY.

5. INDEMNITY

CONTRACTOR agrees to defend and indemnify the AUTHORITY, its officials, employees, and agents from any and all liability, loss or damage they may suffer as a result of claims, demands, judgments, or costs including reasonable attorney's fees, arising out of or related to CONTRACTOR's performance of this agreement.

6. INSURANCE AND BONDING

CONTRACTOR shall purchase and maintain such insurance to protect the CONTRACTOR from claims which may arise out of, or result from the CONTRACTOR's operations under the contract.

CONTRACTOR shall provide proof of insurance in a form and limits of coverage acceptable to the Ramsey County Risk Manager.

7. AUDIT

Until the expiration of six (6) years after furnishing of services pursuant to this agreement, CONTRACTOR, upon written request, shall make available to AUTHORITY, the state auditor, or AUTHORITY's ultimate funding source, a copy of this agreement and the books, documents, records, and accounting procedures and practices of CONTRACTOR relating to this agreement.

8. NON-DISCRIMINATION

CONTRACTOR agrees that in the hiring of all labor for the performance of any work under this agreement, it will not, by reason of race, creed, color, sex, national origin, or disability, discriminate against any person who is a citizen of the United States and who is qualified and is available to perform the work to which such employment relates.

CONTRACTOR agrees to comply with all federal, state, and local non-discrimination laws and ordinances, in particular the applicable provision of the Civil Rights Act of 1964, as amended by the Equal Employment Opportunity Act of 1972. If applicable, CONTRACTOR agrees to have in effect an affirmative action program and shall furnish a certificate of compliance with this requirement to AUTHORITY upon request.

9. CONFLICT OF INTEREST

While this agreement is in force, it is understood that CONTRACTOR will discuss with AUTHORITY any new client obligations which may directly conflict with ongoing work on behalf of AUTHORITY. AUTHORITY has the right to cancel this agreement immediately if CONTRACTOR assumes a client obligation which, in AUTHORITY's estimation, conflicts with AUTHORITY's interests.

10. ENTIRE AGREEMENT

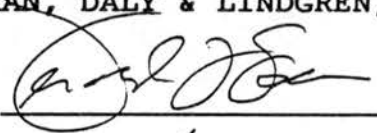
This agreement is complete and supersedes all oral agreements and negotiations between the parties as well as any previous agreements presently in effect between the parties.

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

By: John T. Finley, Chair

Dated: _____

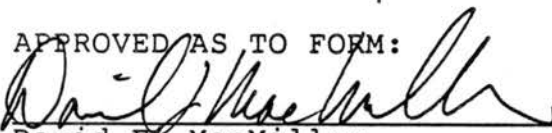
GERALD SECK and LARKIN,
HOFFMAN, DALY & LINDGREN, LTD.

By: 

Dated: 4/6/94

Pending receipt & approval of insurance
Georgann Schulte 4/7/94
Risk Management

APPROVED AS TO FORM:


David F. MacMillan
Assistant County Attorney

FUNDS ARE AVAILABLE: \$10,000.00

Account No. 59101 020154

Vern Welby 4/6/94
Budgeting & Accounting

John T. Finley, Chairman

District 3

Diane Ahrens, Vice Chairman

District 4

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Hal Norgard

District 7

Brenda C. Thomas

District 2

Dick Wedell

District 1

Ramsey County Regional Railroad Authority

220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, APRIL 26, 1994

10:30 AM - LARGE CONFERENCE ROOM - ROOM 220 COURTHOUSE

Chairman's comments

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of April 12, 1994
2. Presentation by Metropolitan Transit Commission
3. Legislative update
4. * Adopt management plan for Northeast Corridor right of way
5. * Authorize Director to execute work orders with County Public Works and Parks and Recreation Departments for maintenance of the Northeast Corridor right of way in an amount not to exceed the yearly budget.
6. * a) Approve amendment #2 to Contract Agreement No. 69887 with BRW, Minnesota Department of Transportation, and Hennepin County Regional Railroad Authority for \$677,435 for Central Corridor Cultural Resources and Downtown Minneapolis LRT Alignment Study
- * b) Authorize the Chairman of the Regional Railroad Authority to sign on behalf of the Authority
- * Action is requested

/

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APRIL 12 , 1994

The Ramsey County Regional Railroad Authority met on Tuesday, April 12, 1994, at 10:30 a.m., in Room 220 of the Ramsey County Courthouse.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Diane Ahrens
Commissioner Ruby Hunt (entered during Item #1)
Commissioner Hal Norgard
Commissioner Warren Schaber
Commissioner Brenda Thomas (entered during Item #1)
Commissioner Dick Wedell

OTHERS PRESENT: Hugh Faville, Robert Clarkson, Lisa Lee, Gary Grefenberg, Allen Lovejoy, John Wirka, Karen Tero, Terry Schutten, Jim Van Houdt, Vern Wehlage, Paul Kirkwold, Toni Baker, Jim Theurer, Jill Goski, David Sipila, Kathryn DeSpiegelaere, and Bette Kurysh.

Chairman Finley called the meeting to order at 10:40 AM.

1. The Strategic Plan for Locating State Agencies.

Chairman Finley introduced Gary Grefenberg, Executive Secretary of the Capitol Area and Architectural Planning Board (CAAPB), who will give a presentation of the Strategic Plan for Locating State Agencies.

Mr. Grefenberg informed the Board that CAAPB was previously involved in the light rail transit studies for the Central Corridor. Since that time, the State of Minnesota passed an appropriation to do a strategic plan for the location of state agencies in the capitol area. This legislation, approved by Governor Carlson, was implemented approximately two years ago. The final results of that plan were announced two months ago.

Mr. Grefenberg distributed copies of the transit page from the Strategic Plan for Locating State Agencies. Mr. Grefenberg pointed out certain excerpts from the plan to the Board members.

Mr. Grefenberg said that the plan reinforced the capital city notion that St. Paul is the capital city and that many of the State headquarters should be located in the capital city. He said that the vitality of St. Paul's capitol area will only be enhanced if the city has a vital urban core.

Mr. Grefenberg also said that the strategic plan realizes that state government, in the long run, would be more economical if all agencies were located in state buildings that were owned by the state rather than leased by the state. Currently, 60% of state offices are in leased space. The premise of the strategic plan is to reverse that trend. This is a 20-year plan and provides a strategy and a framework for the location of state office buildings primarily in the capitol area and into downtown St. Paul.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

April 12, 1994

Page 2

Mr. Grefenberg pointed out specific areas on the map of possible future government buildings and buildings that would serve the interests of the public. He also pointed out that this would remove the blight that exists in capitol area.

Mr. Grefenberg spoke about some of the priorities of the plan: (1) move the state's motor pool; (2) relocate the health building from the University of Minnesota campus back to St. Paul; (3) relocation of the armory; and (4) once the armory is moved the Department of Public Education will be moved to the armory site.

Chairman Finley asked how many additional state employees would be brought into this complex?

Mr. Grefenberg said the amount of state employees located in the capitol area would double to approximately 12,000 people.

Mr. Grefenberg stated that the long range goal is to reinforce St. Paul as the seat of state government. He also said that with most of the Legislators being non-St. Paulites, the real threat is the high technology and the ability for many Legislators to bring state buildings to their districts. If this happens, St. Paul's emphasis as the employment hub for state government will be diminished by reliance on high tech and outstate legislative chairmen.

Mr. Grefenberg said that The Strategic Plan for Locating State Agencies is not faring well in the the Legislature. The press has focused on the bottom line cost, which was not received well at the Legislature; however, the Governor suggested that the plan be implemented slowly. The Senate wants to proceed very slowly with the plan, and the House doesn't want to move at all.

Mr. Grefenberg said that the plan reinforces the LRT transit proposal.

Chairman Finley asked how much is the total cost of The Strategic Plan for Locating State Agencies?

Mr. Grefenberg indicated the cost would be well over \$700 million.

Commissioner Thomas said that Ramsey County needs to understand the impact of such a project.

Mr. Grefenberg said that the bottom line for the state will always be what's cheapest for the taxpayers.

Commissioner Hunt said that several years ago she was appointed by Governor Perpich to serve on a committee that looked at this process and came up with the same proposal as Mr. Grefenberg's. Commissioner Hunt said she felt that this is a good proposal and that the savings of owning property vs. renting is very significant. It's helpful that there is a light rail plan that fits with the long-range plan of state government.

Commissioner Wedell also said that he is impressed with the state's plan. Commissioner Wedell said that policing would be a problem, however, the Capitol could have its own Capitol police similar to Washington, D.C. Costs could be controlled if services and expenses were transferable.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

April 12, 1994

Page 3

Chairman Finley responded that something would eventually be worked out regarding payments in lieu of taxes. This is easier to do with a consolidation of buildings where public services are rendered.

Chairman Finley thanked Mr. Grefenberg for the presentation.

Ms. DeSpiegelaere commented that the Rail Authority has worked very closely with Mr. Grefenberg and she reinforced that the plan was developed in very close coordination with light rail transit. In addition, there are other items of the plan that enhance transit use in general.

2. Approve contract with Gerald Seck and Larkin, Hoffman, Daly & Lindgren, Ltd. for legislative services for an amount not to exceed \$10,000 and authorize the Chairman of RCRRA to execute the contract. (This item was originally scheduled as item #5)

Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Warren Schaber.

WHEREAS, Ramsey County Regional Railroad Authority has matters relating to its activities that require legislative coordination and representation; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the contract with Gerald Seck and Larkin, Hoffman, Daly and Lindgren, Ltd. for legislative services for an amount not to exceed \$10,000 through the end of the 1994 legislative session; and Be It Further

RESOLVED, That the Chairman of the Ramsey County Regional Railroad Authority is authorized to execute the contract with Gerald Seck and Larkin, Hoffman, Daly and Lindgren, Ltd.

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

3. Phalen Road proposal. (This item was originally scheduled as item #2)

Chairman Finley introduced Allen Lovejoy, St. Paul Planning and Economic Development (PED).

Mr. Lovejoy distributed material and spoke about the background on the Phalen Corridor Redevelopment Proposal. He said that there is concern regarding the northeast quadrant of the city and the demographic changes that have become apparent in the last ten years, particularly a major spiraling decline of housing conditions and incomes. This quadrant has real concentrations of poverty that have not been seen in this part of the city previously.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

April 12, 1994

Page 4

Mr. Lovejoy said that PED took project policies that have been developed over the last 15 years and put them into a single document. The area is the Chicago and Northwestern (C&NW) Rail Corridor, from Pennsylvania and 35E, running north along a piece of the Burlington Northern Corridor. This area is the prime focus for residential redevelopment, industrial redevelopment, infrastructure, investment, and commercial reinvestment.

Mr. Lovejoy said the plan looks specifically at the industrial redevelopment potential in this very narrow railroad corridor. The redevelopment proposal talks about the removal of blight.

Mr. Lovejoy said that representatives from 3M and Stroh's have talked about the need for available, clean industrial sites, not necessarily for expansion but for outsourcing industries. 3M would like to see many of these small businesses located in this corridor if the property is available.

The Port Authority said that there are two prerequisites for central city redevelopment being competitive with suburbs in terms of industrial development: (1) direct access to the interstate; and (2) clean, available industrial sites.

Mr. Lovejoy said the proposal is to build a two lane road truck route that would run from 35E and Pennsylvania along the C&NW right of way to a point just east of Earl Street then follow the southeastern edge of the Burlington Northern, parallel to the LRT proposed alignment, to Johnson Parkway and then a realignment of Prosperity Blvd. to connect at Maryland. This gives the opportunity to clean up the industrial property and make it available for redevelopment. It also gives direct access to the interstate system for 3M and Stroh's. Also, there are transportation improvements between 35E and Maryland. It is anticipated that traffic on Maryland and Johnson Pkwy. would be reduced with use of this corridor. As part of this redevelopment proposal, it will yield 100 acres of industrial development; approximately 2,000 additional industrial jobs; over \$50 million in private industrial investment; additional property tax; and additional state revenues.

Mr. Lovejoy indicated that about two months ago, the City asked Senator Randy Kelly to sponsor a bill to do an analysis related to industrial redevelopment. Currently, there is a \$450,000 allocation in the omnibus tax package sponsored by the Senate. There is nothing comparable in the House. The request was initially for one million dollars, which means there is a need for more local funding to do the analysis.

Chairman Finley asked about the total cost of the project.

Mr. Lovejoy said the infrastructure cost is in the \$20 to \$30 million range. The acquisition cost is in the \$30 to \$40 million range.

Chairman Finley asked how many house and existing businesses would be taken?

Mr. Lovejoy said that regarding the main line, it appears no residential or commercial property would be taken; however, there will need to be intersections with Payne, Arcade, and Earl. There will be some acquisition of homes near the intersections, however, the details have not been worked out yet.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

April 12, 1994

Page 5

Commissioner Hunt asked if polluted lands had been addressed?

Mr. Lovejoy said there would be an overall project cost of \$100 million, but a ball park figure puts the cost of cleaning up polluted lands in the \$40 to \$50 million range. An estimate for now is: \$40 million for polluted lands clean-up; \$40 million for land acquisition; \$20 million for roadway (2.5 miles).

Chairman Finley asked how St. Paul would get the \$100 million.

Mr. Lovejoy said they have some ideas, but not the full complement of sources. One idea is to increase polluted clean-up funds at the Legislature as a supplement or potentially using a portion of the existing tax increment financing districts in the area. Other ideas are using national highway funds, private financing, or HACA/LGA forgiveness for polluted land cleanup.

Chairman Finley inquired if the roadway would be for both autos and trucks.

Mr. Lovejoy said yes and that one of the things the industries want is a truck route that will get the trucks off the local streets. The traffic is estimated at 15,000 to 17,000 vehicles per day. It will be a two-lane route with turn pockets.

Chairman Finley asked why two lanes?

Mr. Lovejoy said that four lanes are not necessary in terms of traffic demand and that the space for constructing four lanes through the tight section is not there.

Commissioner Wedell said that he was concerned about the money - \$100 million for 100 acres. He said he did not know of any land in Ramsey County that sold for that kind of money let alone using it for industrial purposes. Commissioner Wedell said he is not convinced that there is enough history in reclaiming polluted lands. The question is can we reclaim the land successfully in a short period of time, and where will the money come from?

Mr. Lovejoy said that this project is not just to create 2200 new industrial jobs in the corridor. It's also to protect 4500 manufacturing jobs that are currently there.

Commissioner Thomas asked how do you get 15,000 vehicles on a two-lane highway?

Mr. Lovejoy said that there will be peaking characteristics for industrial truck use, which will be midday rather than during the rush hour. The automobile traffic predominantly will be 1100 vehicles during the peak. The design speed would probably be in the 45 mph range and there will be turning lanes or ramps.

Commissioner Schaber said that acquiring Poor Richards is critical from Ramsey County's perspective but also from a redevelopment standpoint. Commissioner Schaber asked who would own the road?

Mr. Lovejoy said that is undecided. Mn/DOT would not have an interest in this road.

Commissioner Schaber said that there needs to be an influx of dollars other than local property tax.

MINUTES
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
April 12, 1994

Page 6

4. Legislation (This item was originally scheduled as item #3)

Chairman Finley indicated that this topic would be discussed at the County Board meeting.

5. Impacts of Light Rail Transit on the Fully Developed Area (This item was originally scheduled as item #4)

Chairman Finley indicated that this topic would be discussed at a subsequent meeting.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Originating Department

L. Spiegel 4/13/94
Authorized Signature Date

Board Action Requested

Presentation by Tom Sather, Metropolitan Transit Commission, about metro east transit service and LRT coordination

DISCUSSION ONLY

Request Justification

Mr. Sather, Chief Administrator of the Metropolitan Transit Commission, will attend the Regional Railroad Authority meeting.

Budgeting and Accounting *Vern Wallace* 4/19/94
County Attorney *David Macmillan*
Risk Manager
Data Processing
Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

April 26, 1994

Bette Kurysh
Signature

4/21/94

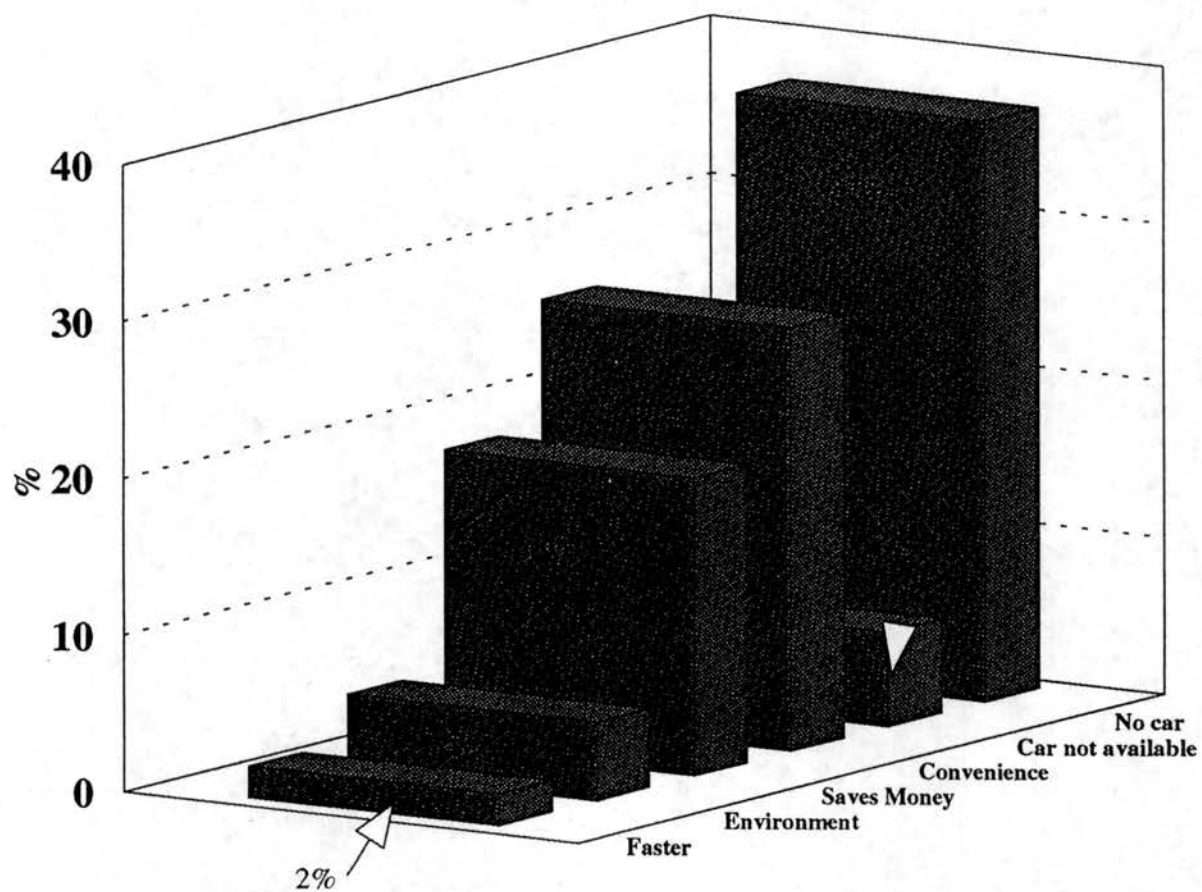
Board Date

Date

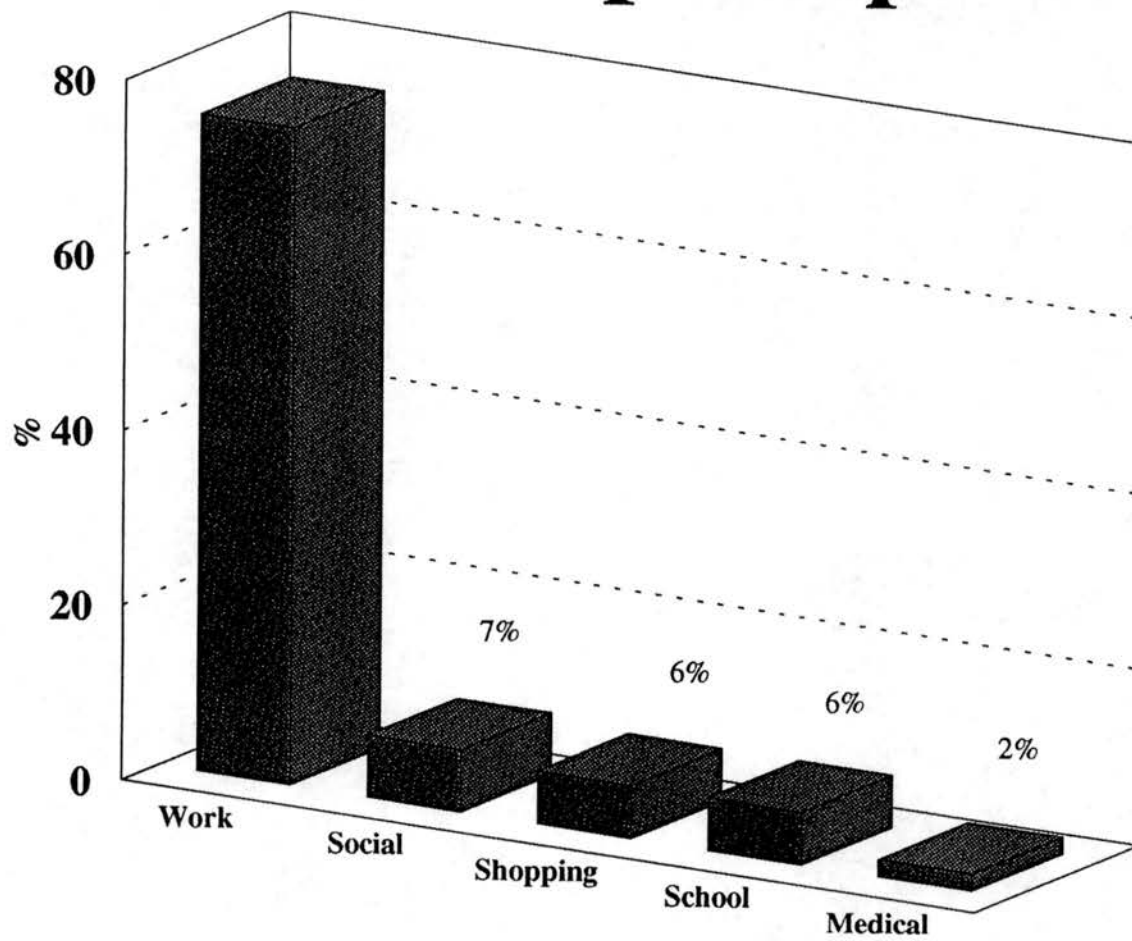
Building Transit Partnerships

**Ramsey County
City of Saint Paul
Metropolitan Transit Commission**

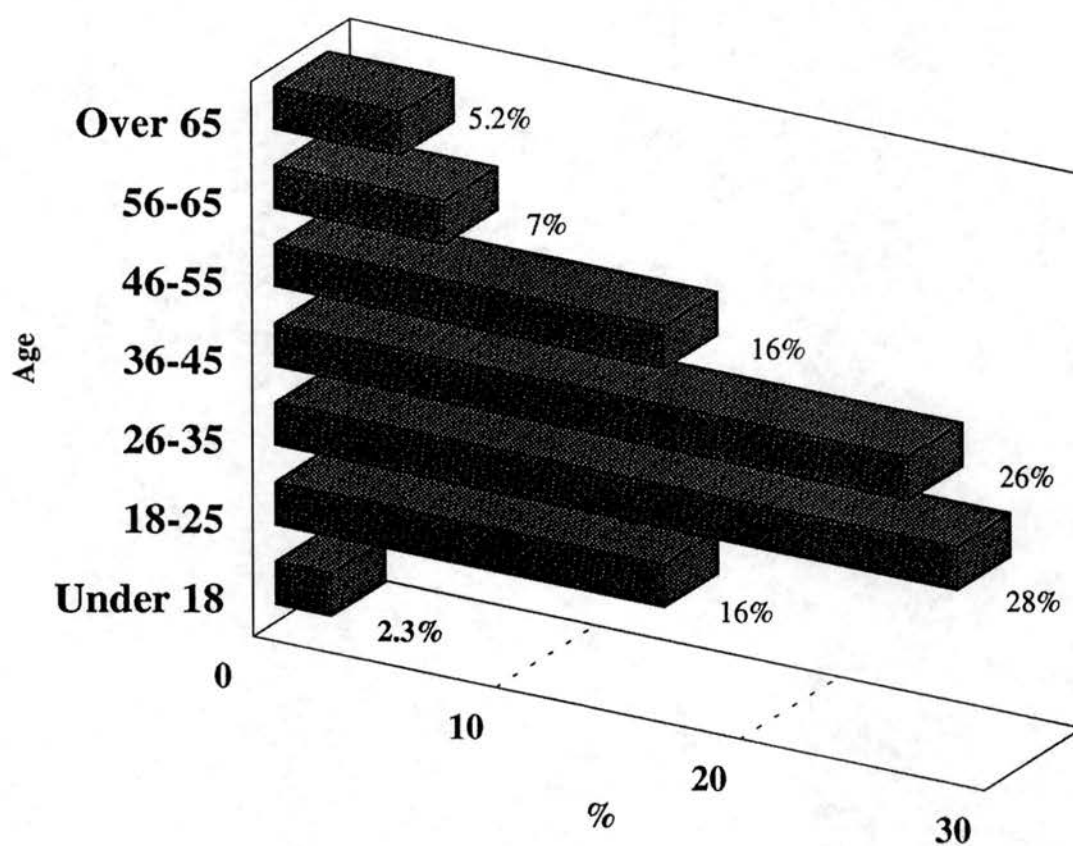
Reason For Taking The Bus



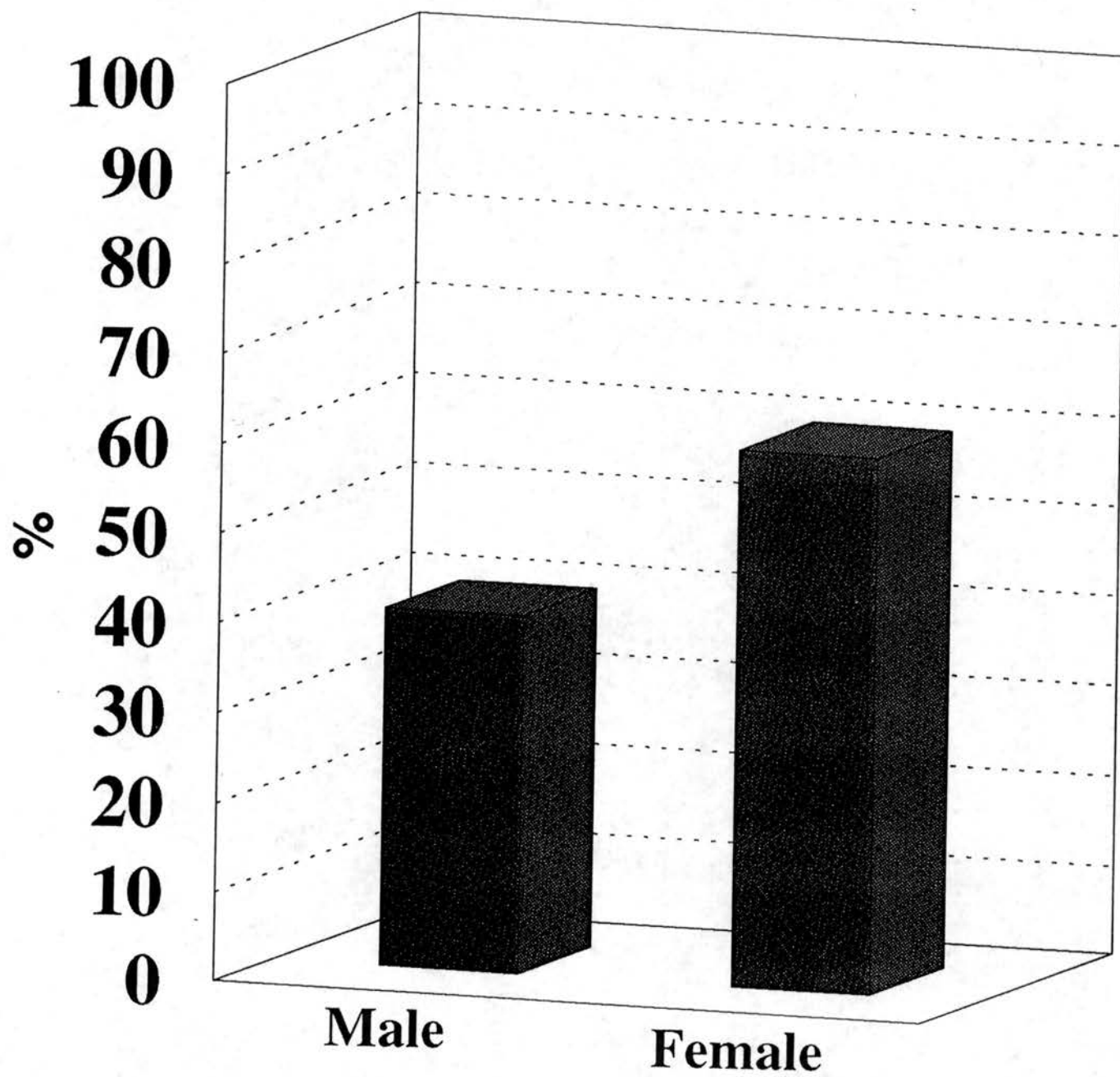
Trip Purpose



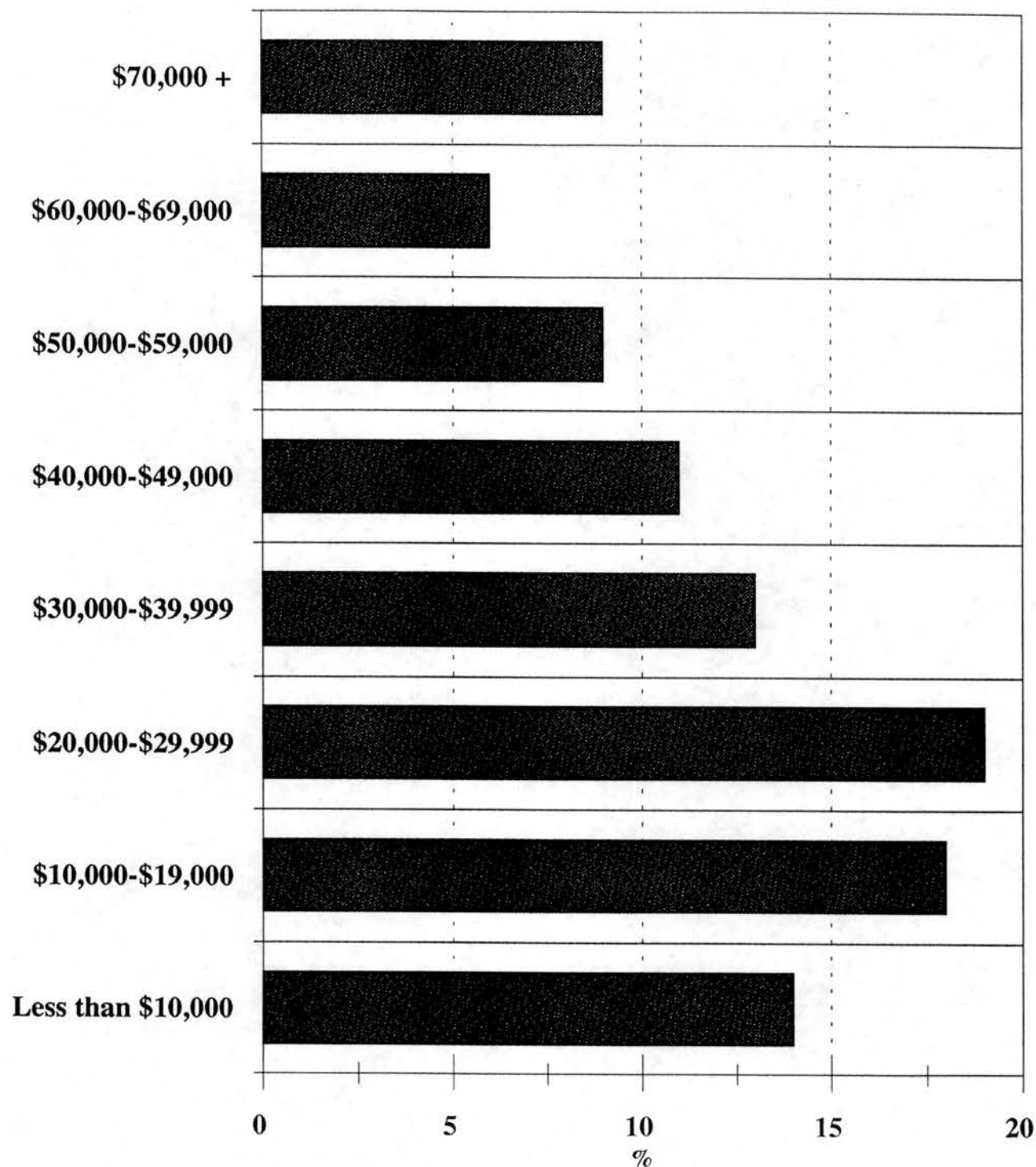
Age Breakdown



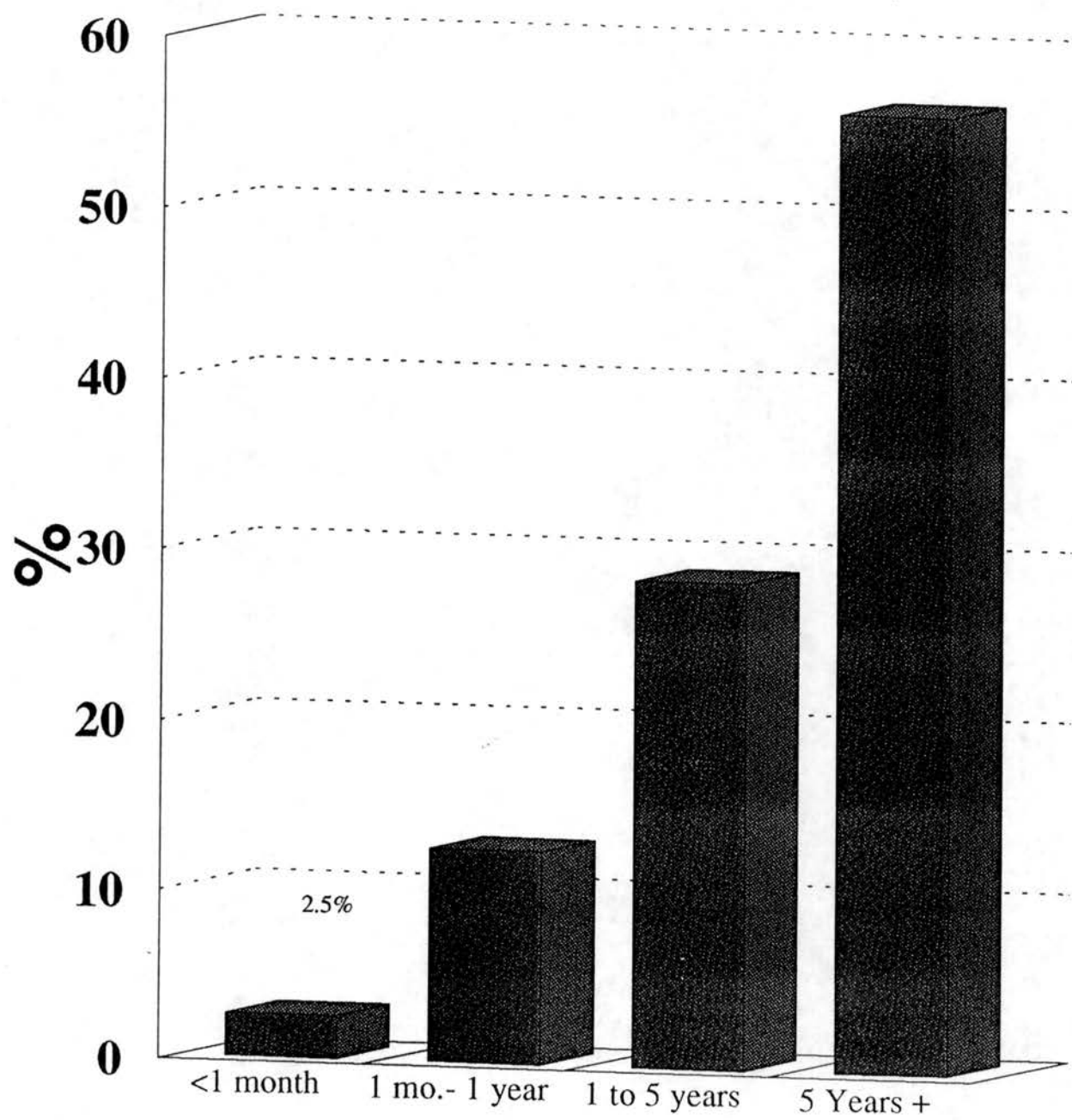
Gender



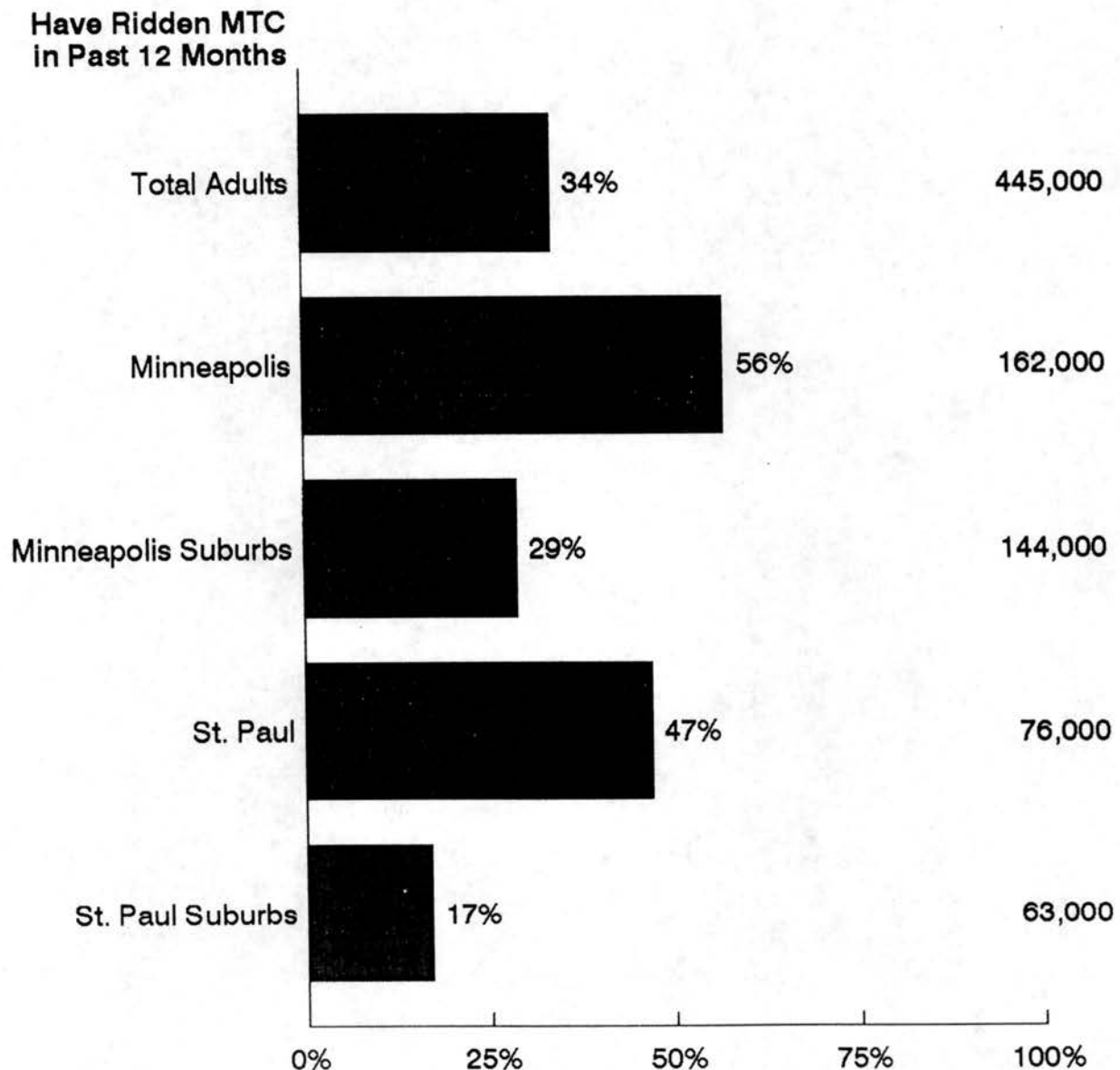
Rider Income



Riding History

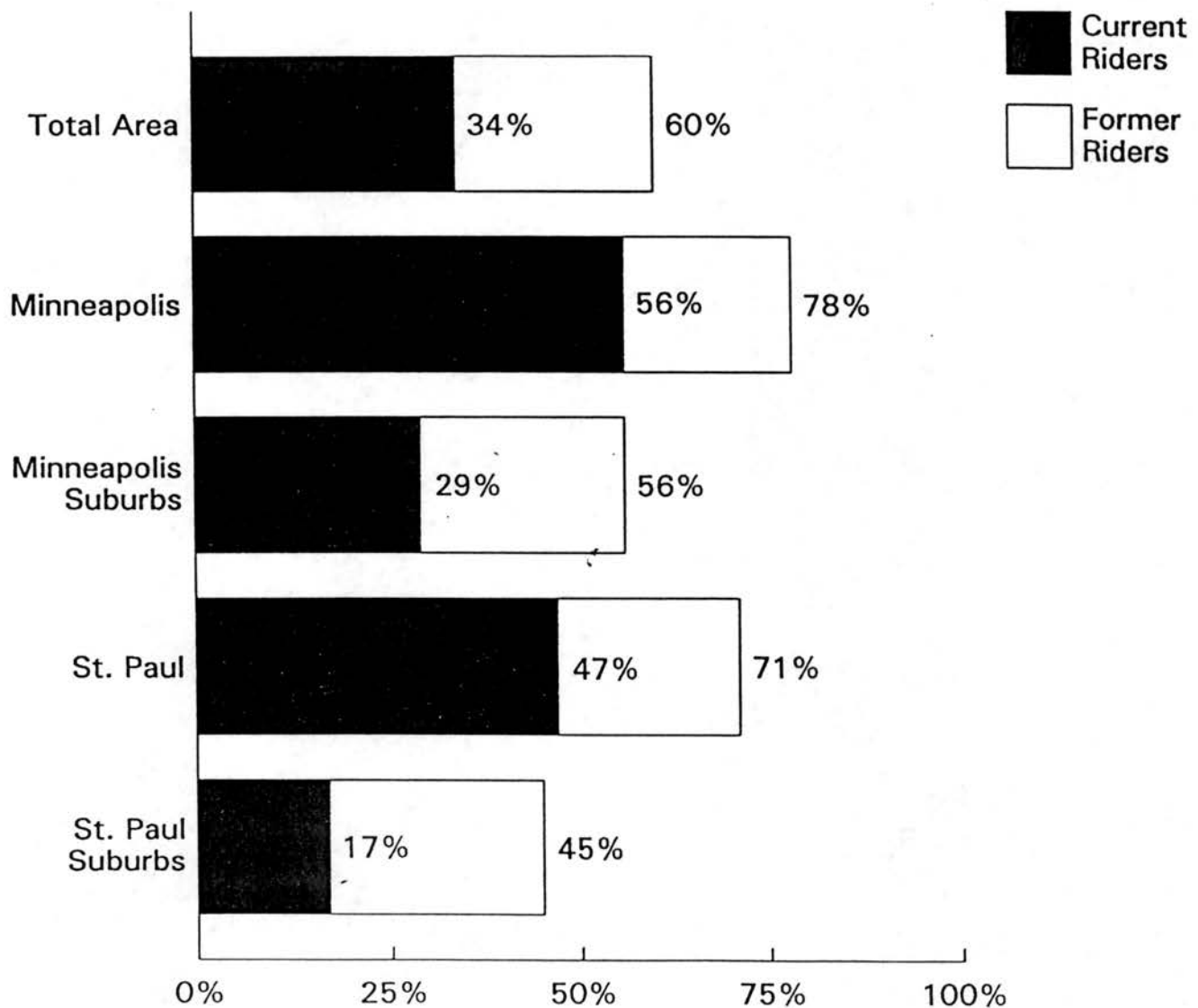


ONE-THIRD OF MINNEAPOLIS-ST. PAUL AREA ADULTS HAVE RIDDEN MTC IN THE PAST 12 MONTHS



Base: Adults in Each Geographic Area.
Source: 1993 MTC Non-Rider Study.

6 OF 10 ADULTS HAVE USED MTC IN THE PAST FIVE YEARS



Base: Adults in Each Geographic Area.
Source: 1993 MTC Non-Rider Study.

**Demographic Comparison of
Non-Riders**

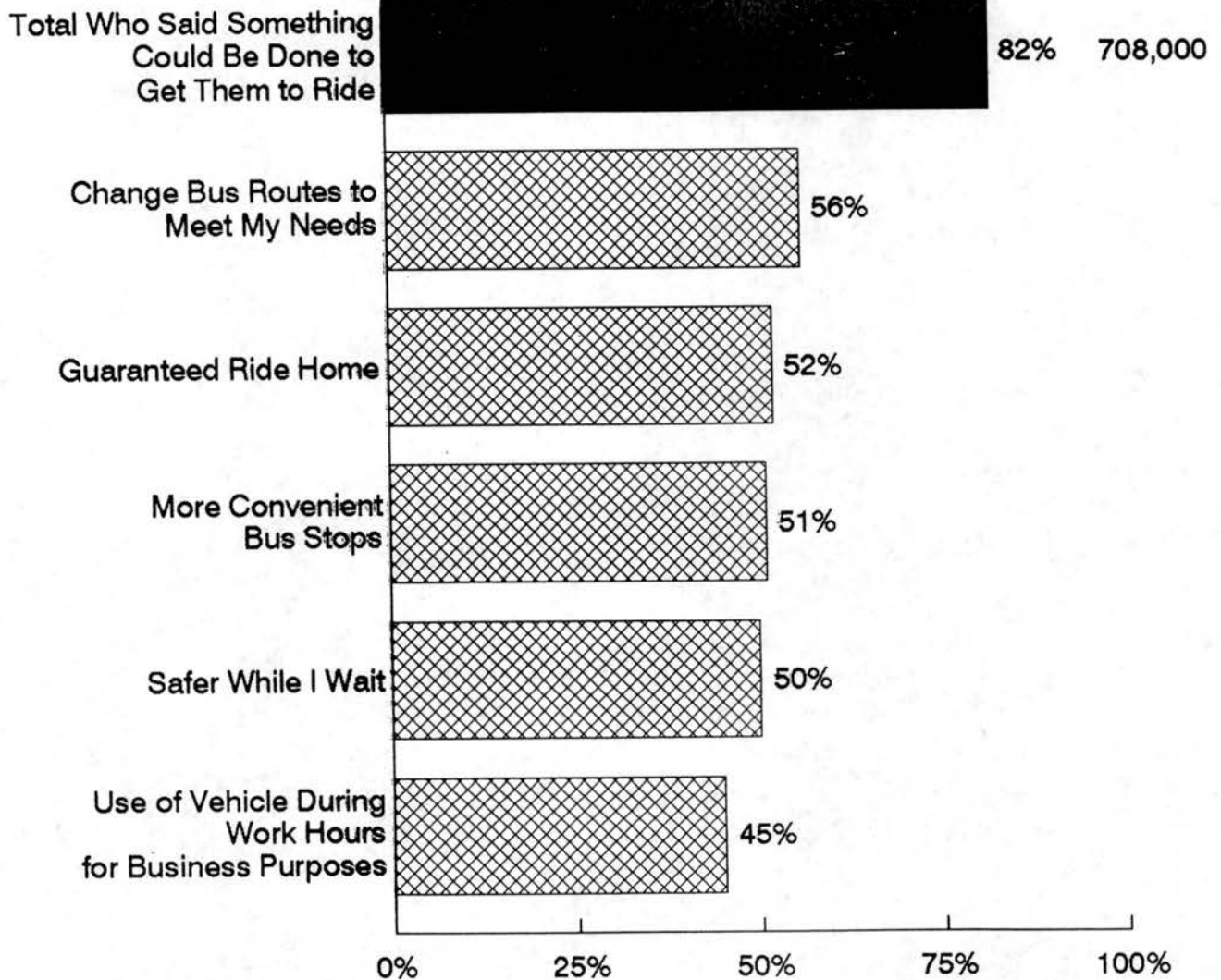
vs.

Current MTC Riders

	<u>Non -Riders</u>	<u>Current Riders</u>
Gender		
Male	49%	45%
Female	51%	55%
Age-Median	39 yrs.	39 yrs.
Race		
White	93%	80%
African American	4%	10%
American Indian, Asian, Hispanic	3%	10%
Income		
\$50,000+	37%	24%

NON-RIDERS MIGHT RIDE THE BUS IF GIVEN THE RIGHT INCENTIVES

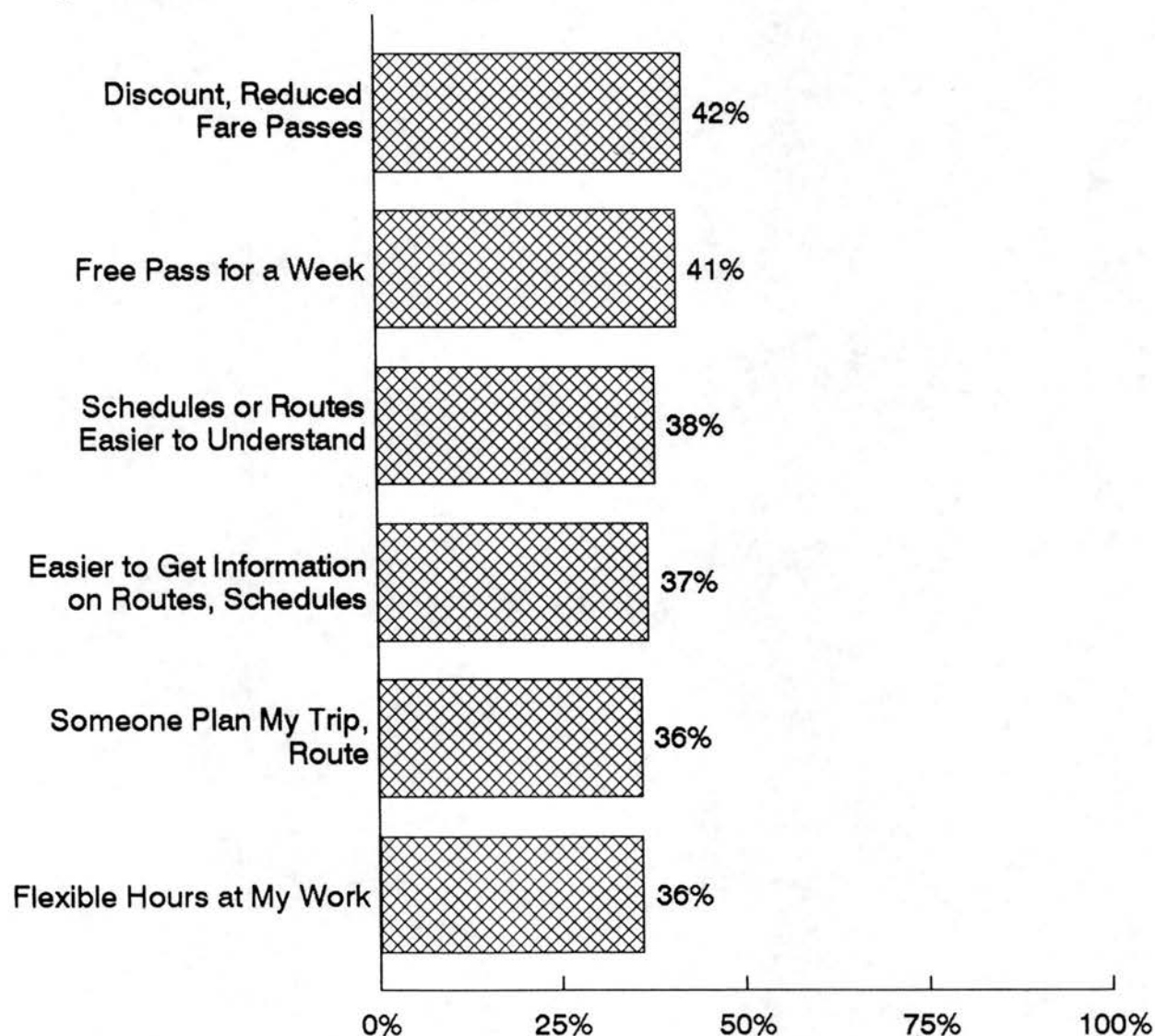
Incentives to Encourage MTC Readership (Unaided Plus Aided)



Base: MTC Non-Riders (866,000).
Source: 1993 MTC Non-Rider Study.

NON-RIDERS MIGHT RIDE THE BUS IF GIVEN THE RIGHT INCENTIVES, Continued

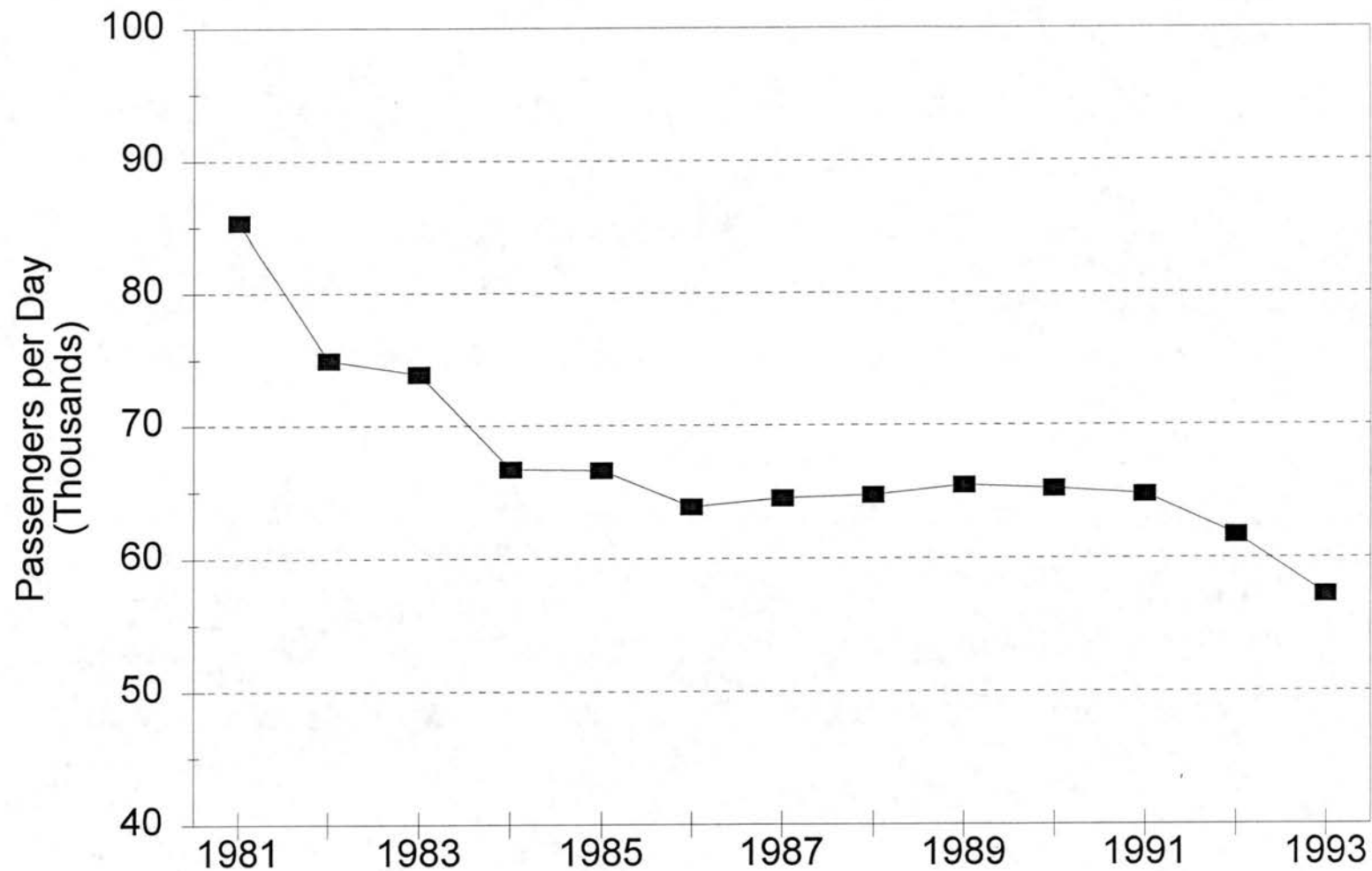
Incentives to Encourage MTC Readership (Unaided Plus Aided)



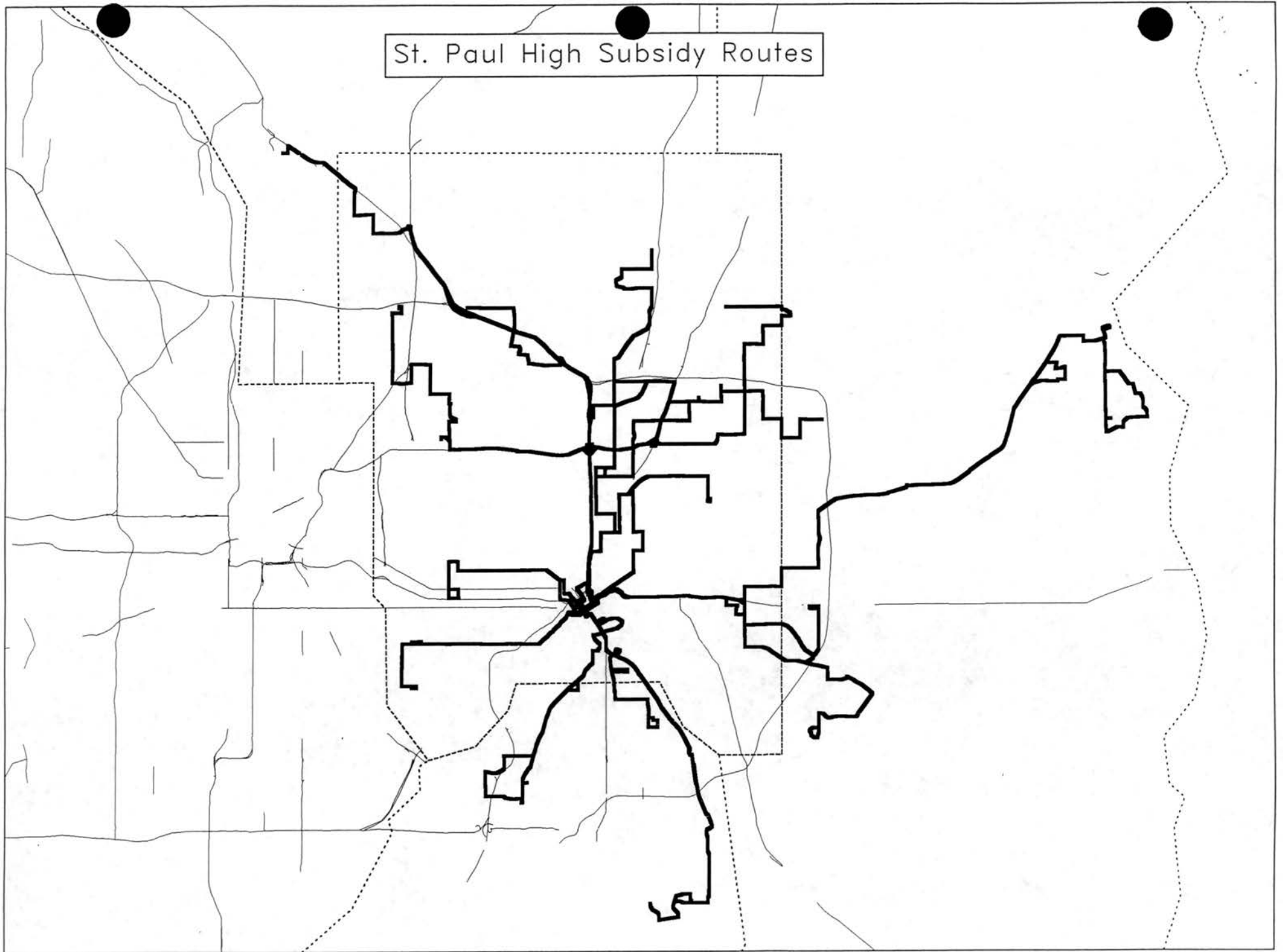
Base: MTC Non-Riders (866,000).
Source: 1993 MTC Non-Rider Study.

St Paul Ridership 1981-1993

(3 Year Moving Average)

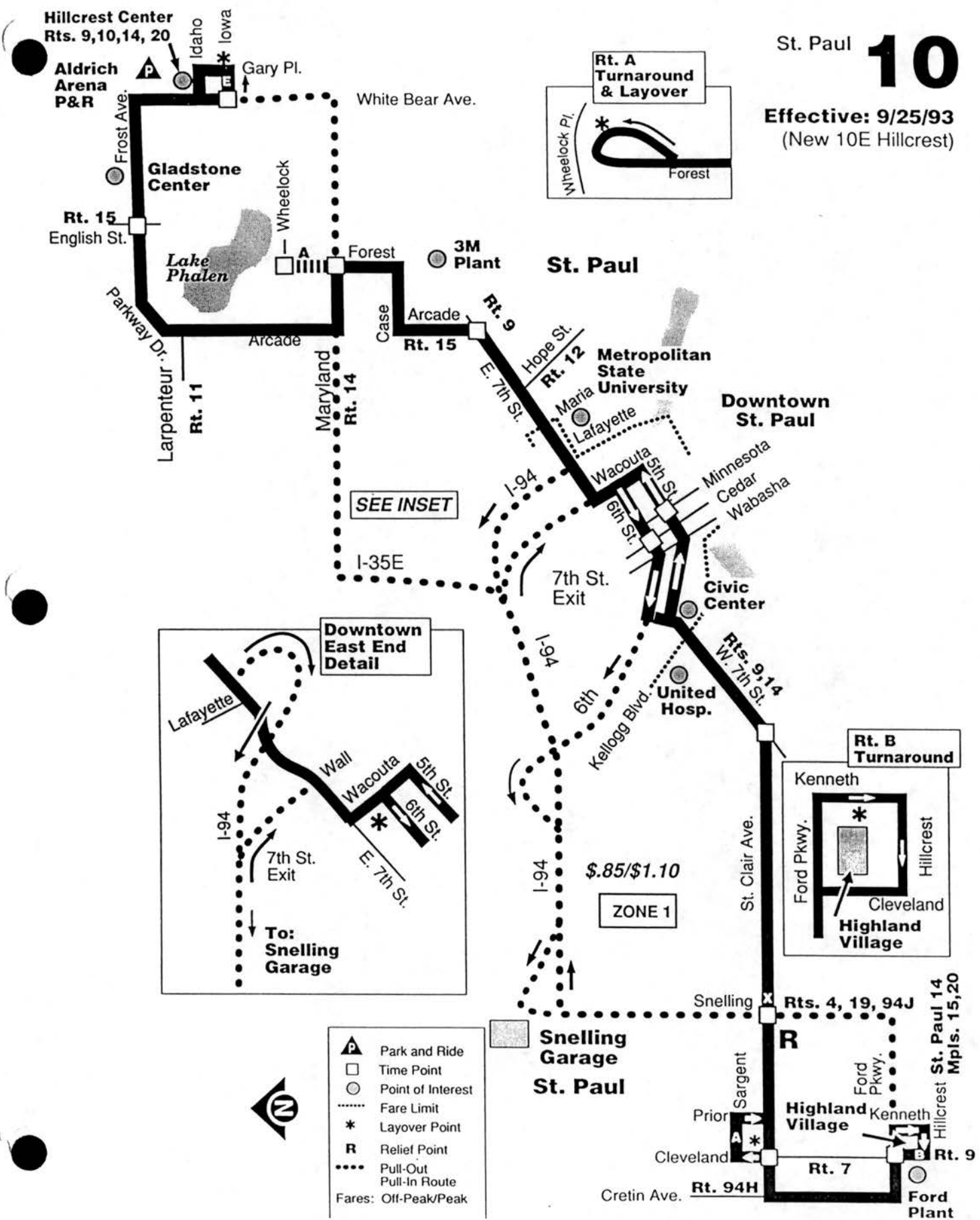


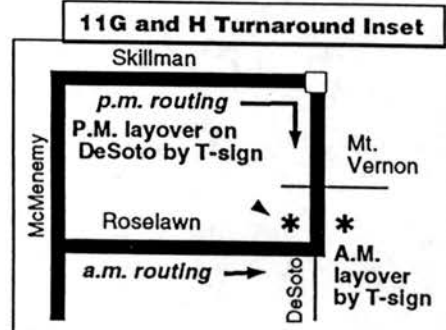
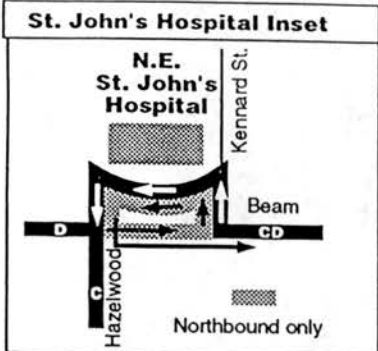
St. Paul High Subsidy Routes



St. Paul **10**

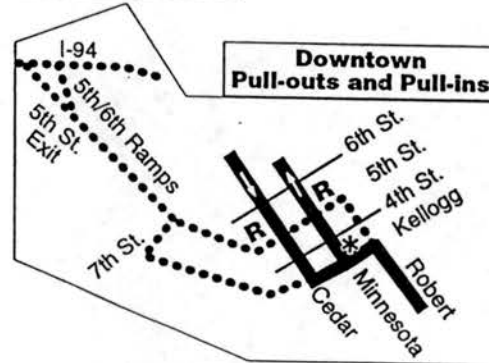
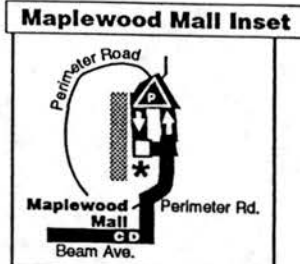
Effective: 9/25/93
(New 10E Hillcrest)



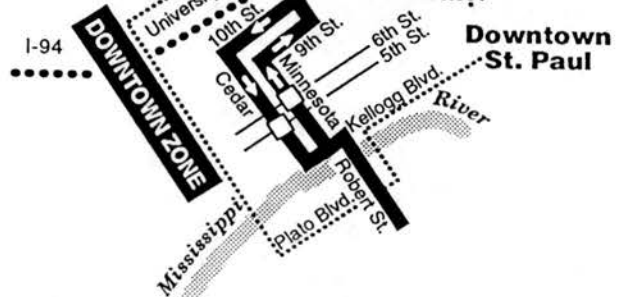
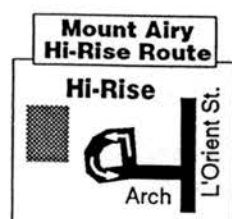


St. Paul North
11
Effective: 3/12/94
(Add Branch H & reroute D, add P & R, adjust A layover)

Maplewood Mall
Rts. 9, 11, 15, 20, 35C, 36

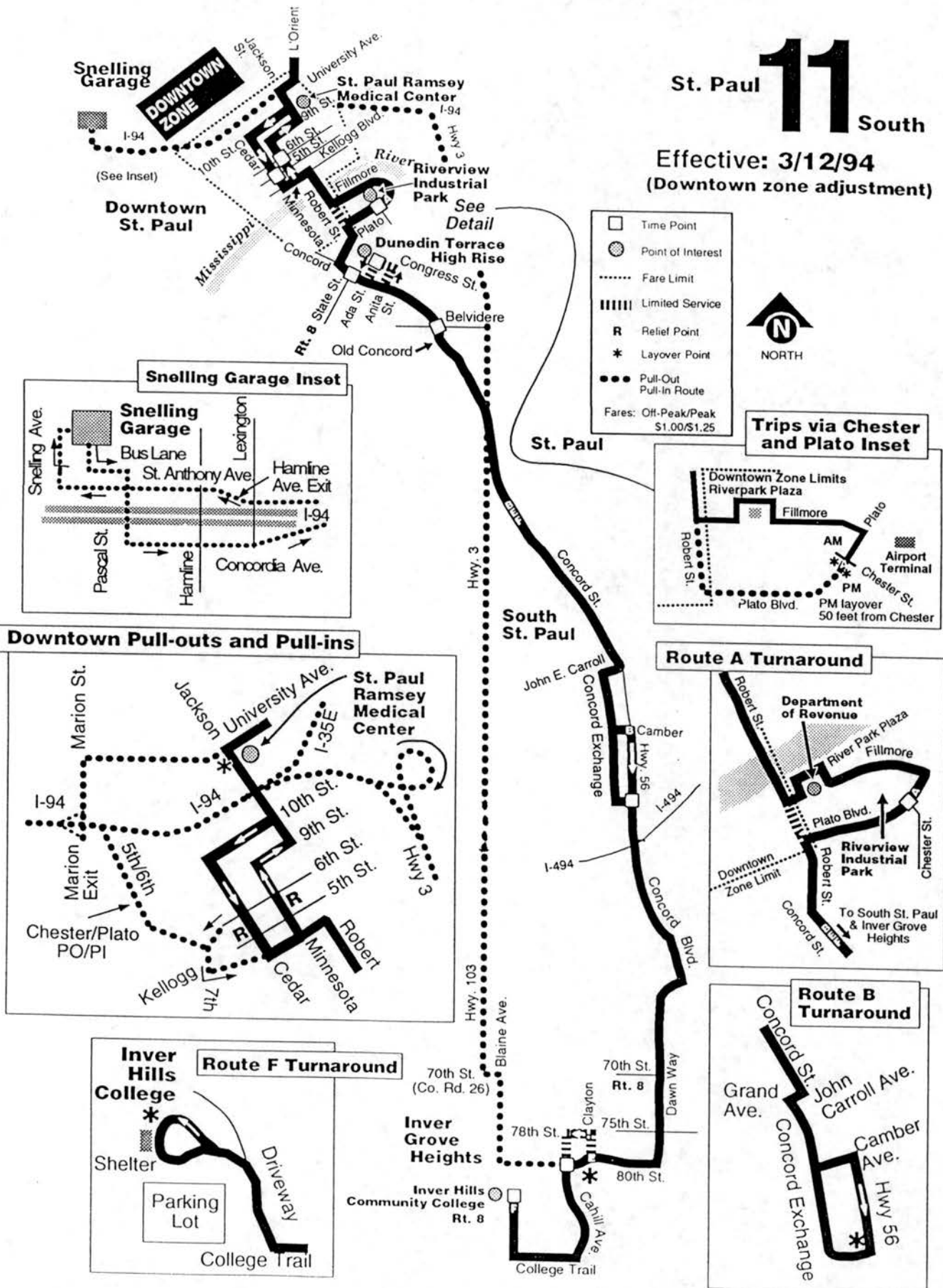


- Park and Ride
 - Time Point
 - Point of Interest
 - Layover Point
 - Limited Service
 - Pull-Out Pull-In Route
- Fares: Off-Peak/Peak
\$1.00/\$1.25
- Transit Center**



St. Paul 11 South

Effective: 3/12/94
(Downtown zone adjustment)

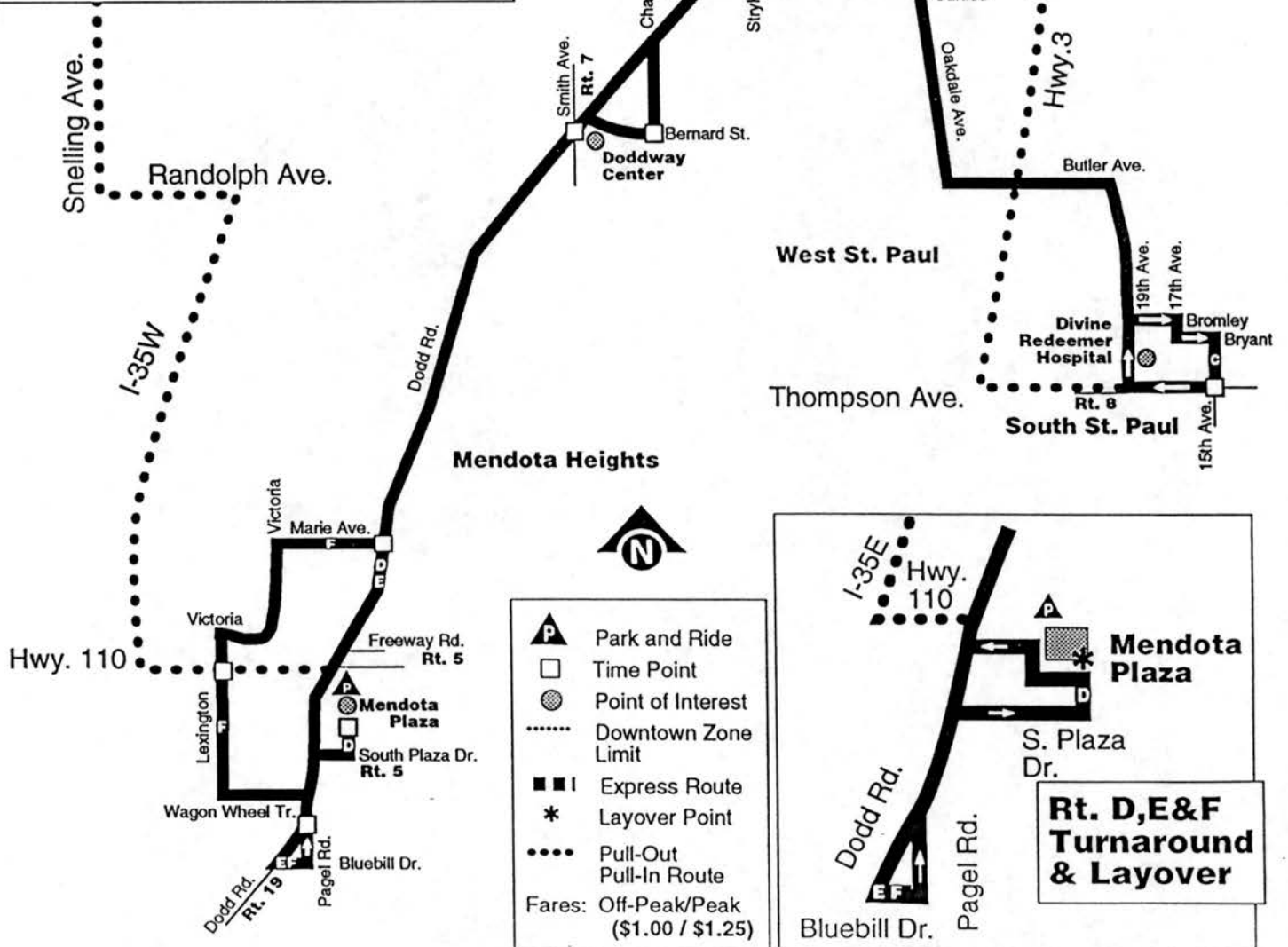


St. Paul 29

Driver's Map

Effective: 12/4/93

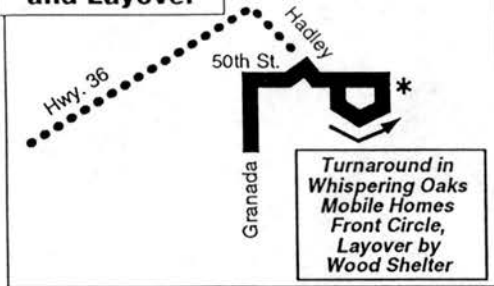
(Dt route change & new fares added to legend)



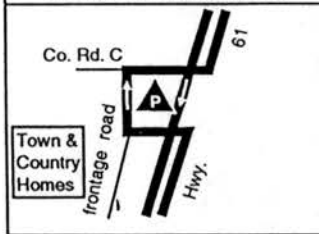
St. Paul Express Route **35 A-B-E**

Effective: 03/12/94
(Hwy. 61 Park & Ride on Route B)

Route 35E Pull-Out/Pull-In and Layover



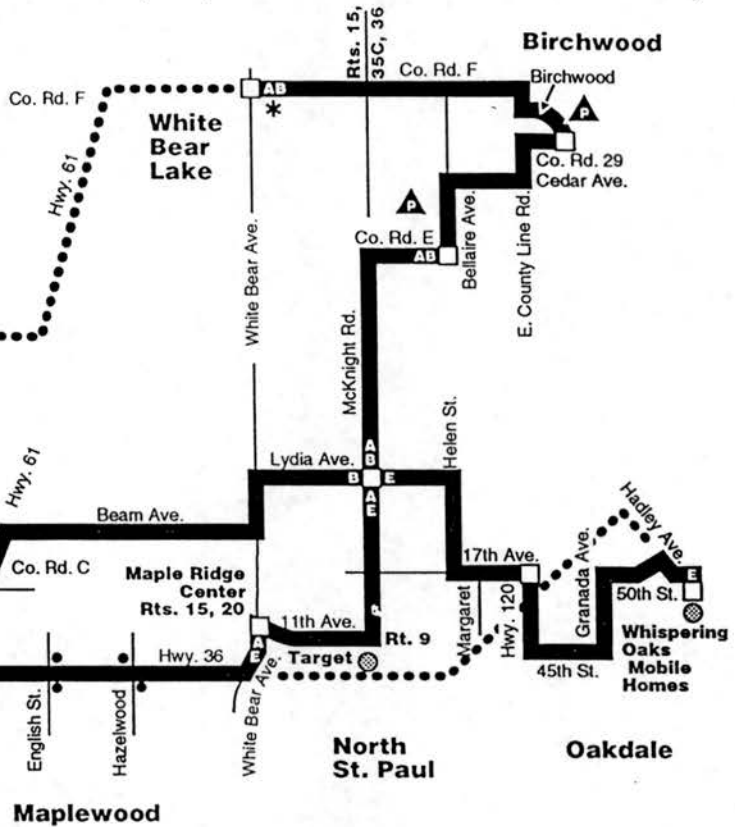
Hwy. 61 P/R Inset



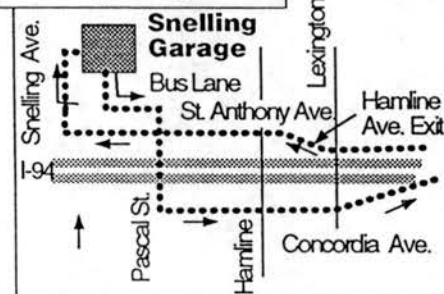
NORTH



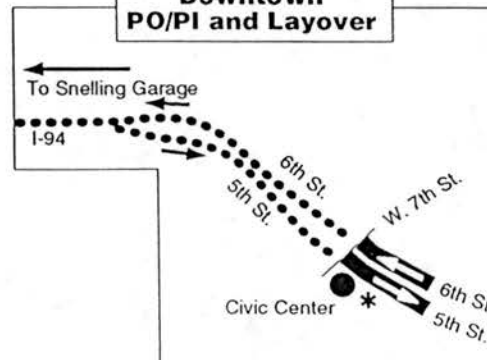
- Time Point
 - Point of Interest
 - Downtown Zone Limit
 - P Park and Ride
 - Designated Stop (No other highway stops)
 - Pull-Out Pull-In Route
 - * Layover Point
- FARE PEAK: \$1.75



Snelling Garage Inset



Downtown PO/PI and Layover

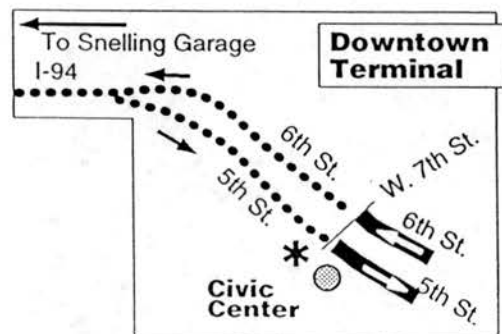
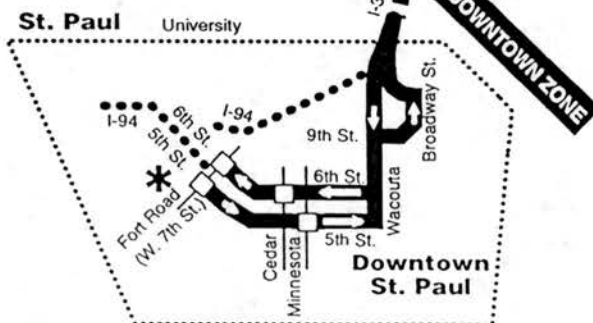
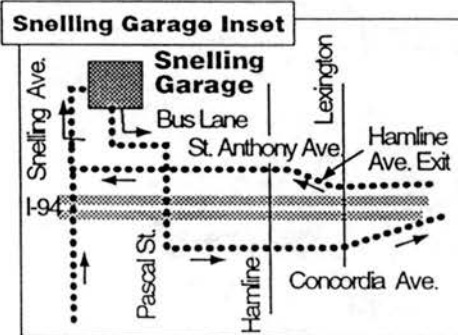
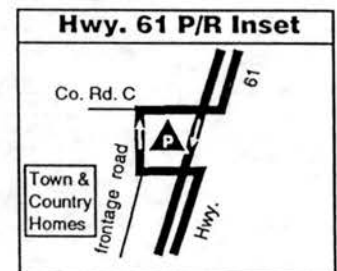
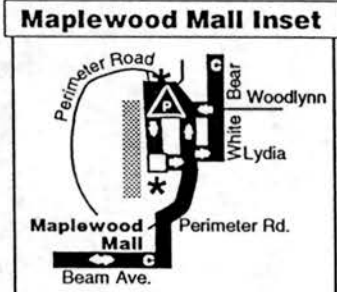
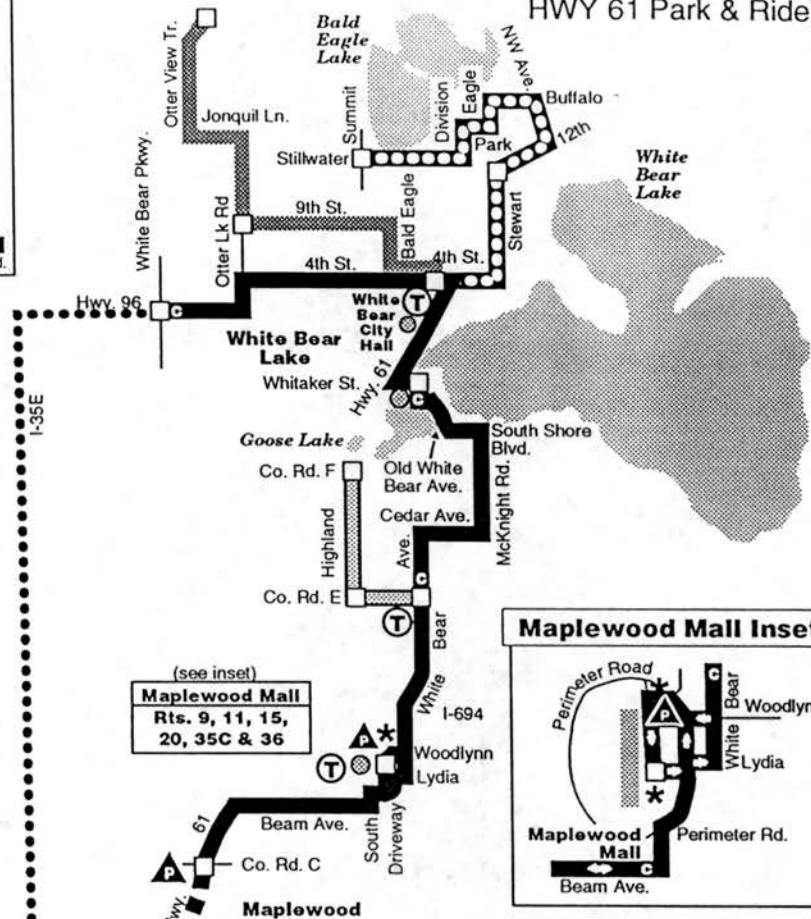


St. Paul

35C

Effective: 03/14/94

(Reroute for
HWY 61 Park & Ride)





St. Paul 35FG

Effective 3/12/94

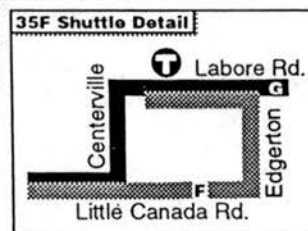
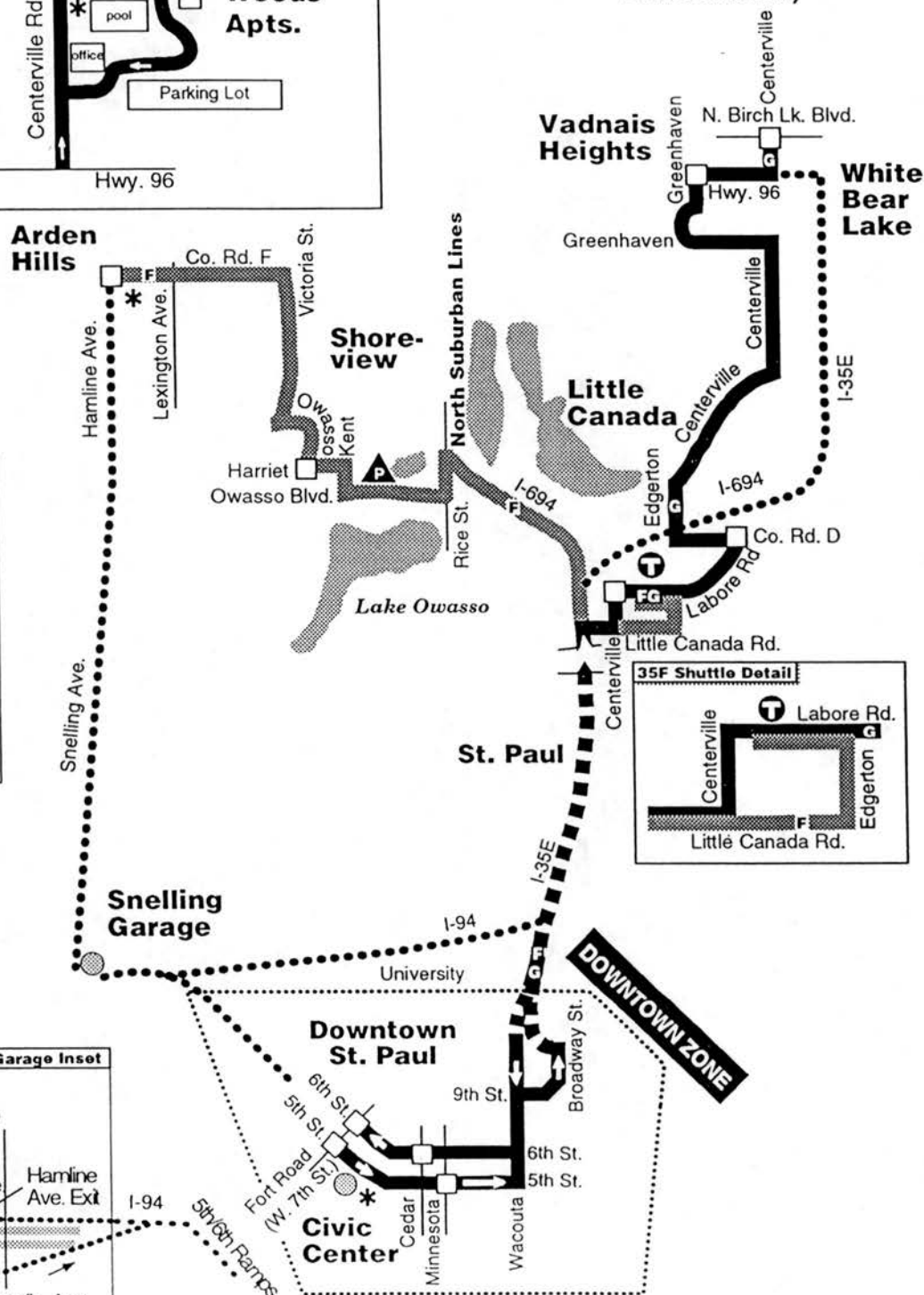
(New F routing through Little Canada)

Legend:

- Park and Ride
- Time Point
- Point of Interest
- Downtown Zone Limit
- Express Route
- Layover Point
- Pull-Out Pull-In Route

Fares: Off-Peak / Peak Express
\$1.50 / \$1.75

Timed Transfer

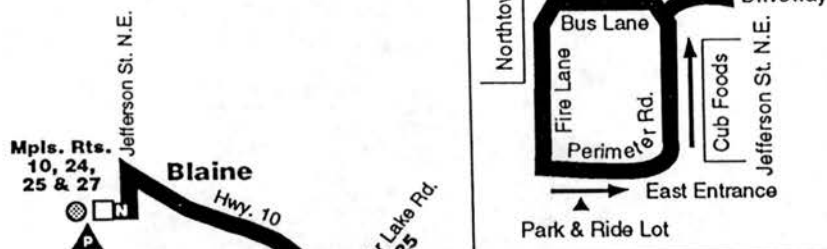


St. Paul 35N

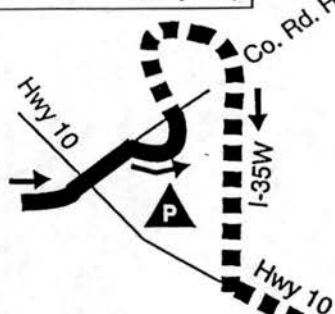
Effective:

12/7/93

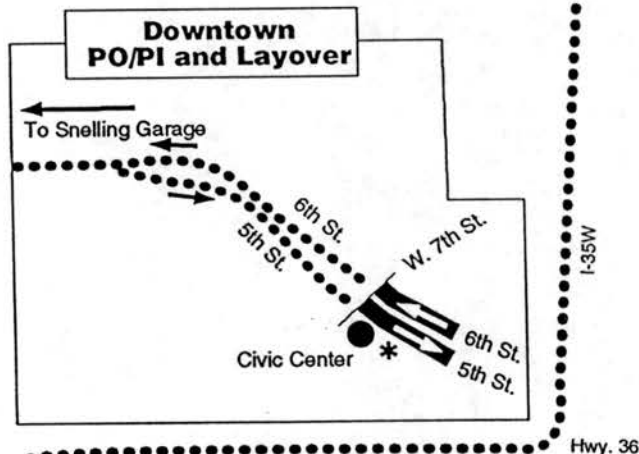
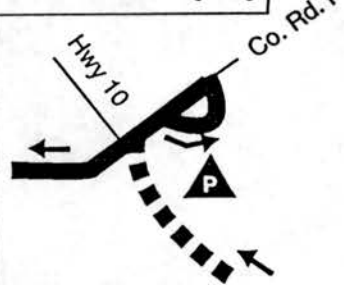
(ROUTE CLARIFICATION AT CO RD H P&R)



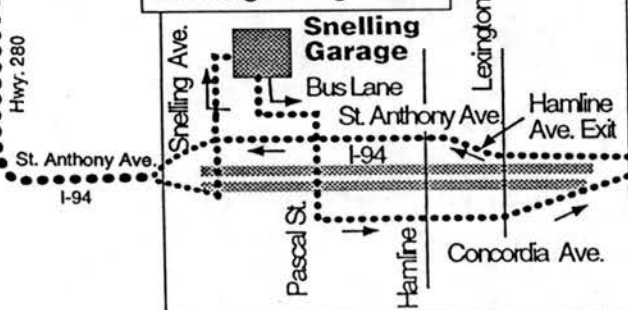
Co Rd H P&R (AM)



Co Rd H P&R (PM)

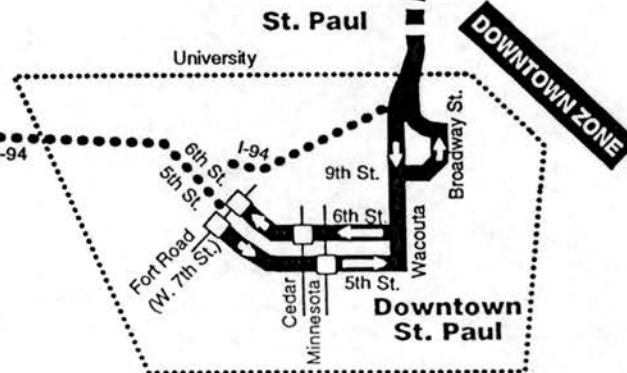


Snelling Garage Inset



- Park and Ride
- Time Point
- Point of Interest
- Downtown Zone Limit
- Express Route
- Layover Point
- Pull-Out
- Pull-In Route

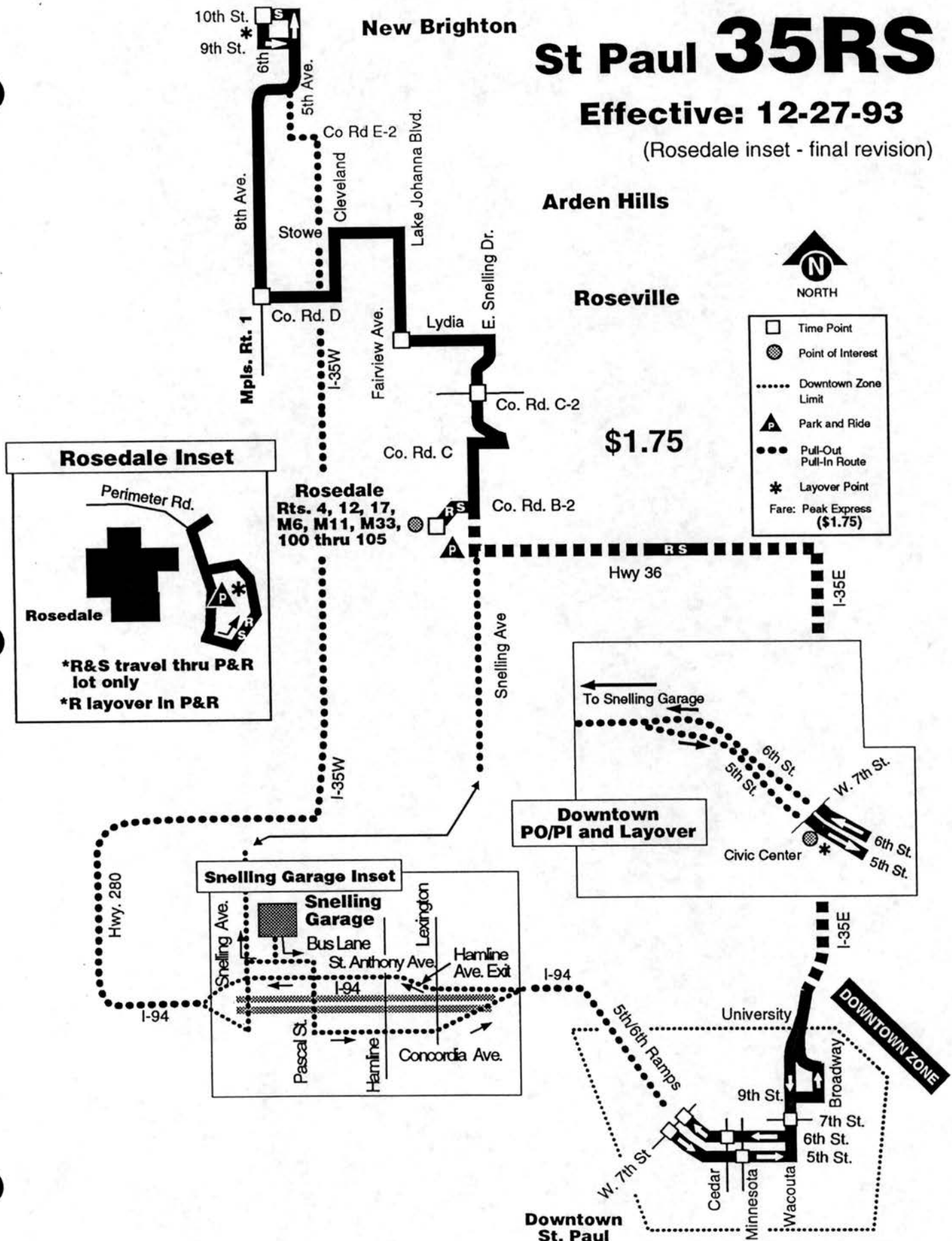
Fare: \$1.75



St Paul 35RS

Effective: 12-27-93

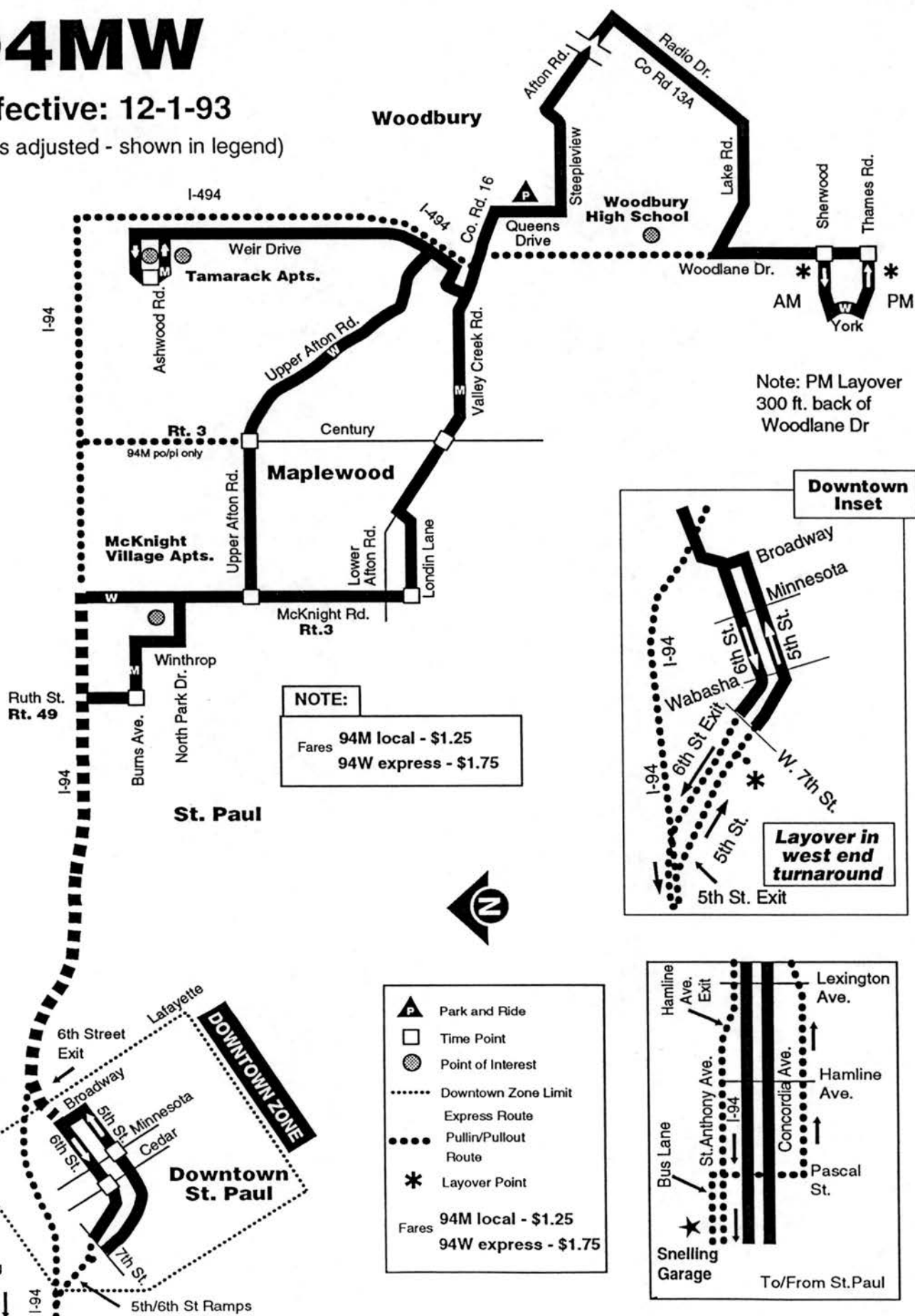
(Rosedale inset - final revision)



94MW

Effective: 12-1-93

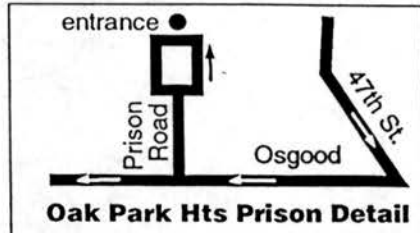
(fares adjusted - shown in legend)



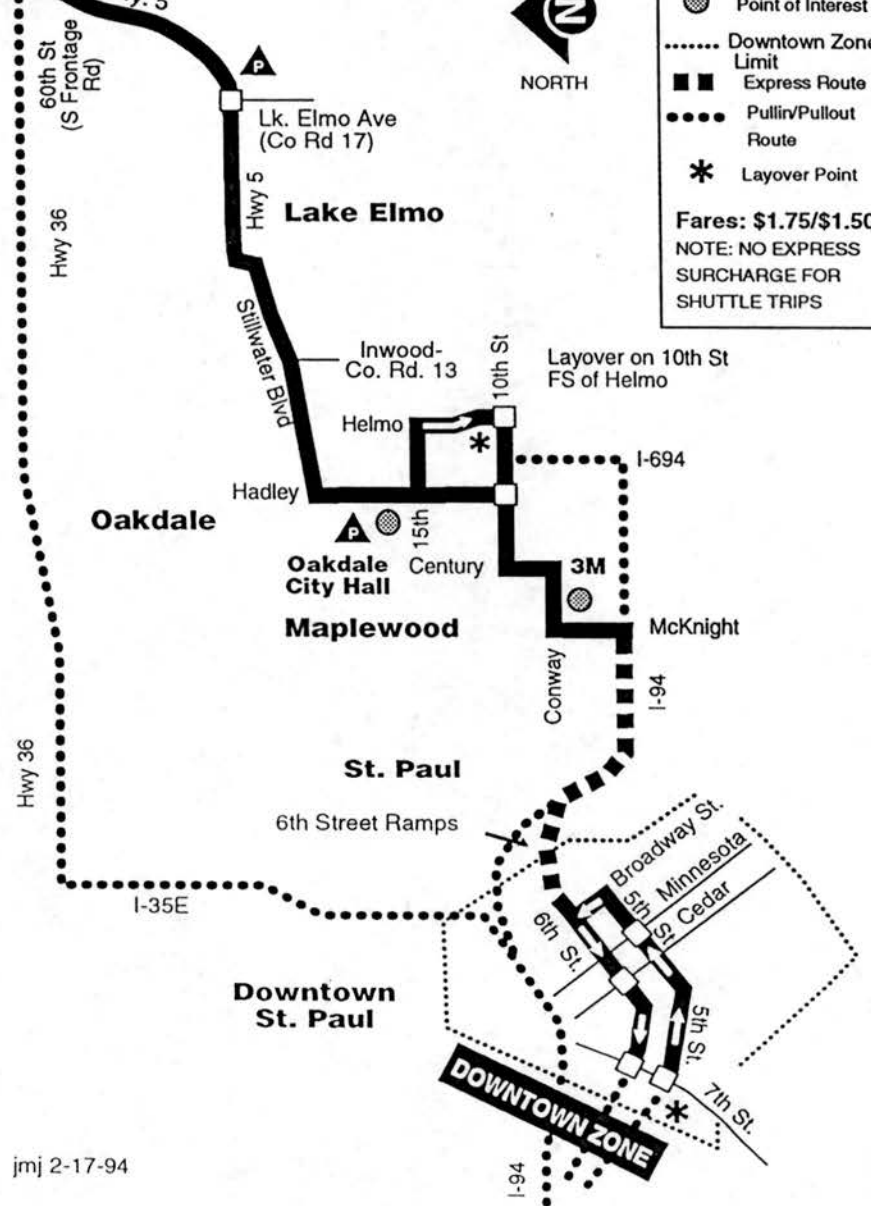
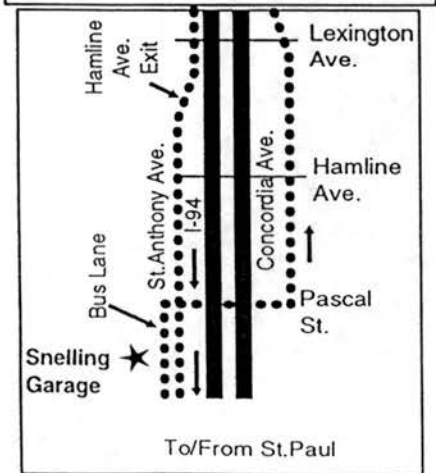
St Paul 94ST

Effective: 3-12-94

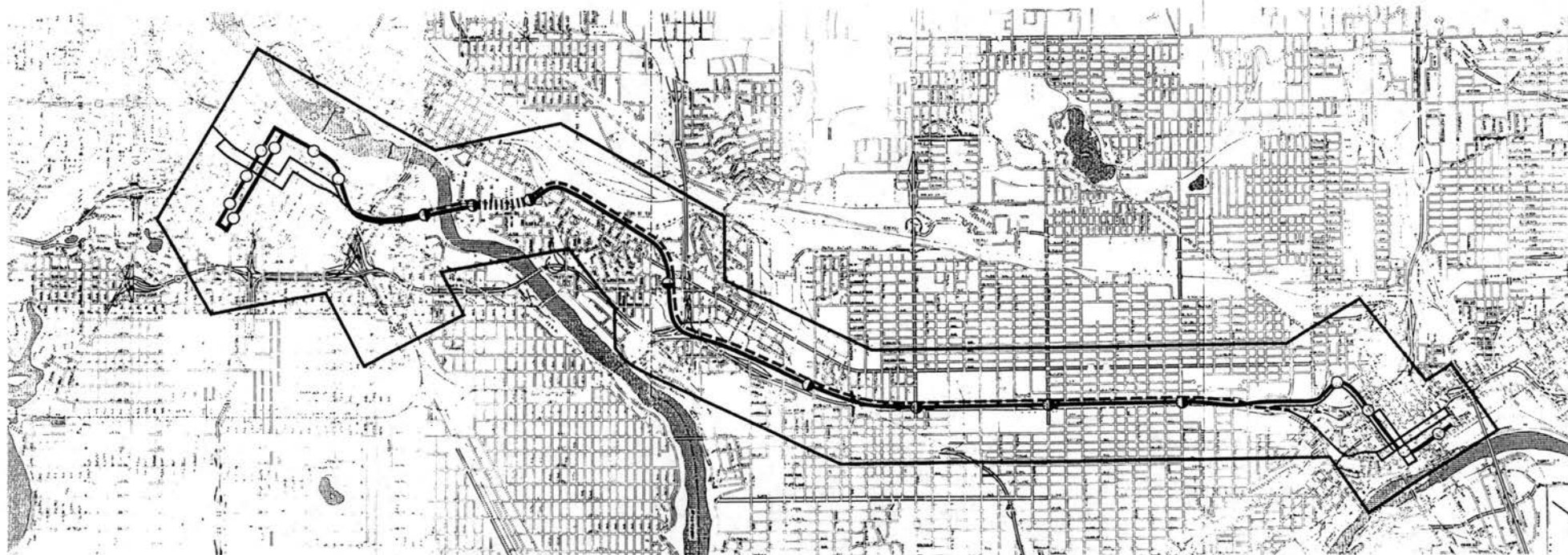
Revised Connection Point
to 15th and Helmo



- Park and Ride
 - Time Point
 - Point of Interest
 - Downtown Zone Limit
 - Express Route
 - Pullin/Pullout Route
 - Layover Point
- Fares: \$1.75/\$1.50**
NOTE: NO EXPRESS SURCHARGE FOR SHUTTLE TRIPS



jmj 2-17-94



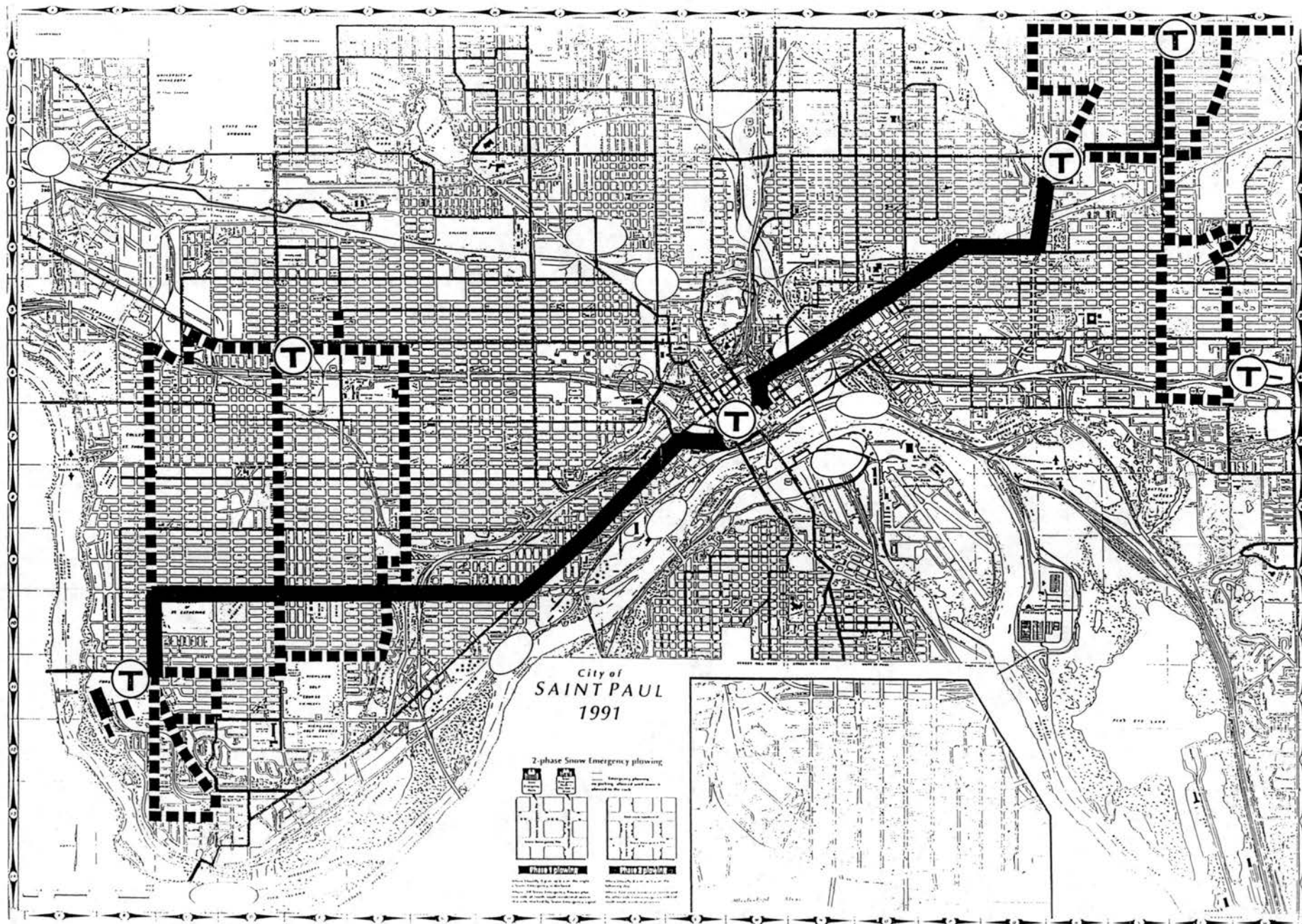
Central Corridor
 MR/DOY - RCRR - HCRR

Alternatives Analysis
 Environmental Impact Statement



BUSWAY AND LRT ALTERNATIVES

Figure 2



COOPERATION ELEMENTS PRESENT

PROJECT	MUTUAL COOPERATION	"ONE STOP"	STAFF SUPPORT	FINANCIAL PARTICIPATION	STATUS
Downtown bus lanes	X	X	X	X	COMPLETE
Ayd Mill Road HOV route	X	X	X	X	COMPLETE
Robert Street bridge HOV lane	X	X	X	X	COMPLETE
Forrest/Phalen connection	X	X	X	NA	IN PROGRESS
Hillcrest Hub	X	X	X	NA	IN PROGRESS
Minnesota Street Station	X		X	NA	COMPLETE
Route 95E Energy Park	X	X	X	NA	COMPLETE
Dayton's Cedar St. stop	X	X	X	X	INCOMPLETE
New passenger waiting shelters	X	X	X	NA	ONGOING
6th Street Station	X			NA	COMPLETE
East end layover	X				COMPLETE
West end layover	X		X		IN PROGRESS

COOPERATION ELEMENTS PRESENT(con't)

PROJECT	MUTUAL COOPERATION	"ONE STOP"	STAFF SUPPORT	FINANCIAL PARTICIPATION	STATUS
Carriage Hill Stop				NA	LIMBO
"Hill" stop	X	X	X	X	LIMBO
Opticom		X			IN PROGRESS
5th & Sibley bus stop		X	X	X	LIMBO
Bus stop security downtown	X	X			ONGOING
5th Street Station					STALLED
Old Administration	X	X	X		
New administration					
Cedar Street Station					IN PROGRESS
Old Administration	X	X	X		
New administration					
Highland Hub (in progress)				NA	LIMBO
Security lighting in neighborhoods.					STALLED
FUTURE ISSUES					
New garage construction					
Central Corridor LRT					
Riverfront bus service extensions					
St. Paul Saints service.					
Systemwide bus stop signage					
4th & Minnesota layover replacement					

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Board Action Requested

Originating Department

Legislative update

Authorized Signature

Date

DISCUSSION ONLY

Request Justification

See attached summary of transportation-related bills.

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

April 26, 1994

Signature

Signature

Date

4/21/94

Date

Board Date

STATE TRANSIT LEGISLATION - 1994 LEGISLATIVE SESSION

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - FUNDING FOR LRT	<u>Status</u>
HF 2956	Wecjman	Provides \$10 million in state general obligation bonds for LRT in Central Corridor for final engineering.	Passed in Economic Dvlpt. Comm.; referred to Capital Investment Comm.
SF 2734	Ranum Flynn E. Anderson Novak	Similar to House language.	In Transp. Finance Division. Tabled 4/1/94.

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - GAS TAX INDEXING, MVET TRANSFER	<u>Status</u>
SF 2097	Langseth Vickerman Hanson Johnston	23% MVET transfer to transit assistance fund, indexes gas tax retroactively to 1988.	Preliminary passage on Senate floor.
HF 3109	Osthoff		Passed in Transportation Comm.; referred to Rules Comm.

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - CONSTITUTIONAL AMENDMENT FOR TRANSIT	<u>Status</u>
HF 3172	Lieder	Dedicates 30% of MVET for transit with constitutional amendment; indexes gas tax.	Withdrawn in Transportation Comm.

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - ABOLISHES HIGHWAY USER FUND	<u>Status</u>
HF 3150	Osthoff		Passed in Transp. Comm.; referred to Rules Comm.

STATE TRANSIT LEGISLATION - 1994 LEGISLATIVE SESSION

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - SALES TAX ON GAS	<u>Status</u>
HF 324	Garcia Lasley Mariani Morrison	Provides for a 6-1/2% sales tax on motor fuel for transportation purposes.	Passed in Transportation Comm.; referred to Taxes Comm; technically dead.
SF 187	Pappas		No hearing.

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - GAS TAX INCREASE AND DEFINITION, CONSTITUTIONAL AMENDMENT	<u>Status</u>
HF 2173	Orfield Bergson Carruthers I. Anderson	Allows use of highway user tax funds for transit projects in highway corridors, specifies that LRT in Central Corridor and Minneapolis Northeast Corridor are first priority, halts reconstruction of 35W until LRT is constructed, provides for 610 to be constructed before or at same time as 35W, increases gas tax 5 cents per gallon, proposes constitutional amendment to undedicate gas tax.	In Transportation Comm.; technically dead.
No companion			

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - PHALEN CORRIDOR	<u>Status</u>
SF 2221	Kelly	Appropriates \$450,000 for St. Paul for Phalen Corridor, a redevelopment program to transform an "underutilized" railroad corridor.	Passed on Senate floor.
HF 2575	Farrell		In Economic Dvlpt. Comm.

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - METRO COUNCIL, REGIONAL TRANSIT BOARD, METROPOLITAN TRANSIT COMMISSION	<u>Status</u>
SF 2015	Flynn	Abolishes Regional Transit Board and Metropolitan Transit Commission, transfers RTB and MTC responsibilities to Metro Council; Metro Council members would be appointed, not elected.	Passed on Senate floor.
HF 2276/ SF 2015	Orfield	Elects Metro Council; doesn't include RTB and MTC changes.	On general orders.

STATE TRANSIT LEGISLATION - 1994 LEGISLATIVE SESSION

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - MILEAGE TAX STUDY	<u>Status</u>
HF 1816 HF 2815	Lieder Osthoff	Appropriates \$200,000 for Mn/DOT to study replacing current highway user taxes with mileage tax using data from recorders in each vehicle.	Passed on House floor.
SF 2151 SF 2097 SF 2913	Langseth	Includes congestion pricing (SF 2439, Pappas)	Passed on Senate floor. To conference committee.
<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - METRO HIGHWAYS/TRANSIT	<u>Status</u>
SF 1896	Pappas Krentz Chmielewski Ranum	Section 9 block grant funds may only be spent on metro trunk highways for improvements ancillary to transit improvements, Metro Council's Transportation Development Guide must include additional sections relating to transit and highways, relates highway projects to comprehensive choice.	Passed on Senate floor.
HF 2172	Orfield Carruthers Lieder		In Transportation & Transit Committee; technically dead.
<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - HIGH SPEED RAIL STUDY	<u>Status</u>
SF 875 SF 2097 HF 2913	Morse Murphy Pappas	Authorizes \$730,000 for study of Minneapolis to Chicago high speed rail line with State of Wisconsin U.S. Department of Transportation.	Passed on Senate floor.
HF 1052	Frerichs		Passed on House floor. To conference committee.

STATE TRANSIT LEGISLATION - 1994 LEGISLATIVE SESSION

<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - HIGH SPEED BUS	<u>Status</u>
SF 2153	Riveness Chmielewski Merriam Knutson Wiener	House and Senate bills differ. House has \$5.5 million and Senate has \$6.5 million for capital costs. No operations funding in either bill.	On General Orders.
HF 2648			In Taxes Committee.
<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - TRANSIT BILL	<u>Status</u>
HF 2648	McCollum	Includes \$84.5 million MTC bonding; \$5.5 million for high speed bus.	Passed in Transp. Comm.; referred to Taxes Comm.
SF 2816	Pappas	MTC bonding of \$90.75 million	In Rules Committee.
<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - TRANSPORTATION MEGAPROJECTS STUDY COMMISSION	<u>Status</u>
SF 2617	Flynn Langseth	Establishes an advisory committee to study and report on funding significant highway and transit projects by February 1, 1995.	Passed on Senate floor.
HF 3012	McCollum	Combined with para-transit study commission.	In Economic Dvlpt. Comm.
<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - ETHANOL	<u>Status</u>
SF 2824	Morse	Increased cap on ethanol development payments; eliminates tax credits for agricultural alcohol gasoline.	Combined with SF 2439.
HF 3133	Peterson		Passed in Agriculture; referred to Environment Comm.
<u>Bill No.</u>	<u>Authors</u>	<u>Subject</u> - OMNIBUS APPROPRIATIONS BILL	<u>Status</u>
SF 2439 SF 2097	Pappas		Combined with SF 2097
HF 2815	Mariani	Includes congestion pricing.	Passed in Transp. Comm.; referred to Econ. Dvlpt. Comm.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY

Originating Department

K. L. Spierthorn
Authorized Signature

4/18/94
Date

Board Action Requested

Adopt Management Plan for the Northeast
Corridor Right of Way

ACTION IS REQUESTED

Request Justification

- See attached: 1) Resolution
2) Memorandum
3) Northeast Corridor Management Plan

Budgeting and Accounting

Vern W. Haley 4/19/94

County Attorney

Jim Macmillan

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

April 26, 1994

Board Date

Bette Kuryash
Signature

4/21/94

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, On December 17, 1992, Ramsey County Regional Railroad Authority purchased 6.4 miles of abandoned railroad right of way from Burlington Northern Railroad Company, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood; and

WHEREAS, On April 13, 1993, Ramsey County Regional Railroad Authority approved a joint powers agreement that defines the roles and responsibilities of Ramsey County, Ramsey County Regional Railroad Authority, and the City of St. Paul in the planning, development, and operation of the right of way for regional trail and potential future light rail transit; and

WHEREAS, Upon purchase of the right of way and execution of the joint powers agreement, Ramsey County Regional Railroad Authority has assumed management responsibilities related to its ownership of the corridor property; and

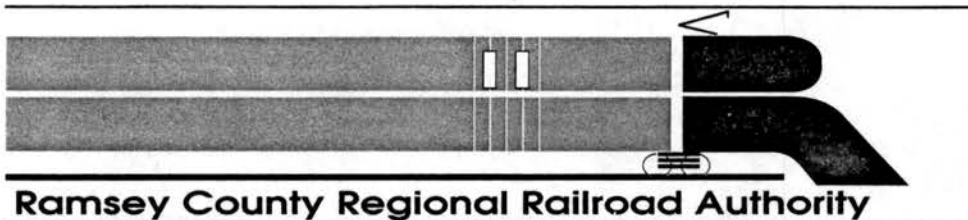
WHEREAS, It is desirable to ensure that decisions relating to property management are made in an accountable manner and such that Ramsey County Regional Railroad Authority's long term goals as property owner are protected; and

WHEREAS, A Northeast Corridor Management Plan has been prepared that outlines a recommended decision-making process for evaluation of property management issues; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority adopts the Northeast Corridor Management Plan and the recommendations contained therein.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (612) 266-2760 / FAX (612) 266-2761

MEMORANDUM

TO: Kathryn DeSpiegelaere, Director of LRT Planning
FROM: Jill Goski, Community Participation Manager
SUBJECT: Northeast Corridor Management Plan
DATE: April, 15, 1994

In December, 1992, Ramsey County Regional Railroad Authority (RCRRA) purchased from Burlington Northern 6.4 miles of abandoned railroad right of way extending from Kellogg Boulevard in downtown St. Paul to Beam Avenue in Maplewood. On March 22, 1994, a draft Northeast Corridor Management Plan was presented to you for informational purposes. The plan was developed to provide guidelines for handling property management issues in this right of way.

The draft Northeast Corridor Management Plan has been distributed to District Councils and business groups in the area through which the corridor traverses to solicit comments before the plan was finalized and brought to RCRRA for approval.

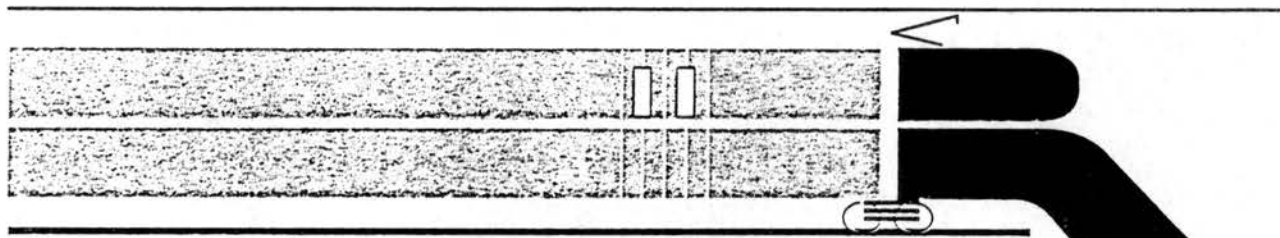
The only suggestion for revision to the plan was a recommendation by Craig Johnson representing East Side Area Business Association to include a reference to the Phalen Boulevard concept that the City of St. Paul is considering. The Plan has been revised to include this reference on page 5. The map on page 4 is also new.

Recommendation:

RCRRA adoption of the Northeast Corridor Management Plan and the recommendations contained in it.



Northeast Corridor Management Plan



Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (612) 266-2760 / FAX (612) 266-2761

April, 1994

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Northeast Corridor Management Plan

April 26, 1994

Table of Contents

1	EXECUTIVE SUMMARY
2	INTRODUCTION
	BACKGROUND
3	Property description
5	Intended use of the property
6	PROPERTY MANAGEMENT ISSUES
	Use of property
	Access to property
	Sale of property
	Information program relating to property
	PRACTICES OF OTHER JURISDICTIONS AND CONSIDERATIONS
7	Other jurisdictions consulted
7	Use of property
9	Access to property
10	Sale of property
12	Information program relating to property
14	RECOMMENDATIONS
14	Use of property
15	Access to property
16	Sale of property
17	Information program
	IMPLEMENTATION
18	Timeline
18	Costs
19	Revenues
20	SOURCES OF INFORMATION
	FIGURES
21	Use of property
22	Access to property
23	Sale of property

EXECUTIVE SUMMARY

This corridor management plan relates to 6.4 miles of abandoned railroad right of way purchased by Ramsey County Regional Railroad Authority (RCRRA) from Burlington Northern Railroad Company in 1992. The property extends from Kellogg Boulevard in downtown St. Paul to Beam Avenue in Maplewood.

The property was acquired to preserve it as an option for the Ramsey County northeast light rail transit corridor and for joint recreational trail use. Light rail transit development will not occur in this corridor during the near term, and an agreement has been entered into with both Ramsey County and the City of St. Paul for the development of recreational trails on the right of way. With the commencement of construction of these trails in 1994, physical maintenance and security for the entire property will be handled by the County and City. However, during the period prior to any light rail transit development on the right of way, RCRRA will continue to exercise its rights as property owner to preserve the property for future light rail transit use.

Management issues for this property were grouped into four general areas, use of property, access to property, sale of property, and a related information program.

Four other public jurisdictions were consulted as to their management practices in these four areas: Minnesota Department of Transportation, Office of Railroads and Waterways; Hennepin County Regional Railroad Authority; Minnesota Department of Natural Resources, Trails and Waterways; and the Ramsey County Parks and Recreation Department. These jurisdictions evaluate most management issues on a case-by-case basis using guidelines which have been developed on a staff level.

The management guidelines recommended in this plan are based on written and unwritten guidelines of the other agencies as they best apply to the northeast corridor. Decision-making criteria are presented for each of the four general areas and are developed in a manner which allows situational evaluation of issues by RCRRA staff as they arise.

A timeline for implementation of this plan and the management activities contained herein is included, as well as an estimate of applicable costs and revenues.

INTRODUCTION

In December, 1992, Ramsey County Regional Railroad Authority purchased from Burlington Northern Railroad Company 6.4 miles of abandoned railroad right of way extending from Kellogg Boulevard in Downtown St. Paul to Beam Avenue in Maplewood. The property was acquired based on the recommendations of the Ramsey County Comprehensive Light Rail Transit Plan and the Northeast Corridor Light Rail Transit Alignment Study, in order to preserve the right of way as an alignment option for light rail transit in the Ramsey County northeast corridor and for shared recreational trail use.

Because RCRRA has not previously owned property, there are no existing policies or practices directly relating to the management of real estate. The purpose of the plan is to:

- provide background information along with plans for present and future use of the property,
- identify and anticipate major management issues affecting the property,
- present an overview of management practices of other public entities which own similar property, and
- outline a recommended decision making process for evaluation of individual management issues.

As a first step in developing a corridor management plan for this property, four goals have been identified:

1. To preserve the corridor for potential future light rail transit and concurrent recreational trail use.
2. To address unauthorized encroachment onto the right of way by requiring removal or formalization through written agreements, whichever is consistent with public use.
3. To maintain the right of way in a manner which minimizes costs, where appropriate, and makes the corridor an asset to the communities through which it passes.
4. To establish a cooperative working relationship with the owners of properties adjacent to and near the corridor.

These four goals combined with a review and analysis of the property management practices of other jurisdictions provide the basis for the recommendations in this plan.

BACKGROUND

Property description

The northeast corridor right of way extends from Kellogg Boulevard in downtown St. Paul to Beam Avenue in Maplewood (See Figure 1). The majority of this property, amounting to 90.51 acres, was purchased by RCRRA from Burlington Northern Railroad Company on December 17, 1992. A portion of the right of way near Highway 36 and Gervais Avenue had been purchased earlier by the State of Minnesota, Department of Transportation (Mn/DOT). It is anticipated that RCRRA will reach an agreement in the spring of 1994 to use the Mn/DOT-owned portion of the corridor.

The property is generally 100 feet wide, although it widens and narrows at various points along its length as it passes through park lands, industrial areas, and residential neighborhoods. The property's topography also varies dramatically as the corridor rises from a steeply sloped ravine area in the Swede Hollow area of St. Paul to an elevated berm as it reaches Lake Phalen and continues northward to Beam Avenue.

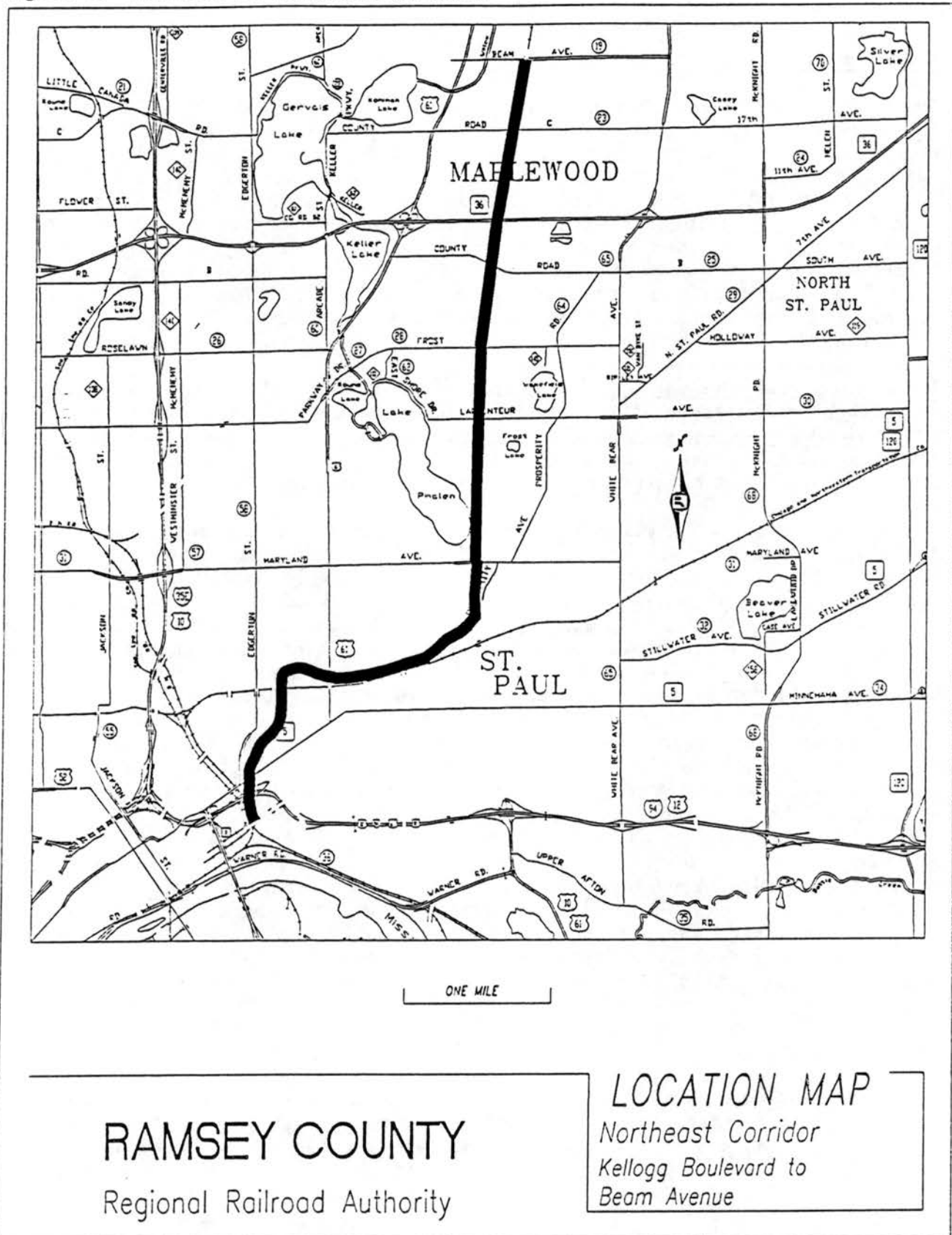
Twenty public roadways cross the right of way, by means of overpass bridges at Kellogg Boulevard, East 7th Street, Minnehaha Avenue, Arcade Street, Forest Street, Earl Street, and County Road C, and by means of underpass bridges at East 4th Street, Johnson Parkway, Highway 36 and Beam Avenue. The remaining crossings, East Maryland Avenue, East Arlington Avenue, East Idaho Avenue, Larpenteur Avenue, Ripley Avenue, Frost Avenue, County Road B, Cope Avenue, and Gervais Avenue are at grade. The right of way passes over a pedestrian tunnel south of Maryland Avenue near Lake Phalen, and passes under the operating tracks of the Chicago and North Western Railroad north of Minnehaha Avenue. The right of way crosses the State of Minnesota, Department of Natural Resources (DNR) Gateway Trail at grade north of Frost Avenue. During the reconstruction of Interstate 94 in 1989, highway bridges crossing over the right of way were removed and replaced with fill, creating a steep earthen barrier which now physically severs the corridor.

Burlington Northern removed its tracks, ties, and related equipment from the property upon abandonment, and the right of way remains unimproved and vacant.

RCRRA commissioned a Phase I environmental study of the right of way during the summer of 1993, and the results revealed no indication of harmful or hazardous substances affecting the property.

Portions of the right of way are encumbered by leases, licenses, permits, and easements which authorize uses for electric, telephone, and fiber optic cables, water and sewer lines, buildings, fences, driveways, parking areas, storage areas, retaining walls, and bridge, rail, and roadway crossings.

Figure 1: Location of Northeast Corridor



Intended use of property

In December of 1989, RCRRA completed a Comprehensive Light Rail Transit Plan for Ramsey County. This plan identified the northeast corridor of Ramsey County as one of several potential corridors for the implementation of light rail transit within 20 years. In August of 1991, RCRRA completed a Ramsey County Northeast Corridor Alignment Study, which assessed the suitability of specific locations for LRT within the corridor. The conclusion of this study was that the abandoned Burlington Northern right of way and an alignment following I-35E had the best potential for LRT development in the northeast corridor. The plan and study also recommended that RCRRA proceed with the purchase of the abandoned Burlington Northern right of way for joint LRT and trail use.

RCRRA purchased the right of way from Burlington Northern in 1992 with the assistance of Minnesota State Rail Bank funds, with the intention of preserving the right of way as an option for future light rail transit and for joint recreational trail use. The development of light rail transit in the northeast corridor is not anticipated to occur in the near future.

The Northeast Corridor Alignment Study also recognized the potential of this corridor for shared trail and LRT use. After acquiring the right of way, RCRRA entered into a joint powers agreement with both Ramsey County and the City of St. Paul for the development and operation of the corridor for recreational trail and future LRT use. Two segments of the regional trail corridor are planned for construction during 1994, and will run from East 7th Street to the east side of Lake Phalen in St. Paul (City trail), and from Frost Avenue to Beam Avenue in Maplewood (County trail). The portions of the right of way from Kellogg Boulevard to East 7th Street and from the east side of Lake Phalen to Frost Avenue will remain undeveloped at this time, although the master plan for the trail corridor envisions a trail along the full length of the property. Easements will be executed in the spring of 1994 providing for the use of the property by the City and County for trail purposes.

Once construction of the trails has commenced, physical maintenance and security for the entire property will be handled directly by Ramsey County and the City of St. Paul. Rules and regulations governing public use of the trails will be established and enforced by the City and County. At that time, RCRRA will become responsible for physical maintenance and security only if a light rail transit system is built on this property, and only then for that portion of the corridor required for the light rail transitway. If light rail transit is developed on the property, the trails will be allowed to jointly occupy the corridor, where feasible.

The City of St. Paul is also considering a proposal for the construction of a roadway in the vicinity of the right of way from approximately Arcade Street to approximately Johnson Parkway. This proposal is still in a conceptual stage, and specific impact to the corridor has not yet been determined.

PROPERTY MANAGEMENT ISSUES

This plan addresses the period prior to the development of any transit use on the corridor by RCRRA. Throughout this period, RCRRA will exercise and maintain its ownership rights to the property and will continue to manage it in accordance with its long range goal to preserve the right of way for possible future light rail transit use.

Management issues have been categorized into four general areas:

1. Use of property

The property is presently subject to unauthorized encroachment by adjoining property owners. These unauthorized encroachments include fences, retaining walls, parking areas, equipment storage areas, gardens, and structures ranging from buildings and garages to sheds, tree houses, and dog houses. Leases, licenses, permits, and easements also encumber the property and formally provide for a variety of public and private uses. The majority of these agreements and encroachments predate RCRRA's acquisition of the property, and some will need to be removed in order to accommodate construction of the recreational trails on the property. Additionally, RCRRA has received requests for usage of other portions of the property. Future encroachments and land use requests should also be anticipated.

2. Access to property

The property is affected by the illegal dumping of various materials, including yard wastes, tires, earth and fill, appliances, furniture, railroad ties, snow, and various other types of trash and refuse. Such activities present the potential for liability and possible environmental contamination, and are of immediate concern. Public access to the property has, for the most part, not been restricted or prohibited.

3. Sale of property

In two areas the right of way boundary widens to a point where some property could be considered surplus for present or future transportation/trail needs. One of these areas, located southerly of Frost Avenue, has been leased to a private lumber company for several years. The second area lies adjacent to the City of St. Paul's Case and Duluth recreation center property. Requests to purchase portions of the right of way have been received by RCRRA and future inquiries should also be anticipated.

4. Information program relating to property

RCRRA is committed to a strong community information and involvement program. The communication of RCRRA's intentions with respect to the use and development of the corridor to property owners adjoining and near to the right of way will also be addressed in this plan.

PRACTICES OF OTHER JURISDICTIONS AND CONSIDERATIONS

In preparing this report, RCRRA contacted other public agencies to inquire about their methods of property management. The four most similar entities, based on property type, present and future property use, and governmental relation, are:

1. Minnesota Department of Transportation, Office of Railroads and Waterways (Mn/DOT). Mn/DOT owns 110.5 miles of abandoned railroad right of way in greater Minnesota, and preserves the same for future transportation use as part of the State Rail Bank program. (Mn/DOT, through the State Rail Bank program, assisted in the purchase of the former Burlington Northern right of way by RCRRA and continues to hold a security interest in the property.) Mn/DOT faces similar management issues and allows interim uses of its property, primarily for snowmobile trails.
2. Hennepin County Regional Railroad Authority (HCRRA). HCRRA manages 39.3 miles of abandoned railroad right of way, and has experienced similar problems to those presently faced by RCRRA, including illegal dumping and unauthorized encroachments. HCRRA has long range plans (light rail transit) for this property similar to those of RCRRA, and has allowed use of portions of its right of way for trail purposes.
3. Minnesota Department of Natural Resources, Office of Trails and Waterways (DNR). DNR manages over 500 miles of abandoned railroad right of way statewide, primarily for public recreational trail purposes. DNR has also experienced on a wide scale all of the problems RCRRA is now faced with, including dumping and illegal encroachment.
4. Ramsey County, Parks and Recreation Department. The Ramsey County Parks and Recreation Department manages park and open space properties within Ramsey County. The present and long range uses of these lands are not similar to those of RCRRA, although similar access and encroachment issues have been experienced.

The practices of these jurisdictions on the four property management issues are outlined as follows:

Use of property

1. Minnesota Department of Transportation, Office of Railroads and Waterways.

Abandoned rail rights of way acquired by Mn/DOT under the State Rail Bank program may be leased for other uses while being preserved for future transportation purposes. Proposed other uses for rail bank property may be considered if they meet one or more of the following conditions:

- A. uses that were in effect prior to department acquisition of the property;
- B. uses that minimize maintenance costs and maximize income to the

program;

- C. uses that are not in conflict with adjacent land uses; and
- D. uses that provide a benefit to the state.

Uses in effect while the property is being preserved may be continued at the time the property becomes utilized for a transportation purpose, if such uses do not interfere with the utilization of the property.

Mn/DOT will generally execute a lease providing for other uses at a market rent. Public utilities are granted licenses in accordance with Mn/DOT policy relating to use of highway rights of way. Mn/DOT has chosen to administer abandoned rights of way on a limited access principle, and will not grant permission for new at-grade crossings of the right of way or for new structures to be built on the right of way.

2. Hennepin County Regional Railroad Authority.

HCRRA prohibits the use of its property for illegal purposes and for any purpose which may damage the land environmentally or threaten HCRRA's property rights. Otherwise, HCRRA generally grants permits for those uses which provide some benefit to the HCRRA property, such as landscaping or fencing, and a one-time \$100 processing fee is charged. For those uses which do not benefit the HCRRA property, a lease with a market rent is generally applied. The HCRRA board approves all leases, but does not review permits. HCRRA has found this approach to be good public policy, and encroaching parties are usually receptive to signing a written agreement. HCRRA has adopted three written policies pertaining to the management of its property, which are summarized as follows:

- 1. New grade crossings are prohibited without a board variance
- 2. Snow dumping on HCRRA property is prohibited without a board variance
- 3. \$100 fee established for lateral crossings or temporary uses of HCRRA property (fee waived for governmental agencies). Longitudinal crossings are reviewed on a case-by-case basis and require a fee commensurate with the diminished value of the land.

3. Minnesota Department of Natural Resources, Trails and Waterways.

Use of DNR trail rights of way is governed by a State law which prohibits the private use of public property. DNR strictly enforces this statute with respect to encroachments. DNR will provide a written agreement to a private party only if it is determined by staff that the encroachment is an improvement that cannot or should not be moved. Otherwise, all private encroachments are removed. Permits or licenses are generally granted for uses which serve a public purpose, such as utility crossings. Consideration for agreements are based on rate tables established by DNR. Consideration may be waived if the requesting party is a not-for-profit

public or governmental entity.

4. Ramsey County, Parks and Recreation Department.

Use of Ramsey County park and open space property is governed by state statute, the Ramsey County Home Rule Charter and Ramsey County ordinance. The Ramsey County Parks and Recreation Department issues permits for special recreational uses of areas and facilities under its jurisdiction. Permits are granted only for uses and activities that are consistent with park, recreational and open space purposes. Permits are issued routinely for the use of picnic shelters and ice arenas, as well as for conducting special park events. Non-recreational use of park and open space property by private parties is prohibited.

In addition to permits for recreational uses, permits (licenses or easements) have been granted for public utilities on Ramsey County park and open space property provided installation and maintenance of these utilities do not conflict with current and future use of the property. Generally, pipelines, transmission lines and other manmade structures must be placed underground; surface use may be granted for stormwater drainage and water impoundments subject to county design approval. Public utility permits to other governmental units are generally granted without remuneration; however, the governmental unit must agree to pay all construction and maintenance costs and agree not to assess park property for any costs associated with the improvements. Fees for the installation of other public utilities may be negotiated. Permits, licenses and easements for public utilities are subject to approval by the Ramsey County Board of Commissioners.

Considerations: The approaches taken by DNR and Ramsey County Parks and Recreation reflect a strategy to protect property which is not in an interim use, and which is dedicated to a specific public purpose. These agencies are well-established and have developed practices from past experience with a broad range of situations and issues. Mn/DOT and HCRRA manage property awaiting future development, and will allow interim uses of their land as long as future options are preserved. The latter approach better conforms with the current status of the RCRRA property and the stated goals of this interim management plan.

Access to property

1. Minnesota Department of Transportation, Office of Railroads and Waterways.

Mn/DOT has installed fencing in areas of the right of way in which dangerous conditions exist, particularly near bridges. Mn/DOT will also install fencing in areas in which a dumping or liability concern is evident. Access restriction decisions are made on a staff level. If an adjoining property owner requests that a fence be installed, Mn/DOT assumes the initial installation cost and expects the adjoining property owner to

assume maintenance responsibility for the fence.

2. Hennepin County Regional Railroad Authority.

HCRRA has also installed fencing in problem areas of its property in order to restrict illegal dumping or for liability reasons as determined by HCRRA's insurance carrier. The decision to install a fence is made by staff and generally based on cost. Fences have also been installed to prevent trespass at the request of adjoining property owners, who assume the maintenance responsibility for such fences as a condition of their installation. Public access is generally not restricted on the property.

3. Minnesota Department of Natural Resources, Trails and Waterways.

DNR installs fencing in problem areas of its property in order to restrict illegal trespass onto adjoining property, to contain livestock, or to prevent dumping. The decision to install a fence is made by staff and generally done as a last resort to resolve a problem. Adjoining property owners are asked to sign a fencing agreement to provide for DNR's installation of a fence, which obligates the adjoining property owner to maintain the fence for 21 years.

4. Ramsey County, Parks and Recreation Department.

Ramsey County Parks and Recreation has controlled public access to certain areas of its property in which frequent dumping and vehicular trespass problems have been encountered. Ramsey County Parks and Recreation attempts to control access with methods that preserve its property in a natural state, and has used tree planting instead of fencing in some instances. Warning signs are first installed in an attempt to remedy a problem; access is restricted if other methods of resolution fail. The installation decision is made by staff.

Considerations: For each entity consulted, the decision to restrict access is made on a staff level and is generally done as a last resort. Cost and maintenance of the restrictive device are also factors in the decision. This approach is also recommended for RCRRA, in order that problems relating to dumping, encroachment, security, or liability can be addressed quickly upon identification.

Sale of property

1. Minnesota Department of Transportation, Office of Railroads and Waterways.

The sale of abandoned rail rights of way acquired by Mn/DOT under the State rail bank program is regulated by State law. The Commissioner of Transportation may convey any rail line or right of way, for consideration or for no consideration, and upon other terms as the commissioner may determine to be in the public interest, only to another state agency or to a governmental subdivision of the state having power by law to utilize it

for transportation use. Mn/DOT may not sell rail bank property to a private party. If property is sold, the following procedure must be followed:

- a. The commissioner must publish a public notice of Mn/DOT's intent to dispose of the property once a week for two consecutive weeks in at least one newspaper of general circulation in each county where the property is located.
- b. Mn/DOT must conduct one public meeting to provide information on the proposed disposition and to seek comments.
- c. After the meeting, the commissioner shall decide whether or not to dispose of the property.
- d. Notice of the commissioner's decision is published.

2. Hennepin County Regional Railroad Authority.

HCRRA has no written policy relating to its method for disposing of surplus property. As a regional railroad authority, HCRRA is established under the authority of Minnesota Statutes 398A, which provides HCRRA the power to sell or otherwise dispose of real property as it sees fit. HCRRA has, by its own choice, chosen to follow the unwritten protocol of Hennepin County, in that surplus property is generally sold to the public through a competitive bidding process. The HCRRA board is first asked to declare the property surplus and authorize its sale, and subsequently to approve the terms of sale. HCRRA has chosen, on one occasion, to offer a property for sale to an existing lessee without first offering the property for sale to the public.

3. Minnesota Department of Natural Resources, Trails and Waterways

The sale of surplus State property, including abandoned rail rights of way acquired by DNR, is regulated by State law. Trails and Waterways staff make the determination if any property is surplus to the needs of DNR. If a surplus designation is made, the land is sold at a public auction. State appraisers establish a minimum sale price.

4. Ramsey County, Parks and Recreation Department.

Pursuant to the Ramsey County Home Rule Charter, the county board has the power to sell, lease or otherwise dispose of park property upon such terms as it considers best in the public interest. In the event the intended use is not consistent with park purposes, before disposal of any real property for such inconsistent use, the county board holds a public hearing as to the intended use of the property, after first providing at least twenty days written notice of the hearing date to the municipality in which the property is located and to all owners of land within 1,000 feet of the real property to be disposed.

In addition, Ramsey County enacted a "no net loss of park lands" policy in 1993, which provides that the conversion of park and open space land to other uses will not be considered unless no other reasonable alternative exists, or said property was determined to be surplus at the time of acquisition. Where in the interest of the public and no other reasonable alternative exists, Ramsey County park and open space land may be converted to another use provided such land and recreational facilities are replaced in an equivalent amount, in a comparable location, and of similar quality.

Considerations: Sale procedures vary in accordance with the different uses of property by the different owners. Sales of real estate by Mn/DOT and DNR are regulated by State law. Sales by Ramsey County are regulated by the Ramsey County charter and the no net loss policy. Neither HCRRA nor RCRRA are bound by restrictions, and may dispose of property as each deems in its best interest. Having been established under the same authority as RCRRA, and possessing similar property, HCRRA allows the public the opportunity to purchase surplus HCRRA property through a competitive bidding process, unless a special condition is evident. Conformance to similar standards would best suit the goals of this plan.

Information program relating to property

1. Minnesota Department of Transportation, Office of Railroads and Waterways.

State law provides for public and agency participation in the acquisition, disposition, or utilization of abandoned rail rights of way under the State Rail Bank program. This statute requires the commissioner to publish a notice of the proposed action and to also hold a public meeting to seek public comment on the action. Mn/DOT also installs signs at road crossings of its property to inform the public of Mn/DOT ownership.

2. Hennepin County Regional Railroad Authority.

Neighboring property owners or community groups are generally not contacted by HCRRA unless a problem situation is encountered. HCRRA does install signs at entrance points and road crossings on its property, and also in areas where trespass or dumping has occurred.

3. Minnesota Department of Natural Resources, Trails and Waterways.

DNR has done a variety of things to inform the surrounding community of its property ownership, from holding town meetings or open houses to mailing letters to each adjoining property owner. DNR installs signs along the boundaries of its rights of way and also at entrance points to its trails.

4. Ramsey County, Parks and Recreation Department.

Ramsey County Parks and Recreation has limited formal contact with adjacent property owners, due to the large number of properties adjoining the Ramsey

County park and open space lands. Most communications are initiated by the adjoining property owner, and typically involve a problem or complaint. Ramsey County Parks and Recreation has installed signs and boundary markers on its property to identify the land as park or open space land.

Considerations: In general, sign installation has been the only action shared among the four entities to inform the public of property ownership and use status. Contact with adjoining property owners most often occurs if a problem arises. Establishing a cooperative relationship with neighbors and community groups will likely require that a proactive approach be taken to communicate the management and development plan for the corridor.

RECOMMENDATIONS

Based on a review of the practices of other jurisdictions, written policies regarding use and management of property appear to be infrequently adopted and prepared as a response to specific, repeated problems. Instead, issues are evaluated situationally using general guidelines that have developed on a staff level, but have not been placed in written form. These guidelines include the actual decision-making criteria and processes used to resolve identified problems.

The guidelines recommended for RCRRA are based on the written and unwritten management practices of other entities as they best apply to RCRRA and its property.

The recommendation is to adopt the following guidelines, rather than inflexible rules, and to allow RCRRA to modify its guidelines at any time. The guidelines are consistent with RCRRA's authority to acquire, use, and dispose of property as it sees fit, in accordance with Minnesota Statutes 398A.

Use of property

Requests for use of the right of way must be made in writing to RCRRA, and will be addressed using the following guidelines:

1. All uses of the right of way must be documented with a written agreement.
2. Requests for usage will be evaluated by RCRRA staff on a situational basis, as follows (see also Figure 2):
 - a. Any usage which adversely affects the present or planned future use of the property will not be permitted.
 - b. Any usage which may be illegal, which may cause environmental damage, or which may create a security or liability concern for RCRRA or the surrounding community will not be permitted.
 - c. All permits issued will be subject to the following conditions:
 1. Payment to RCRRA of a \$100 administrative processing fee, which may be waived for other governmental entities,
 2. RCRRA's option to cancel the agreement upon no more than 30 days written notice,
 3. At termination the premises must be vacated and restored to its former state at the sole cost and responsibility of the user,
 4. Assignability only with the consent of RCRRA,
 5. The user's evidence of liability insurance at levels recommended

by Ramsey County Risk Management, with RCRRA named as an additional insured on the policy, and

6. Additional conditions that may be imposed to protect the health, safety, or welfare of the public or to protect any public or private property interests, as determined by RCRRA staff.

Permits containing these conditions may be issued for any of the following uses at the discretion of the director of RCRRA, and will not be subject to RCRRA approval:

- i. Temporary uses (less than one year in duration),
- ii. Uses which may benefit RCRRA property, or
- iii. Uses for a public, not-for-profit purpose.

The director of RCRRA may choose at any time to bring any use request, including those not subject to RCRRA approval, to RCRRA for action.

- d. For those uses which cannot be considered temporary, or for those uses which solely benefit the encroaching party and do not benefit the RCRRA property, a negotiated agreement must be reached which will be subject to the approval of RCRRA. Any such agreement must provide for either a fair market rent, with provisions for future escalation, or a one-time payment based upon the diminished value of the land.
3. Non-permitted uses under the above guidelines may be granted only with a variance approved by RCRRA.

Access to property (see also Figure 3)

Access restrictions may include, but will not be limited to, fencing, tree planting, or earthen berms. The type of restriction to be installed will be dependent upon purpose, location, and cost. It is not anticipated that fencing will be installed in residential neighborhoods, although that right will be reserved by RCRRA under the conditions noted below.

RCRRA staff will control access to the corridor under the following circumstances:

1. To prevent trespass onto adjoining property or unauthorized encroachment. Access restriction will be used as a last resort to resolve such problems, and will be installed only when all other reasonable means of resolution are not successful.
2. To remedy a security or liability risk. Access restriction will be installed in such cases where it is determined that such restriction will serve to protect users of the property and/or the property itself from harm. RCRRA staff will confer with the appropriate Ramsey County staff, including Risk Management, Environmental Health, and the County Attorney,

in making this decision.

3. To prevent repeated incidents of dumping and the cost of cleanup. This will be a cost decision made by staff.

Cost responsibility for the installation and maintenance of any access restriction will be negotiated with adjoining property owners and users of the corridor.

Sale of property (see also Figure 4)

Requests for sale of property will be addressed using the following guidelines:

1. Property considered for sale will first be reviewed by RCRRA staff and/or its consultants to determine whether it should be considered surplus. RCRRA staff will confer with the Parks and Recreation Departments of Ramsey County and the City of St. Paul in making this decision.
2. If property is deemed surplus by staff, the proposed sale will be brought to the RCRRA for their review. The RCRRA will be asked to give staff the approval to negotiate a sale of the property and to officially declare the property surplus to the needs of RCRRA.
3. If the value of the property is determined by RCRRA staff to be more than \$1,000, RCRRA staff will have the property appraised by one or more qualified appraisers.
4. A direct sale may be negotiated under the following circumstances:
 - a. The property is subject to right/s of refusal, and the holder of a refusal right wishes to acquire the property;
 - b. The property is needed for the economic well-being of an adjoining property owner or a lessee who currently occupies the property;
 - c. The property is desired by the State of Minnesota, a local government unit, or a non-profit organization with a mission complementary to that of RCRRA.
5. If a direct sale is not negotiated, the property will be offered for sale to the public through a sealed bid offering. Notice of this offering will be published in a manner to bring the sale to the attention of the greatest number of potential purchasers.

If no acceptable bid is received, RCRRA staff may pursue a negotiated sale with any party who may be interested in purchasing, whether the sale be direct or through listing with a real estate broker.

6. Under any of the above scenarios, if a sale agreement is reached, the terms of sale will be brought to the RCRRA for their approval. A sale will be generally acceptable at a price not less than the appraised value of the

property.

7. Once RCRRA approval has been granted, the sale of the property may be closed.

Information program

Prior to commencing its management activities, RCRRA intends to communicate this plan to those persons and property owners who will be affected by it. This includes contacting each of the neighboring property owners along the right of way by mail, and, where needed, in person.

This plan will also be presented to the Cities of Maplewood and St. Paul and the appropriate St. Paul community councils for their information.

An immediate step in informing the public as to the ownership and management of this property will be the installation of boundary markers. These markers will be placed along the entire boundary of the right of way. The markers will be durable and visible monuments which will assist in the enforcement of property boundaries, thus providing a method of resolving encroachment disputes. The markers will also serve an informational purpose, providing information as to ownership, use, and future plans for the property.

Entrance signs will also be placed at the access points of the right of way which can be easily seen by the users of the recreational trails. The entrance signs will include a statement that the recreational trails have been developed with the concurrence of RCRRA and that light rail transit and trails may jointly occupy the right of way in the future.

RCRRA has established a telephone number to deal exclusively with questions, comments, and concerns relating to the northeast corridor right of way. This number, 266-2759, will be provided to adjoining property owners, and will also be included on each boundary marker and entrance sign.

IMPLEMENTATION

Timeline

March, 1994	Review of Northeast corridor management plan by RCRRA Commencement of information program: contact with neighbors and community councils
April, 1994	Approval of Northeast corridor management plan by RCRRA
April - June, 1994	Acquisition of access to remaining portion of right of way near Highway 36 and Gervais Avenue from Mn/DOT Execution of easements with City and County for recreational trail development on the corridor Initiate or continue resolution of encroachment problems Installation of boundary markers RCRRA responsibility for property maintenance, refuse removal, and vegetation control
June, 1994	Commencement of trail construction by Ramsey County Transfer of maintenance responsibility (Maplewood portion) to Ramsey County
September, 1994	Commencement of trail construction by City of St. Paul Transfer of maintenance responsibility (St. Paul portion) to City of St. Paul
Ongoing	Periodic inspection of the right of way to ensure proper maintenance and usage Periodic review of management plan, goals, and guidelines

Costs

Cleanup/Maintenance: Prior to the commencement of trail construction by the City and County, RCRRA is responsible for clearing the corridor of encroachments which interfere with the joint operation of the corridor for trail and transit purposes. RCRRA has worked with Ramsey County Parks and Recreation to clean the Maplewood portion of the right of way of refuse and debris and to remove overgrown vegetation, and is presently working with Ramsey County Public Works to clean the St. Paul portion of the right of way. Costs

incurred in 1993 for cleanup totaled \$27,284.

RCRRA is also responsible for interim property maintenance activities prior to the construction of the recreational trails. These activities include trash and refuse removal and vegetation control, including mowing and removal of diseased trees, and will be handled through Ramsey County Public Works and Ramsey County Parks and Recreation. RCRRA has budgeted \$36,000 for maintenance and any remaining cleanup obligation during 1994. The actual expenditure will be dependent upon the amount of debris removed from the property.

Fences/Trees: No access restriction is anticipated to be installed by RCRRA at the present time.

Signs: Boundary markers are planned for installation by RCRRA at intervals along the right of way. Approximately 400 markers will be required. RCRRA has budgeted \$30,000 for these markers for 1994; actual costs for material and installation may be less than the budgeted amount.

Liability insurance: RCRRA has purchased liability insurance to cover claims against RCRRA originating from ownership of the right of way. This insurance was purchased in 1993; annual costs are expected to be less than \$100.

Special assessments: The right of way is exempt from real estate taxes and special assessments, except for those assessments levied for storm sewers and drain systems. The anticipated special assessment charge for 1994 is \$2,548.

Revenues

Leases affecting the property currently generate income to RCRRA of \$3,759 per year. Additional leases can be anticipated, none of which, according to this plan, will be executed at less than a fair market return. Permits will be granted upon payment of a \$100 administrative processing fee, which will be waived for other public and governmental agencies.

Other sources of income may include sales of surplus land.

SOURCES OF INFORMATION

Information from the following sources was used in the preparation of this report. Further detail regarding these sources is available at RCRRRA offices.

1. Minnesota Department of Transportation, Office of Railroads and Waterways
 - a. Minnesota Statutes Chapter 222.63: pertaining to abandoned right-of-way, Minnesota State Rail Bank
 - b. Minnesota Rules Chapter 8830.5800 through 8830.6200: administrative code for State Rail Bank Program
 - c. Interview with Ken Buckeye and Mel Loesh, Office of Railroads and Waterways, January 11, 1994
2. Hennepin County Regional Railroad Authority
 - a. Minnesota Statutes Chapter 398A, Regional Railroad Authorities Act
 - b. HCRRA approved policies relating to requested grade crossings, fee schedules for permit applications, and snow storage
 - c. Interviews with Don Lawrence, HCRRA, December 20, 1993, December 28, 1993, and January 20, 1994
3. Minnesota Department of Natural Resources, Trails and Waterways
 - a. Minnesota Statutes Chapters 94.09 through 94.14, pertaining to the sale and disposition of surplus state owned land
 - b. Minnesota Statutes Chapter 84.415, pertaining to licenses, permits to cross state owned lands
 - c. Minnesota Rules Chapter 6135, administrative code pertaining to utility crossing of public lands and waters
 - d. Interviews with Del Barber, Trails and Waterways, January 4, 1994, January 31, 1994
4. Ramsey County, Parks and Recreation Department
 - a. Home Rule Charter for Ramsey County, Minnesota, Section 2.02 K, November 6, 1992
 - b. County Board Resolution 92-177, An ordinance for the control and management of park, recreation, and open space areas and facilities under the jurisdiction of the Ramsey County board of commissioners
 - c. County Board Resolution 93-201, no net loss of park lands
 - d. Master Plan for Burlington Northern Regional Trail Corridor, with City of St. Paul Division of Parks and Recreation, 1991
 - e. Interview with Larry Holmberg and Bill Schneider, Department of Parks and Recreation, January 26, 1994
 - f. Memo from Greg Mack, March 7, 1994
5. Ramsey County Regional Railroad Authority
 - a. Minnesota Statutes Chapter 398A, Regional Railroad Authorities Act
 - b. Comprehensive Light Rail Transit Plan For Ramsey County, December, 1989
 - c. Ramsey County Northeast Corridor LRT Alignment Study, August, 1991
 - d. Joint Powers Agreement with City of St. Paul and Ramsey County, for development of recreational trails, 1992

Figure 2: Use of Property

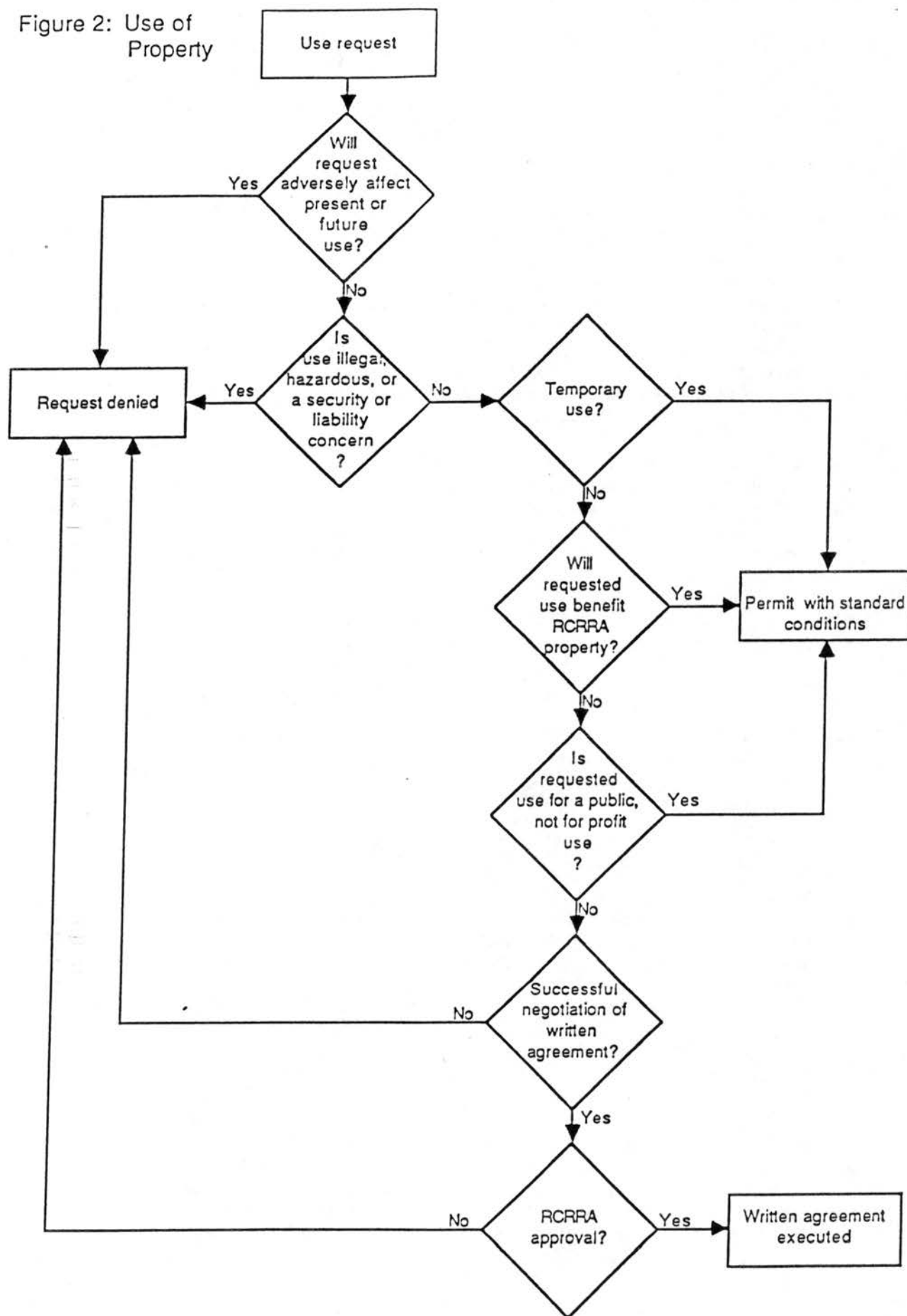
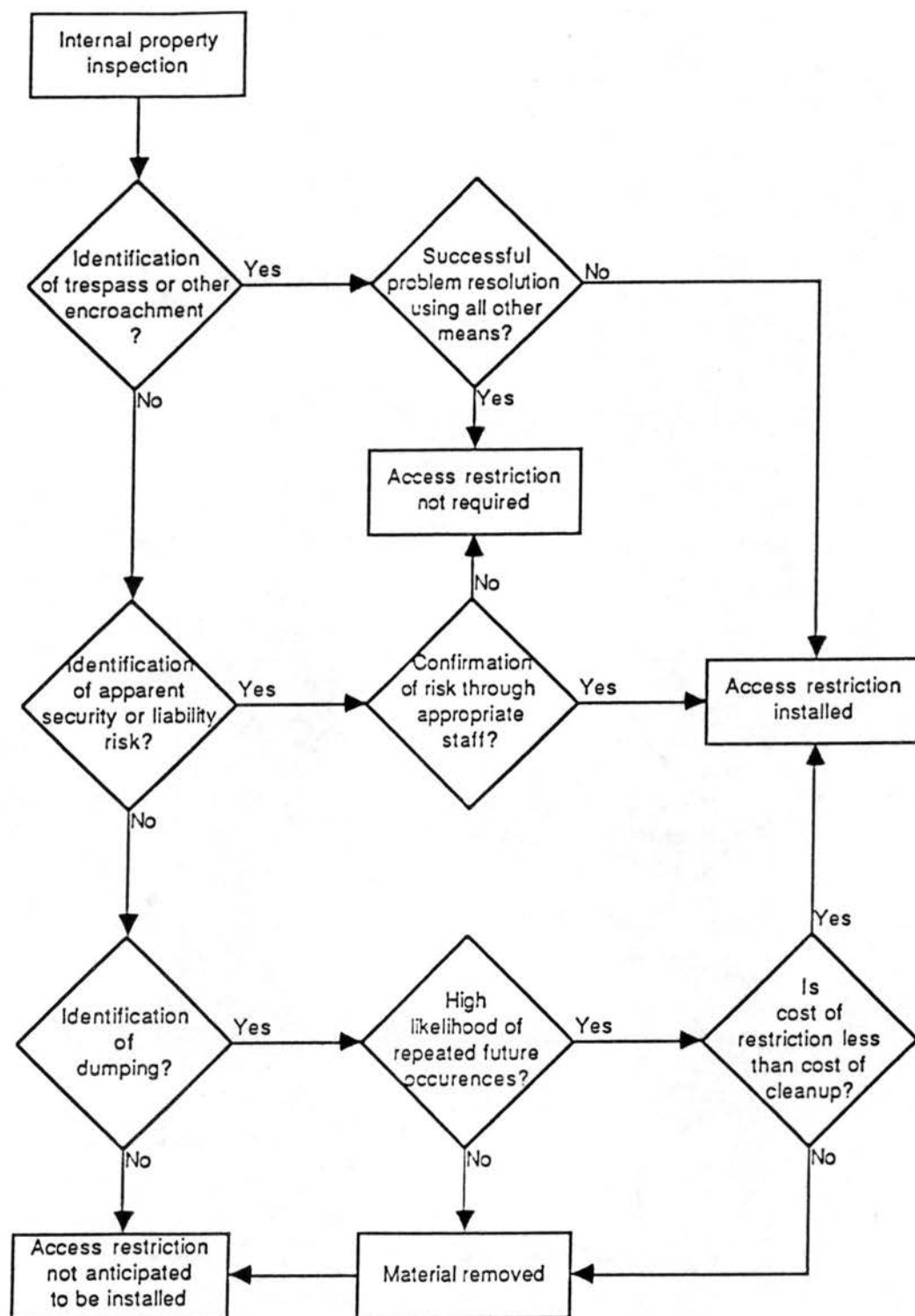
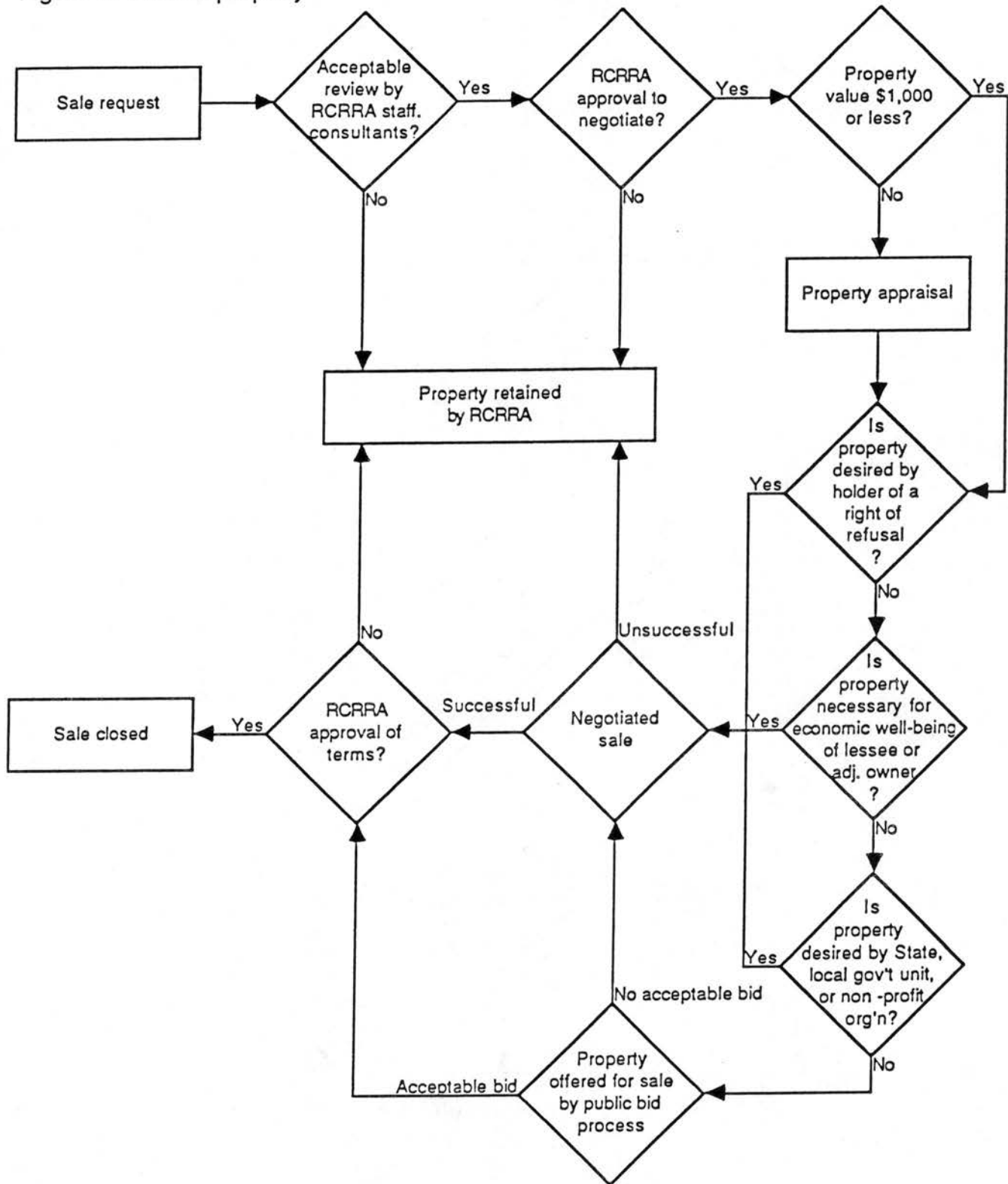


Figure 3: Access to property



25

Figure 4: Sale of property



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere 4/18/94
Authorized Signature Date

Board Action Requested

Authorize Director to execute work orders with County Public Works and Parks and Recreation Departments for maintenance of the Northeast Corridor right of way in an amount not to exceed the yearly budget.

ACTION IS REQUESTED

Request Justification

See attached: 1) Proposed resolution
2) Memorandum from Kathryn DeSpiegelaere

Budgeting and Accounting *Vern W. Kelly* 4/19/94
County Attorney *DeMunich*
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

April 26, 1994

Board Date

Bette Kuryak
Signature

4/21/94

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, On March 23, 1993, Ramsey County Regional Railroad Authority approved a resolution authorizing the Director of Light Rail Transit Planning to execute work orders with the Ramsey County Parks and Recreation and Ramsey County Public Works Departments for the removal and disposal of extraneous material from the Northeast Corridor right of way, for an amount not to exceed \$25,000; and

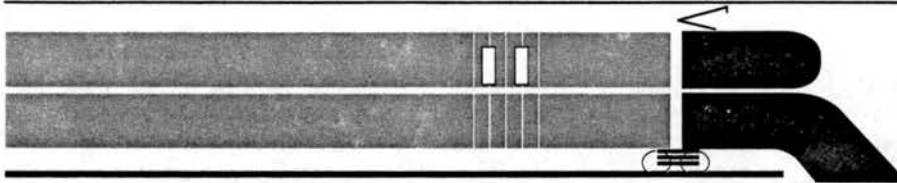
WHEREAS, Work orders for cleanup and disposal services provided by the two departments have been executed in the amount of \$27,284.43; and

WHEREAS, Additional cleanup and disposal of extraneous materials on the Northeast Corridor right of way will be required in order to fulfill the obligations of Ramsey County Regional Railroad Authority under the terms of the joint powers agreement with the City of St. Paul and Ramsey County, dated April 13, 1993; Now, Therefore, Be It

RESOLVED, That the Director of Light Rail Transit Planning is authorized to execute work orders with the two departments for the work described during each budget year for an amount not to exceed the total yearly budgeted amount approved for Northeast Corridor cost code center 59109.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (612) 266-2760 / FAX (612) 266-2761

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, County Manager

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

SUBJECT: Work Order Authorization

DATE: April 15, 1994

Ramsey County Regional Railroad Authority (RCRRA) purchased right of way from Burlington Northern in December, 1992. The attached map illustrates the right of way which extends from downtown St. Paul to Beam Avenue in Maplewood.

RCRRA, Ramsey County, and the City of St. Paul, by resolutions of their respective bodies, approved the concept of joint trail and light rail transit use of this property. A Joint Powers Agreement was approved by RCRRA in April, 1993, which defined the roles and responsibilities of the three agencies in the planning, development, and operation of the right of way for regional trail and light rail transit. The Joint Powers Agreement specifies that RCRRA has responsibility for cleaning the corridor of encroachments which interfere with the operation of the corridor and for maintenance and security of the corridor until the City and County begin construction of the trail in their respective portions of the corridor.

In March, 1993, RCRRA authorized the Director of LRT Planning to execute work orders with the Ramsey County Parks and Recreation Department and the Ramsey County Public Works Department for the removal and disposal of extraneous material from the property for an amount not to exceed \$25,000. The accompanying documentation indicated that an accurate cost estimate for the work was not available and that if the cost of the work exceeded \$25,000, additional authorization would be requested. The 1993 budget for this account was \$36,000. Work orders for cleanup and disposal services provided by the two departments for 1993 totaled \$27,284.43.

Additional cleanup and disposal of extraneous materials on this property will be required in order to fulfill the obligations of RCRRA under the terms of the Joint Powers Agreement. For 1994, \$36,000 has been budgeted for this account.

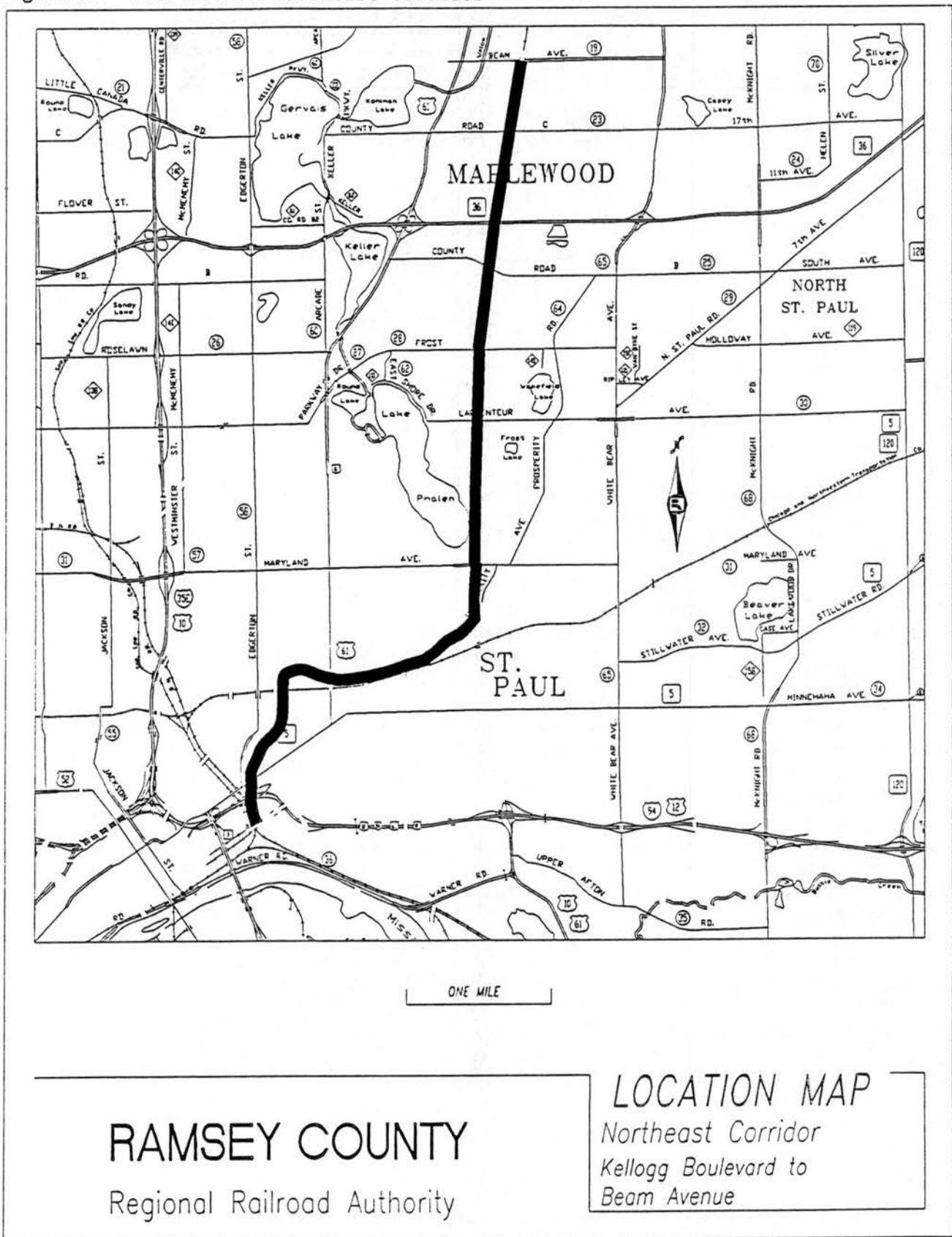
Recommendation:

Authorize the Director of LRT Planning to execute work orders with the Parks and Recreation Department and the Ramsey County Public Works Department for the work described during each budget year for an amount not to exceed the total yearly budgeted amount approved for Northeast Corridor cost code center 59109.

Attachment



Figure 1: Location of Northeast Corridor



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

6

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere
Authorized Signature

4/18/94
Date

Board Action Requested

a) Approve amendment #2 to Contract Agreement No. 69887 with BRW, MN Department of Transportation, and Hennepin County Regional Railroad Authority for \$677,435 for Central Corridor Cultural Resources and Downtown Minneapolis LRT Alignment Study

Request Justification

2) Authorize the Chairman of the Regional Railroad Authority to sign on behalf of the Authority. **ACTION IS REQUESTED**

- See attached: 1) Proposed resolution
2) Memorandum from Kathryn DeSpiegelaere
3) Amendment #2 to Contract Agreement No. 69887

Budgeting and Accounting

Vern Willey *4/19/94*

County Attorney

D. M. [Signature]

Risk Manager

Greg Anderson

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

April 26, 1994

Bette Lurysh
Signature

4/21/94

Board Date

Signature

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, In September, 1992, The Joint Lead Agencies of Ramsey County Regional Railroad Authority, Hennepin County Regional Railroad Authority, and the Minnesota Department of Transportation contracted with BRW for consultant services for the Alternatives Analysis/Draft Environmental Impact Statement for the Central Corridor; and

WHEREAS, Additional work is being requested of BRW to complete a cultural resources analysis and an analysis of downtown Minneapolis LRT alignments; and

WHEREAS, The funding for the additional consultant work will be provided by the Federal Transit Administration; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the amendment to the agreement with BRW, Hennepin County Regional Railroad Authority, and the Minnesota Department of Transportation for \$677,435 for cultural resources and downtown Minneapolis LRT alignment work; and Be It Further

RESOLVED, That the Chairman of the Ramsey County Regional Railroad Authority is authorized to execute the amendment on its behalf.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

Ramsey County Regional Railroad Authority

220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

John T. Finley, Chairman
District 3

Diane Ahrens, Vice Chairman
District 4

Warren W. Schaber, Secretary
District 6

Ruby Hunt, Treasurer
District 5

Hal Norgard
District 7

Brenda C. Thomas
District 2

Dick Wedell
District 1

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, County Manager

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

SUBJECT: Amendment to Central Corridor Contract

DATE: April 18, 1994

In September, 1992, Ramsey County Regional Railroad Authority, along with the joint lead agencies of Hennepin County Regional Railroad Authority and the Minnesota Department of Transportation, contracted with BRW for consultant services for the Alternatives Analysis/Draft Environmental Impact Statement for the Central Corridor. The contract was negotiated following a proposal process.

Funding for the \$1 million contract was supplied by the Federal Transit Administration.

As provided for in the proposal and contracting process, additional work is being requested of BRW. BRW has prepared estimates for cultural resources work required by the federal process. The work involves identifying and evaluating all archaeological, historical, and architectural resources that may be potentially affected by the project and coordination with the State, St. Paul, and Minneapolis Historic Preservation offices.

Another area provided for in the agreement being considered is downtown Minneapolis light rail transit alignment evaluation. In response to the public hearing process for the Central Corridor project and the number of meetings and letters with downtown Minneapolis affected interests, there is a strong interest in having the joint lead agencies do a comparative analysis of a sub-surface alignment with a surface alignment for the area between the Metrodome and the Convention Center. Work with the community on that subject will occur during the summer and fall and will include additional work on low-floor vehicle technology, a topic that is of regional interest. Previous work on both a tunnel and surface alignment will be incorporated into the study. The agreement provides for an addition of \$677,435 to the previous contract limit and extends its expiration date to June 15, 1995.



All consultant work performed for the contract will be paid by the Federal Transit Administration.

The Minnesota Department of Transportation has prepared the amendment and agrees to it. Hennepin County Regional Railroad Authority is considering the amendment on April 26, as is Ramsey County Regional Railroad Authority.

A copy of the information pertaining to the amendment is attached:

- (1) Amendment
- (2) Work program.

Recommendation:

Approve the amendment to the agreement with BRW, Hennepin County Regional Railroad Authority, and Minnesota Department of Transportation for \$677,435 for Central Corridor Cultural Resources and Downtown Minneapolis LRT Alignment Study;

Authorize the Chairman of the Regional Railroad Authority to execute the agreement on behalf of the Authority.

MINNESOTA DEPARTMENT OF TRANSPORTATION - Mn/DOT Agr. No.69887
Amendment No. 1
CONTRACTUAL (non-state employee) SERVICES

Central Corridor Between	Total Agree. Amount:\$ 1,677,435
Minneapolis and St. Paul	Original Agreement Amount:\$ 1,000,000
T.H. I-94, Alternatives	Amendment No. 1 Amount:\$ 677,435
Analysis/Draft Environmental Impact Statement	

This agreement between the Joint Lead Agencies consisting of the Minnesota Department of Transportation, Hennepin County Regional Rail Authority and Ramsey County Regional Rail authority acting through the Commissioner of Transportation (hereinafter Agencies)

Contractor: BRW, Inc.
Address: 700 Third Street South
Minneapolis, MN 55415
Soc.Sec. or Tax I.D. No.2456210, Fed. Tax I.D. No.83-0232786
(hereinafter CONTRACTOR) witnesseth that:

WHEREAS, the Agencies, have an Agreement identified as Mn/DOT Agreement No. 69887 with BRW, Inc. to provide transit alternatives analysis and draft environmental impact statement documents; and

WHEREAS, the Agencies have determined that additional work will be required to complete this project; and

WHEREAS, the Agencies have determined that additional compensation will be made for this work; and

WHEREAS, the Agencies have determined that additional time will be necessary to complete this work; and

WHEREAS, CONTRACTOR represents that it is duly qualified and agrees to perform all services,

NOW, THEREFORE, it is agreed by the parties hereto to amend Mn/DOT Agr. No. 69887 as described in the attached entitled "Agreement Amendments".

Effective Date: September 23, 1992 Expiration Date: June 15, 1995

IN WITNESS WHEREOF, the parties have caused this contract to be duly executed intending to be bound thereby.

APPROVED:

1. CONTRACTOR:

(If a corporation, two corporate officers must execute.)

By: [Signature]

Title: VICE PRESIDENT

Date: 4-18-94

By: [Signature]

Title: Vice Pres

Date: 4/18/94

2. DEPARTMENT OF TRANSPORTATION

By: _____

Title: _____

Date: _____

As to form and Execution by the

3. ATTORNEY GENERAL

By: _____

4. COMMISSIONER OF
ADMINISTRATION

By: _____

Date: _____

5. COMMISSIONER OF FINANCE

By: _____

Date: _____

6. HENNEPIN COUNTY REGIONAL
RAIL AUTHORITY

By: _____

Title: _____

Date: _____

By: _____

Title: _____

Date: _____

By: _____

Title: _____

Date: _____

7. RAMSEY COUNTY REGIONAL
RAIL AUTHORITY

By: _____

Title: _____

Date: _____

By: Kathryn Kalspiegler

Title: Director of LRT Planning

Date: 4/19/94

By: Paul Marshall

Title: Asst County Attorney

Date: 4-20-94

BUDGETING & ACCOUNTING

By: Vern Walley 4/19/94

Risk Management

By: Greg Anderson 4/20/94

INDEX

		<u>Total Pages</u>
Agreement Amendments	Revisions 1.0 - 9.0	3

ATTACHMENTS

<u>Scope of Services & Budget</u>	<u>Designation</u>	<u>Total Pages</u>
Central Corridor Phase I-II Cultural Resource Survey	A	17
Downtown Minneapolis LRT Alinment Evaluation	B	5
Budget Only for- Additonal work on AA/DEIS and Research Design for the Section 106 Process	C	1

GREEMENT AMENDMENTS

Introduction: This amendment has been prepared to provide for the following additional items found necessary to complete this portion of the project. These items are added resources to complete various tasks in the original scope of services, new task to prepare a research design for the "section 106 process" of the DEIS, the Central Corridor Phase I-II Cultural Resources Survey and the Central Corridor AA/DIES Downtown Minneapolis LRT Alignment study.

Revision 1.0:

Section 1.0 Term of Agreement is hereby amended to read:

Starting Date: September 23, 1992

Expiration Date: June 15, 1995

Revision 2.0:

Section 2.0 Scope of Work is hereby amended by the addition of the following:

- a. Additional staff time is being provided for the completion of the following Task 1. Project Management, Task 2. Public Involvement Program, Task 5. Analysis and Refinement of Alternatives, Task 7. Draft AA/DEIS Report Chapter Preparation and Task 8. Local preferred Alternative Finalization.

Work Task	Level I	Level II	Level III	Total
Task 1.	360	--	200	560
Task 2.	--	--	180	1 8 0
Task 7.	--	80	200	280
Task 8.	--	80	--	80

Tasks 5 & 7 direct expense costs of \$35,000

- b. Add Task for the preparation of the Reasearch Design for the "Section 106 Process" for the Draft EIS.

Tom Bailey	24 Hrs
Jeff Oertel	24 Hrs
Consultant II	24 Hrs
Consultant I	80 Hrs
Staff Support	40 Hrs

- c. Add the scope of services entitled "Central Corridor Phase I-II Cultural Resources Survey" as detailed in Attachment A, Amendment No. 1 to Mn/DOT Agreement No. 69887.
- d. Add the scope of service entitled "Downtown Minneapolis LRT Alignment Evaluation" as detailed in Attachment B, Amendment No. 1 to Mn/DOT agreement No. 69887

Revision 3.0:

Section 4.0 Deliverables by Consultant is hereby amended as follows:

Add the following:

- a. State Historic Preservation Office approved Research Design for the Section 106 Process. Due Spring 1994.
- b. Draft final report Cultural Resource Survey. Due December 1994
- c. Final Report Cultural Resource Survey. Due February 1995
- d. Downtown Minneapolis LRT Alignment Evaluation report to be incorporated in the AA/DEIS shall be delivered as determined by the Agencies Technical Liaison.

Revision 4.0:

Section 5.0 Estimated Budget and Progress Reports is hereby amended as follows:

- a. Delete Section 5.1 in agreement No. 69887 and insert the following:

5.1 A cost-plus method of payment will be used

a. Estimated Direct Salary Costs	\$345,210
b. Overhead Costs	550,367
c. Profit (Fee) 10%x(a+b) (not to Exceed)	89,558
d. Estimated Direct Expenses:	62,500
e. Subconsultant Expenses:	
Approved Subconsultants and associated expenses are detailed in attachment "B" of Agreement No. 69887	604,800

Estimated Budget	\$1,652,435
------------------	-------------

<u>f. Administrative Contingency Reserve</u>	<u>25,000</u>
--	---------------

TOTAL ESTIMATED PAYMENT	\$1,677,435
-------------------------	-------------

- b. Revise Section 5.3 - "Profit (Fee)...and is not to exceed" from \$47,146 to \$89,558.
- c. Revise Section 5.5 - Revose "Budget" and "not to exceed" amounts from \$968,865 to \$1,652,435.
- d. Revise Section 5.8 - Revise total obligation amount from \$1,000,000 to \$1,677,435.

Estimated Budget Details:

Central Corridor Phase I-II Cultural Resources Survey Estimated Budget
See Attachment A, Amendment No.1 Mn/DOT Agreement No.69887

Downtown Minneapolis LRT Alignment Evaluation Estimated Budget See
Attachment B, Amendment No. 1 Mn/DOT Agreement No. 69887

Amendment No.1 Mn/DOT Agreement No. 69887

Extra Work and Research Design for the Section 106 Process Estimated Budgets See Attachment C, Amendment 1 Mn/DOT Agreement 69887

Revision 5.0:

Section 6.0 Key Personnel is hereby amended as follows:

Add the following Key Personnel:

Tom Baily to BRW, Inc.

Jeff Oertel to BRWA, inc.

Status of Agreement:

Except as amended and modified herein, the terms and conditions of Agreement No.69887 and its' Amendment No. 1 shall be deemed to have been continually in force without interruption from September 23, 1993 to June 15,1995.

2 50 HAW
Gut

CENTRAL CORRIDOR PHASE I-II CULTURAL RESOURCES SURVEY

I. SCOPE OF WORK

Introduction

The Scope of Work being proposed for the Phase I-II Cultural Resources Survey along the Central Corridor is designed to provide a technical report that identifies and evaluates all archaeological, historical and architectural resources that may be potentially affected by the proposed project. The Area of Potential Effect (APE) is defined to include all properties within the right-of-way construction zones, and the first tier of adjacent properties. Effects on archaeological properties would be limited to the right-of-way. The resulting report will provide a detailed inventory of all known and potential historic properties within the Area of Potential Effect. Those historic properties evaluated to be eligible for inclusion to the National Register of Historic Places (NRHP) will be identified. There will be ongoing consultation with the State Historic Preservation Office (SHPO), St. Paul Historic Preservation Office (HPC) and Minneapolis HPC. The tasks required to fulfill the proposed Scope of Work are outlined below.

Phase I Identification

The goal of this task is to identify all properties that may be potentially eligible for inclusion to the National Register of Historic Places (NRHP). The strategies to be employed to complete this task will consist of both extensive records and literature searches and fieldwork investigations.

The Phase I fieldwork investigations will consist of two stages, the initial reconnaissance survey and a follow-up intensive survey. These surveys will follow the Standards and Guidelines for Identification of Historic Properties published by the Advisory Council on Historic Preservation (ACHP), as published in the Federal Register on September 29, 1983, Volume 48, No. 190, Part IV (48 FR 44716-42). The ACHP defines a reconnaissance survey as "the formulation of estimates of the necessity, type and cost of further identification work and the setting of priorities for the individual tasks involved." The ACHP defines an intensive survey as that which "describes the distribution of properties in an area, determines the number, location and condition of the properties, determines the type of properties actually present within the area, permits classification of individual properties, and records the physical extent of specific properties."

Phase II Evaluation

Cultural resources identified to be potentially eligible for inclusion in the NRHP during Phase I will be evaluated for significance in Phase II. Evaluation of significance of cultural resources requires relating the qualities of each property to the historic contexts of the project area. A statement of significance will be developed as a reasoned argument, first identifying the historic context(s), next discussing the property types within their historic context and their relevant characteristics required to qualify as a part of that context.

Technical Report

A report on the identification and evaluation process will be prepared. The technical memorandum will include figures, tables, and text documenting consultations with review agencies, methodologies employed during the identification and evaluation processes, results of the investigations, and management recommendations. All review comments received in response to the technical memorandum will be addressed and be included in the summary prepared for the FEIS.

II. WORK TASKS

TASK 1.0 PROJECT COORDINATION

- Consult with Mn/DOT and SHPO regarding scope and methods
- Landowner access permission
- Project alignment base map preparation
- Obtain State Archaeological testing permit
- Project coordination with client
- Weekly team meetings
- Monthly reports to Mn/DOT and SHPO

Classification Hours

Senior Associate	40
Associate	120
Consultant II	120
Consultant I	120
Staff Level III	40

TASK 2.0 HISTORICAL CONTEXT DEVELOPMENT

- Interview local historical societies
- Compile historical maps, photographs
- Examine existing research
- Archival research

Classification Hours

Senior Associate	40
Associate	40
Consultant II	120
Consultant I	120

TASK 3.0 PHASE I ARCHITECTURAL FIELDWORK

- Drive-by visual survey to identify notable structures
- Identify pre-1950 buildings by tax record search
- Locational maps/photographs for structures
- Archival research
- Complete building inventory forms

Classification Hours

Senior Associate	80
Associate	120
Consultant II	280
Consultant I	800
Staff Level III	240

TASK 3.1 PHASE II ARCHITECTURAL EVALUATION

- Archival research to develop construction/occupational history
- Detailed description of interior/exterior architectural features
- Analysis of resource in relation to historic context
- Determine resource integrity
- Evaluate significance of resources

Classification Hours

Senior Associate	80
Associate	80
Consultant II	160
Consultant I	320
Staff Level III	160

TASK 4.0 PHASE I ARCHAEOLOGICAL FIELDWORK

- Research pre-contact archaeological potential through archival/literature search
- Research historic archaeological potential through archival/literature search
- Geomorphological assessment
- Pedestrian survey
- Subsurface testing
- Artifact recovery, analysis

Classification Hours

Associate	80
Consultant II	200
Consultant I	320

Staff Level III 80

TASK 4.1 PHASE II ARCHAEOLOGICAL EVALUATION

- Controlled test unit excavation
- Determine site type
- Determine vertical and horizontal site limits
- Evaluate site integrity
- Evaluate significance of resource

Classification Hours

Associate	40
Consultant II 200	
Consultant I	320
Staff Level III	120

TASK 5.0 RESEARCH ASSESSMENT/PROJECT REVIEW

- Project review with Mn/DOT and SHPO after each field stage
- Field notes, maps, photos and diagnostic artifacts available for review
- Summary of findings
- Recommendations for next stage

Classification Hours

Senior Associate	12
Associate	12
Consultant II 36	

TASK 6.0 CURATION

- Compile original field notes and drawings
- Label photos and negatives
- Catalogue artifacts
- Transfer artifacts and documentation to Minnesota Historical Society

Classification Hours

Associate	40
Consultant II 120	
Consultant I	160
Staff Level III	40

TASK 7.0 TECHNICAL REPORT PREPARATION

- Provide text and graphics detailing field methods and findings
- Interpretation of results of the investigations
- Recommend eligibility to SHPO
- Management recommendations
- Recommendations for data recovery
- Report shall conform to Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation Activities (48 FR 44716-44740).

Classification Hours

Senior Associate	120
Associate	160
Consultant II 500	
Consultant I	800
Staff Level III	200

III. KEY PERSONNEL

<u>Name</u>	<u>Qualifications</u>
Craig Johnson	M.A. Anthropology
Jeff Oertel	M.A. Architecture
Sigrid Arnott	M.A. Ancient Studies
Charlene Roise	M.A. Historic Preservation
Deanne Zibell	M.A. History
Dr. Ed Hajic	Ph.D. Geology

IV. ARCHITECTURE/HISTORY - RESEARCH DESIGN

Objectives

This study will identify properties in the Area of Potential Effect for the Central Corridor that are eligible for listing in the National Register of Historic Places based on historic and architectural significance.

Methodology

A. Preliminary Organization

Development along the Central Corridor presents a cross-section of Twin Cities history. Layers of old and new construction display everything from high-style to vernacular design. Commercial strips and industrial corridors edge residential neighborhoods. Train tracks intersect a four-lane freeway. To establish a framework for the analysis of this diverse environment, we will identify sub-areas based on use and/or historical development (e.g., University of Minnesota campus, Rondo neighborhood, State Capitol district). We anticipate that most of these sub-areas will follow the neighborhood boundaries used by city planning departments. An overview drive-through of the study area will verify sub-area boundaries and introduce

the study area to the project team. Some modifications to sub-areas may be suggested on the basis of archival research and field survey.

B. Literature Search and Initial Historical Context Development

Archival sources will provide general and specific information about:

- The history of the area's development, up to and including construction of the interstate system
- The relationship of this development to regional and statewide trends
- Historic and architectural elements that are significant to specific sub-areas
- Persons important in the development of the sub-areas
- Persons important in the development of the region with significant ties to one or more of the sub-areas
- Prominent architects and engineers active in the area
- Buildings and structures of noteworthy design

Existing research compiled by the State Historic Preservation Office and the heritage preservation commissions in Minneapolis and St. Paul will serve as a starting point for research. We will also examine existing scholarly and popular histories related to the project area. Publications of the Hennepin and Ramsey County historical societies and the Minnesota Historical Society may prove to be of particular value. In addition, newspaper clipping files, photographs, maps and atlases, and other historical resources at these agencies will be reviewed. Research will also be conducted at the city planning departments in Minneapolis and St. Paul, the Minneapolis History Collection (Minneapolis Public Library), the St. Paul Public Library, the University of Minnesota libraries, and other repositories as appropriate.

C. Reconnaissance Field Survey

1. Pre-Field Work

Building dates, based on a tax record search, will be plotted on large-scale base maps. In addition to the specific date, building outlines will be visually coded with a color or pattern indicating a general period of construction (e.g., pre-1900; 1900 to America's entry into World War I; World War I and the 1920s; the Depression; World War II; post World War II to Interstate development). By graphically depicting broad patterns of development, the visual codes will facilitate identification of potential historic districts, and will help focus survey work. Project sub-areas will also be outlined in the maps.

2. Field Survey

Following procedures outlined in the "Guidelines for SHPO Architecture/History Projects" (1/1993) and in National Register Bulletin #24 (Guidelines for Local Surveys), we will conduct a reconnaissance-level survey of the study area. Surveyed properties will be documented with field notes, black-and-white print film, and color slide film.

3. Survey Report and Inventory Forms

The survey report will include an overview of project methodology, a discussion of pertinent historical contexts, conclusions based on the field survey, reference sources, illustrations, and maps. The report will itemize properties in the study area that are listed, or determined eligible for listing, in the National

Attachment A, Amendment No. 1 Mn/DOT Agreement No. 69887

Register. It will also identify properties which merit further study to determine National Register potential, citing pertinent evaluation criteria.

The following information, based on fieldwork, archival research, and analysis, will be included on an inventory form for each property surveyed:

- Street address, city, county
- SHPO inventory number
- Public accessibility (yes/no/limited)
- USGS quad and UTM coordinate
- Township-section-range
- Current name and historic name
- Current use and historic use
- Construction date
- Builder/contractor, architect/engineer
- Style and/or form
- Brief text describing physical appearance
- Details of construction: stories, structure (wood frame, brick), materials (foundation, exterior walls, roof), window type, roof shape
- Evaluation of historic integrity
- Interrelationship of buildings and surroundings
- List of related outbuildings
- Relevant historic context(s)
- Historic background
- Statement of historic and architectural significance
- Determination of National Register eligibility (yes/no/need more information, district/individual listing, local/state/national significance)
- Sources of information
- Name of surveyor, date of survey

At least one black-and-white contact print photograph will be attached to each inventory form, showing the property's principal elevation(s). We will also submit a set of plastic-mounted color slides showing the same view(s). Surveyed properties will be identified on appropriate USGS maps.

D. Intensive Field Survey and Determinations of Eligibility

Upon approval by SHPO of survey study recommendations, we will proceed with more detailed analysis of properties identified as exhibiting National Register potential. In-depth research may be required in property deeds, Sanborn atlases, census records, and other documents. Additional contextual development might also be needed. Inventory forms for properties included in the intensive survey will include more historical information than at the reconnaissance level, and will provide a more substantial statement of significance. For properties determined eligible for National Register designation, criteria and justification will be given based on National register Bulletin #15, Guidelines for Applying the National Register Criteria for Evaluation. A survey report will summarize study methodology and conclusions, as well as provide additional contextual development as necessary.

Expected Results

The majority of properties in the study area date from the twentieth century. Many were built since World War II, and must therefore claim exceptional significance to be considered eligible for the National Register. Surveyed properties from this relatively recent past will, in any case, provide contextual data for this study.

Downtown Minneapolis and St. Paul have concentrations of high-style buildings, many of which are well documented and can be evaluated from the traditional architectural history perspective. In many of the residential, commercial and industrial areas, however, the predominance of vernacular design will present a greater challenge for analysis.

Given the linear nature of the study area, only small slices of neighborhoods will be included, making consideration of historic districts difficult. As a result, we anticipate that most National Register recommendations will be for individual properties.

V. ARCHAEOLOGY - RESEARCH DESIGN

Introduction

The objective of the archaeological investigation of the Central Corridor construction right-of-way is to locate and assess cultural resources through a phased program that will provide information allowing informed decisions to be made regarding future recovery or preservation of those resources. This archaeological survey will be contained within the Area of Potential Effect (APE), a proposed transit corridor extending from downtown St. Paul to downtown Minneapolis. A majority of the corridor has been heavily impacted by urbanization and highway construction, yet archaeological resources may lie intact within some properties scheduled for acquisition by the Mn/DOT. Archaeological sites are usually considered for listing on the National Register of Historic Places under Criterion D, meaning that they have a potential for containing important information about the past.

The SHPO Guidelines for Archaeological Projects in Minnesota will be adhered to during all phases of the project. The Guidelines will be discussed below in relation to field procedures used during each phase of investigation and the research questions to be addressed in each stage.

Existing Conditions

- A. Present land use: The present land use along the proposed right-of-way is primarily light industrial/commercial with isolated residential areas remaining. The central land use of the corridor is in-place I-94.
- B. Property types expected: It is expected that archaeological sites located during the Phase I reconnaissance will be Native American habitation and early post-contact European settlement remains. Deposits of material dating from the later European settlement of the region, such as building foundations and waste deposits are also expected to be encountered.
- C. Survey boundaries: At this time, the precise boundaries of the project corridor are not known. A broad study area of approximately one mile in width has been delimited for the purposes of literature review and historical context research. The area that will eventually be archaeologically investigated will be contained within the construction right-of-way of the corridor.
- D. Areas of negative survey: A large areal portion of the proposed corridor is judged to have no potential for

pre- or post-European contact cultural resources. Interstate 94 was constructed in cut sections, which typically destroy any pre- or post-European contact structural remains within their boundaries. The potential for the preservation of archaeological materials will be present in those properties yet to be acquired by Mn/DOT. Some portions of the interstate may have been constructed on fill and buried potentially significant archaeological sites. These areas will be examined as part of the Phase I reconnaissance fieldwork.

Professional Qualifications

All archaeological research will be carried out under a Principal Investigator who possesses an advanced degree in archaeology, historical archaeology or history and the necessary field experience requirements as dictated by the National Park Service Code of Federal Regulations (36 CFR Part 61).

Curation Standards

All cultural materials recovered during the phased archaeological reconnaissance of the right-of-way will be curated at the Minnesota Historical Society, following analysis in the BRW, Inc. laboratory. Photos and copies of field notes will also be included in the collections to be repositied. The scheduling of the curation will be determined before any fieldwork begins.

Pre-European Contact Archaeology

A. Objectives

1. To determine the locations of archaeological deposits that are likely to be affected by current Central Corridor construction plans and that are accessible to standard methods of archaeological investigation.
2. To establish research questions that allow informed decisions to be made concerning the character, cultural affiliation and preservation of archaeological sites within the corridor.

B. Research Questions

The investigation and analysis of archaeological resources along the proposed Central Corridor is expected to help address research questions concerning both intra-site structure and local and regional cultural systems:

1. What is the occupational sequence at each site and can any components be isolated horizontally or vertically within each site? The densities of artifactual and ecofactual remains as they occur throughout the site will not only be identifying the presence of occupation(s), but may also provide information important in isolating contemporaneous activity areas.
2. What is the material content of each component and what can any similarities or differences in the artifactual or ecofactual context and features tell us about the activities occurring at a site during its period of occupation? Information useful in addressing this question will be traditionally defined material classes divided by pre-contact, contact, and Euro-American ceramic wares, series or types, metal and glass items, chipped stone tool types and debitage identified by raw materials, and fauna and

floral identified to the genus and species level.

3. How can the information from the above two questions be used to address broader regional subsistence-settlement concerns crucial in understanding the overall lifeways of the inhabitants of each site and their exploitation of available resources? These resources include not only fauna and flora, but also raw materials used in the manufacture of stone, bone, and ceramic tools. A focus on chipped stone raw materials is especially fruitful given the preservation and abundance of these items in pre-contact sites and their potential for indicating local versus non-local resource use. Use of archival records in the case of post-contact historic properties will be crucial in the reconstruction of the development of a site and how its growth related to broader settlement trends.
4. How does the occupational sequence from a site relate to the state-wide historic contexts? Do the artifact forms fall within the range of variation of those from currently defined contexts or are there recognizable differences between them? Does the location and date of a particular component fall within the spatial and temporal parameters of known historic contexts and what are the explanations for any observed deviations?
5. What are the major geomorphic and biotic zones in a particular project area and how might these have changed throughout the occupation of a particular site or group of sites which are the focus of investigations? Have any of these proposed changes affected the use of the area by humans and have any broader external social or environmental changes had an affect on the way various social groups related to one another and exploited available resources?
6. Is there evidence that a particular site locality or its regional context differed from other similar defined nearby areas? Is there a difference in resource diversity or natural travel routes that makes one area (e.g., site location) more attractive than others?

The answers to these research questions will be determined through the successive phases of archaeological investigation that are planned for this project. If it appears likely that an archaeological deposit contains more information than can be gleaned with a Phase I investigation, it will be recommended that the site be subjected to Phase II excavation. The results of the Phase II excavation will determine whether the site will be fully excavated in a Phase III data recovery.

C. Project Initiation

Locating archaeological resources within the proposed construction right-of-way will be accomplished through the use of predictive modeling, archival research and field survey.

A predictive model for the location of pre- and early post-European contact archaeological sites will be formulated based on the previous analysis of archaeological sites near the proposed construction right-of-way and within in the regional landscape. The State Historic Preservation Office will be the primary source for historic context documentation, the nineteenth and twentieth century records pertaining to pre- and post-European contact archaeological sites and previous archaeological investigations reports. Ethnographic and early historical sources from the Minnesota Historical Society, the Minneapolis Public Library archives and other regional repositories will include:

- E.D. Neill's 1872 *Dakota Land and Dakota Life*
 1881 *History of Hennepin County and the City of Minneapolis*

- | | | |
|---------------------|------|--|
| | 1882 | <i>The History of Minnesota, from the Earliest French Explorations to the Present Time</i> |
| | 1957 | <i>History of the Ojibways, and Their Connection With Fur Traders, Based on Official and Other Records</i> |
| • Isaac Atwater's | 1893 | <i>History of the City of Minneapolis, Minnesota</i> |
| • W.W. Folwell's | 1922 | <i>A History of Minnesota</i> |
| • Newton Winchell's | 1911 | <i>Aborigines of Minnesota</i> |
| • Samuel Pond's | 1986 | <i>The Dakota or Sioux in Minnesota As They Were in 1834</i> |

Native American sites (including pre-and post-European contact), as well as sites from the early European contact historic contexts (including, among others, the SHPO's Early Agriculture and River Settlement 1840-1870 and the Urban Centers 1870-1940), will be reviewed and overlaid on the right-of-way and the regional landscape. Department of Transportation and United States Department of Agriculture aerial photographs of the corridor from the 1930s to the present will be compared to assess the degree of previous construction impact to the landscape. The consideration of variables such as access to water and reconstructed native floral and faunal populations for known regional archaeological sites has, in the past, allowed a reconstruction of the location of pre-European contact Native American sites (Johnson 1978, 1985; Lynott 1982; Whelan 1990). In this project, it will allow a predictive locational/settlement pattern model for archaeological sites within the right-of-way to be constructed. This model will allow prioritization of the Phase I reconnaissance and suggest the categories of archaeological remains which might be present in the search area.

D. The Phase I or Reconnaissance Survey

The purpose of a Phase I survey is to recover sufficient information regarding a cultural resource so that an informed decision can be made concerning its type and location. The Phase I will consist of pedestrian survey over exposed and weathered ground surfaces, shovel tests at 15-meter intervals in areas where ground surfaces are not exposed, and/or auguring or trenching at locations where original ground surfaces are thought to have been buried by later depositional processes or building/roadway construction. All excavated matrix in this stage will be screened through 1/4-inch hardware cloth; sediment from paleosols found in auger holes will be screened with 1/8-inch or finer mesh. Survey transects will be 30 meters or less apart.

A formal report detailing the project area setting, investigative procedures, results and recommendations of each reconnaissance survey will be produced for the client in a timely fashion. As per the SHPO Guidelines, information included in the report will include:

- The boundaries of the area surveyed, including the number of acres covered;
- The kinds of properties looked for;
- The method of survey;
- The kinds of archaeological properties located in the surveyed area;
- Inventory forms with precise information for each site, including a map;
- Locations surveyed that did not contain archaeological resources.

All Phase I archaeological investigations will be performed according to the standards or guidelines set forth in the Memorandum of Agreement (MOA) between each client and the SHPO for a specific property.

E. The Phase II or Intensive Survey

Phase II field work will be undertaken for any project which identifies cultural resources during the initial reconnaissance survey. The purpose of this work will be evaluate the resources for their potential for inclusion on the National Register of Historic Places. This stage will define the limits, significance and integrity of each site, including its place within the historic contexts of the state and its potential to add to the knowledge of local and regional history. Updated inventory and site forms of each property will also be completed. Field methods will consist of a combination of shovel testing to further define site limits and a number of units consisting of isolated or joined 1 x 1 meter squares excavated in five-centimeter levels. All matrices will be screened with 1/4-inch or smaller (1/8-inch) hardware cloth. Units will be excavated by shovel skimming and troweling with all feature matrix retained for flotation. Depending on the depositional history at the site, the Phase II work may or may not include geomorphic investigations consisting of deep auger probes and/or backhoe trenching. A detailed site map will be prepared, illustrating the surrounding landscape and location of excavations. A recommendation of the eligibility of each site to the National Register of Historic Places will be included in a formal, detailed report to each client. As per the SHPO Guidelines, information included in the report will include:

- The kinds of properties identified;
- The boundaries of the properties;
- Survey and excavation methods;
- The appearance, significance and integrity of the resource;
- Updated inventory forms;
- A map showing precise locations of excavation units;
- An evaluation of the property's significance.

All Phase II archaeological investigations will be performed according to the standards or guidelines set forth in the Memorandum of Agreement (MOA) between each client and the SHPO for a specific property.

F. Expected Results

Because of the extensive urbanization that has occurred in the region of the proposed Central Corridor construction area, it is expected that few pre-European contact archaeological deposits will have remained intact. Certain portions of the corridor, however, may have a higher than average possibility of containing intact sites. River crossings, fill areas and parkland may still harbor cultural materials.

Because of the past rich resources and high population of the Minnesota/Mississippi river juncture area, it is likely that the entire area has served as habitation site at some point in the past. Remnants of single-occupation campsites, seasonal habitations or permanent villages may be present within the construction right-of-way. The likelihood of encountering such sites in an urbanized area is often low. However, a predictive model of settlement strategy versus resources can assist in the prioritization of the search process and raise the chances for locating intact sites or portions thereof.

Recovery of such data in the Twin City metropolitan area is of prime importance. While many sites in rural Minnesota are destroyed by road and housing construction every year, there are a great many that still await investigation. The urban setting, conversely, is a destroyer of archaeological context. Buildings, roadways

and utilities all contribute early on to the mixing and destruction of archaeological materials. If we are to fully understand the pre-European contact settlement strategies of the Minneapolis-St. Paul area in general and the Central Corridor in particular, it is essential that the remaining cultural resources be located, assessed and analyzed.

Historical Archaeology

A. Objectives

The study will initially focus on documentary materials to determine archaeological possibilities in the areas of potential effect, specifically what has existed in the past in the APE, and what disturbances could have affected the integrity of the sites. At this stage documentary research will also help to frame research questions and create historical contexts. Documentary research will be coordinated with research done by the architecture/history research. Phase I Archaeological investigations will test the subsurface for archaeological levels and architectural remains to determine whether any archaeological materials exist. If further investigation is warranted, Phase II excavations will be conducted to assess whether any sites qualify for inclusion in the National Register of Historic Places.

B. Methodology

Firstly, secondary documentary sources and past studies will be consulted to study basic trends in the development of the built environment in Saint Paul and Minneapolis providing contexts within which more specific research may be understood.

Archival sources will then be studied to research the specific histories of sites within the areas of potential effect. The areas of the greatest archaeological potential are at the proposed train stations on Second Street in downtown Minneapolis, the tunnel area and station in Stadium Village on the East bank of the University of Minnesota, Westgate and Merriam Park in Saint Paul, and the Capital Station in the Capital Mall. Primary materials to be consulted will include: maps (insurance maps, city works maps and plat maps), historic photos at MHS and Minneapolis and Saint Paul Public Libraries, aerial photos, city directories, and newspaper clippings.

The history of development will be studied from the most recent to distant past in order to assess the integrity of the sites, and predict whether the earliest materials are likely to remain. For example, industrial railroad construction in the Second Street area near downtown Minneapolis has probably impacted the earlier mixed residential/commercial development in that area. And the creation of the symmetrically uniform Capitol Mall area in 1954, through razing and landscaping may have affected some areas more than others. The extent of impact, previous contours of terrain, and methods of demolition and construction should be studied to predict which areas could have the most archaeological potential, and how they may have been affected.

Research questions will be framed to reflect the specifics of the different site areas, and their relation to one another. Because the potential sites vary in type and date, general questions will have to also address issues raised in the specific histories of the different areas. For example, within the general context of urban development and residential life, we may want to know how the material culture and infrastructure of an early commuter suburb, like Merriam Park, was different from that of the older and centrally located residential area where the Capitol Mall is now. Other issues of interest are technological and public works history, relations of class and ethnicity to consumer behavior, and uses

and treatment of open spaces, such as yards and alleys, in daily life.

Exact locations of previous building will be determined, as best possible, to direct future archaeological investigations thus reducing time locating structures and deposits, and helping to interpret archaeological materials.

As a result of these studies we will be able to show the history of development in the areas of potential effect, and make specific recommendations regarding archaeological potentials and strategies in the different areas.

C. Field Survey

After an initial walkover field survey to examine the existing conditions, Phase I investigations will focus on the targeted areas of high potential to test for the presence or absence of archaeological materials, and the existence of researched properties. Because the soil surface has almost certainly been disturbed in all these areas, mechanical excavation using auger or via trenching will likely be necessary. Soil contamination from industrial and railroad activities is possible in most of these sites, and especially along the Soo line (Merriam Park) and the University of Minnesota transitway (Westgate) (U.S. Department of Transportation, Federal Transit Administration: 1993, s-14), thus preliminary investigations will also assess whether archaeological fieldwork could be affected by pollutants.

Phase II investigations will be conducted in areas where archaeological materials are identified in order to evaluate the site for inclusion in the National Register of Historic Places. Fieldwork would first be designed to determine the horizontal and vertical limits of the sites, and to test for archaeological depositions and their density and integrity. If architectural units could be defined in this preliminary stage, a strategy would be designed to excavate a sampling of activity areas in 1x1 meter units. Otherwise units would be placed to provide general coverage. All matrices would be screened through 1/4" hardware cloth. Site maps would be made to record the site, excavation units, and the surrounding area.

If warranted, Phase III excavations would focus on opening larger areas of the site to better define activity areas, features, and architecture, and to interpret their interrelation to one another. Exact strategies would have to depend on the types of deposits encountered; an industrial site would require a different approach from a residential. Industrial and/or Railway remains are likely to be encountered in the Second Street area in downtown Minneapolis, which would necessitate at least partial mechanical excavation. In residential areas scraping could be utilized to reveal foundations and site configuration, followed by trowel and shovel excavation in selected areas. Specific research design will be developed and delineated in the Memorandum of Agreement reached between the joint lead agencies and SHPO.

D. Expected Results

The central corridor will pass through a historic core of the Twin Cities from one downtown to the other. Because this corridor cuts through successive stages of the Twin Cities development, with the oldest areas generally nearest the downtowns, it could be said to provide a sample of horizontal stratigraphy representing the historic period. In addition, in some locations there have been successive stages of building. For these reasons the central corridor could offer excellent archaeological possibilities, with a variety of property types from different stages of Twin Cities history. It is

Attachment A, Amendment No. 1 Mn/DOT Agreement No. 69887

expected that sub-surface field investigations will be limited to station locations.

VI. SCHEDULE

BRW's approach to research design and field methods is one of using a multidisciplinary team infrastructure. The goal of this design is to establish a long-range, coordinated, multidisciplined research strategy to properly guide the investigation in a timely and cost-effective manner while providing a problem-oriented research program. The theoretical considerations, methods, and questions will be evaluated by the project team for refinement as new relevant study data unfolds. A detailed outline of proposed tasks is presented on the following page.

The attached project schedule shows our proposed task approaches and time schedules for each task. The scheduling goal of this project is to have the necessary information for inclusion in the FEIS at the earliest possible date. BRW is prepared to initiate the project by mid-February, thereby moving the schedule up by almost two months. The following Project Schedule demonstrates the multidisciplinary use of BRW's personnel to put every effort into achieving this goal.

CENTRAL CORRIDOR LRT CULTURAL RESOURCES BUDGET

Task	Senior Associate	Associate	Consultant II	Consultant I	Staff Level III
1	40	120	120	120	40
2	40	40	120	120	—
3	80	120	280	800	240
3.1	80	80	160	320	160
4	—	80	200	320	80
4.1	—	40	200	320	120
5	12	12	36	—	—
6	—	40	120	160	40
7	<u>120</u>	<u>160</u>	<u>500</u>	<u>800</u>	<u>200</u>
Total Hours	372	692	1,736	2,960	880
Rate	23.50	22.50	16.50	12	13
Amount	8,742	15,570	28,644	35,520	11,440
x 1.5943 O.H.	<u>13,937.32</u>	<u>24,823.25</u>	<u>45,677.13</u>	<u>56,629.54</u>	<u>18,238.79</u>
Subtotal	22,679.37	40,393.25	74,311.13	92,149.54	29,678.79
10% Profit	2,267.94	4,039.33	7,431.11	9,214.95	2,967.88
Total	<u>24,947.31</u>	<u>44,432.58</u>	<u>81,742.24</u>	<u>101,364.49</u>	<u>32,646.67</u>

\$285,133.29

<u>Expenses</u>	Hess Roise	\$40,000
	Foth and Van Dyke	12,500
	U of M	5,000
	Mileage	2,500
	Xerox/Repro	2,500
	Title Searches	2,500
	Photo	3,000
	<u>Printing</u>	<u>5,000</u>

\$73,000

Grand Total

\$358,133.29

Mn/DOT Tasks

Attachment A, Amendment No. 1 Mn/DOT Agreement No. 69887

- Mn/DOT will provide equipment/personnel for any required trenching/coring.
- Mn/DOT will provide access/permission to properties for investigations.

**Downtown Minneapolis LRT Alignment Evaluation
Work Program**

April 4, 1994

Task 1.0 Project Administration

Description of Services:

Provide coordination of all activities outlined in this Work Program. Organize, prepare agendas and meet with JLA once every two weeks. Coordinate the work of this study effort with all other activities for the Central Corridor AA/DEIS.

Products: Correspondence
Meeting Agendas
Invoices

Key Staff: Probst, Wolsfeld, Thatcher

Task 2.0 Low Floor Vehicle Technology Review

Description of Services:

LTK will develop a compilation of studies completed and underway for North American LRT properties, including San Diego, Boston, Toronto, Portland, Chicago, Sacramento, San Jose, New Jersey (4 projects), Seattle, and other cities we may identify. Although all will be of some interest, the new starts may be most comparable to the situation in the Twin Cities, i.e., unfettered by existing cars, fixed facilities, and clearances. Alternatives considered, analytical work done, and conclusions reached will be summarized in an annotated bibliography. In addition, copies of relevant documents will be obtained and submitted to the JLA.

Based on the review of other North American studies, as well as on an updated assessment of the likely availability of suitable LFLRV's, and a review of opportunities and constraints posed by proposed Twin Cities alignments, LTK will summarize the pro's and con's of the two basic options available to provide full level boarding: full-length high platform stations with high floor LRV's, and raised curb stations with LFLRV's. One person trip to the Twin Cities will be scheduled to discuss and present the findings and recommendations resulting from the review.

Products: Compilation of Previous Studies
Copies of Other Studies
Summary Report/Recommendation

Key Staff: Schumann, Manuele

**Downtown Minneapolis LRT Alignment Evaluation
Work Program**

April 4, 1994

Task 3.0 Review/Summarize Previous Tunnel Evaluation

Description of Services:

PBQD will review the previous work by PBQD and others on the Downtown Minneapolis Tunnel work for HCRRA as a part of the HCRRA Stage One LRT System Preliminary Engineering and affirm its constructability. In addition, resolution of an appropriate end point for a tunnel if it were the preferred alternative in Downtown Minneapolis for the Central Corridor Project as well as a conceptual cost estimate for a tunnel with such an end point will be prepared.

The effort will provide input into an objective comparison of potential surface alignments against the previously proposed tunnel solution.

One person trip to the Twin Cities is included.

Products: Summary Report
Exhibits for Meetings

Key Staff: Daly, Munfah, Roberts

Task 4.0 Review/Summarize Previous Surface Alignment Evaluation

Description of Services:

BRW and ZGF will review and summarize the previous work on surface alternatives in Downtown Minneapolis. A Summary report and meeting exhibits will be prepared. A total of three trips for this Task, Task 5.0 and Task 7.0 is included for ZGF.

Products: Summary Report
Exhibits for Meetings

Key Staff: Probst, Rusco, Pakalns, Baldwin

Task 5.0 Develop/Evaluate Additional Surface Alignments

Description of Services:

BRW will develop two additional surface alignment alternatives using 3rd and 4th Streets to Marquette/Second and the north side of Washington Avenue from the Metrodome Station to 3rd Avenue. Alignment, station location and an evaluation of the alternatives will be provided.

**Downtown Minneapolis LRT Alignment Evaluation
Work Program**

April 4, 1994

Products: 3rd and 4th Streets Alignment/Station Locations Exhibits
Washington Avenue Alignment/Station Locations Exhibits
Evaluation of Alternatives

Key Staff: Probst, Rusco, Pakalns, Baldwin

Task 6.0 Exhibit Preparation

Description of Services:

This Task is identified to record the labor associated with preparation of miscellaneous meeting exhibits.

Products: Miscellaneous Exhibits
Computer Images (Budget four at \$2,500 each)

Key Staff: Rusco, Pakalns, Newlands, Wicklund, Patrick

Task 7.0 Public Involvement Program

Description of Services:

Task 7.0 is the estimate for meetings anticipated for the project effort. BRW will provide for meeting arrangements, meeting announcements, agendas and will prepare meeting summaries. The labor for meeting exhibits is included in previous Tasks. The level of effort includes meeting preparations, meeting time and anticipated follow-up.

- Products:**
- 7.1 Central Corridor Management Committee Meetings
(4 meetings included)
 - 7.2 Advisory Committee
(6 monthly meetings assumed beginning in May)
 - 7.3 Public Information Meetings
(3 meetings included)
 - 7.4 Property Owners Meetings
(Allowance for 8 meetings)
 - 7.5 Review Meetings with City Staff (Planning, Public Works, MCDA)
(6 meetings included)

**Downtown Minneapolis LRT Alignment Evaluation
Work Program**

April 4, 1994

7.6 Public Agency Review Meetings (Met Council, RTB?, MTC)
(4 meetings included)

7.7 Newsletters
(2 newsletters, production and mailing are included)

Provide meeting organization, arrangements, agendas, meeting summaries,
mailings, and summary reports.

Key Staff: Probst, Wolsfeld, Rusco, Oppenheimer, Baldwin

Downtown Minneapolis LRT Alignment Evaluation Work Program

April 12, 1994

Services Cost Estimate

Task	Sr. Staff	Staff	Tech.	Total	Est. Cost
1.0	120	40	40	200	\$ 17,065
2.0	20	20	20	60	3,967
3.0	60	80	40	180	12,100
4.0	40	80	40	160	9,817
5.0	80	120	80	280	17,750
6.0	40	120	240	400	19,120
7.0					
7.1	24	16	16	56	4,087
7.2	36	36	12	84	6,250
7.3	24	18	12	54	4,032
7.4	32	12	12	56	4,663
7.5	36	24	12	72	5,685
7.6	24	8	8	40	3,413
7.7	16	60	40	116	6,135
Total Hours	552.00	634.00	572.00	1,758	\$114,084
Rate	\$40.00	\$16.50	\$13.00		
Amount	\$22,080	\$10,461	\$7,436	\$ 39,977	
Overhead (1.5943)	\$35,202.14	\$16,677.97	\$11,855.21	\$ 63,735	
Fee (10%)	\$5,728.21	\$ 2,713.88	\$ 1,929.12	\$ 10,371	
Total	63,010.35	\$29,852.85	\$21,220.33	\$114,084	

Consultants

PB	\$30,000
LTK	\$15,000
ZGF	\$25,000
Other Tasks (Allowance for Additional Traffic Engineering, Urban Design Studies, Vertical Circulation, Patronage Estimates, Etc.)	\$25,000

Direct Expenses (BRW)

(including computer images and newsletters)	\$25,000
---	----------

TOTAL ESTIMATED COST

\$234,084

Say \$234,100

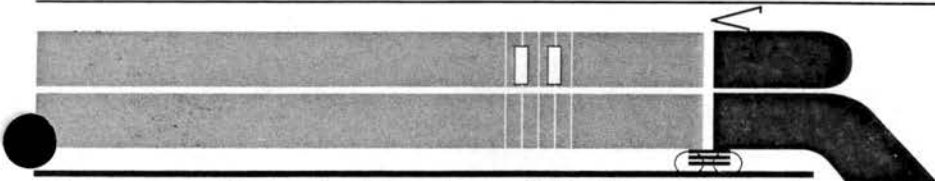
Attachment c, Amendment 1 Mn/DOT Agreement 69887

Staff	Role	Estimated Hours	Rate (rounded)	Budgeted Amount
Dennis Probst	Project Management, EIS, LPA, Misc. Meetings	320	\$ 90	\$ 28,800
Richard Wolsfeld	Misc. Meetings, Review of Products	40	170	6,800
Jeanne Witzig	Final DEIS/LPA	80	65	5,200
Stephanie Eiler	Final DEIS/LPA	80	85	6,800
Biz Colburn	Document Production, Newsletter, Misc.	60	45	2,700
David Wicklund	Public Hearing Exhibits	120	40	4,800
Misc. Support Staff	Final DEIS Graphics, Typing, Misc. Support	400	40	16,000
DEIS Printing	(Allowance)			10,000
Misc. Subconsultants	(Allowance)			25,000
				\$106,100
Net amount remaining under current contract on November 1, 1993				\$ 25,000 (est)
Net Amount Requested				\$ 81,100

No additional direct expenses beyond printing and Subconsultants are included. The rates listed do include the 10 percent fee allowed under the contract but currently limited by the maximum amount permitted under the current contract.

Research Design for the Section 106 Process requested by Dennis Gimmestad/SHPO is as follows:

Staff	Hours	Rate	Budget Amount
Tom Bailey	24	\$75	\$ 1,800
Jeff Oertel	24	75	1,800
Consultant II	24	60	1,440
Consultant I	80	45	3,600
Typing/Graphic Support Staff	40	40	1,600
Total Amount			\$10,240



John T. Finley, Chairman

District 3

Diane Ahrens, Vice Chairman

District 4

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Hal Norgard

District 7

Brenda C. Thomas

District 2

Dick Wedell

District 1

Ramsey County Regional Railroad Authority

220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, MAY 10, 1994

11:00 AM - LARGE CONFERENCE ROOM - ROOM 220 COURTHOUSE

CHAIRMAN'S COMMENTS

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of April 26, 1994
2. Access to Transit -- presentation by City of St. Paul staff
3. Central Corridor update
Congressional hearing
Regional LRT Business Partnership meeting
Metro LRT Joint Powers Board meeting
Community participation plan for next phase of work
4. Legislative update
5. * Ratify quarterly report of payments for RCRRA January 1, 1994 through March 31, 1994

* Approval is requested

1

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APRIL 26 , 1994

The Ramsey County Regional Railroad Authority met on Tuesday, April 26, 1994, at 10:30 a.m., in Room 220 of the Ramsey County Courthouse.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Diane Ahrens (entered during item #2)
Commissioner Ruby Hunt
Commissioner Hal Norgard
Commissioner Warren Schaber
Commissioner Brenda Thomas
Commissioner Dick Wedell

OTHERS PRESENT: Robert Clarkson, Lisa Lee, Allen Lovejoy, Lisa Lee, Karen Tero, Terry Schutten, Jim Van Houdt, Vern Wehlage, Terry Lindeke, Toni Baker, Mary Lou Grahek, Fran Sontag, Roberta Megard, Tom Sather, Scott Thompson, Brian Lamb, Aaron Isaacs, Wayne Babcock, Jim Johnston, Marilyn Porter, Howard Blin, Jill Goski, David Sipila, Kathryn DeSpiegelaere, and Bette Kurysh.

Chairman Finley called the meeting to order at 10:40 AM.

1. Minutes of the Ramsey County Regional Railroad Authority Board Meeting of April 12, 1994.

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

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meeting of April 12, 1994, as written.

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

2. a) Approve amendment #2 to Contract Agreement No. 69887 with BRW, Minnesota Department of Transportation, and Hennepin County Regional Railroad Authority for \$677,435 for Central Corridor Cultural Resources and Downtown Minneapolis LRT Alignment Study. (originally scheduled as item #6a)
b) Authorize the Chairman of the Regional Railroad Authority to sign on behalf of the Authority. (originally scheduled as item #6b)

Chairman Finley said that this amendment to Contract No. 69887 is being handled through Mn/DOT, and the Rail Authority is required to sign off on the document.

Ms. DeSpiegelaere commented that there are no Rail Authority funds involved in this amendment. Federal funds will pay the cost of the contract.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

April 26, 1994

Page 2

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

WHEREAS, In September, 1992, The Joint Lead Agencies of Ramsey County Regional Railroad Authority, Hennepin County Regional Railroad Authority, and the Minnesota Department of Transportation contracted with BRW for consultant services for the Alternatives Analysis/Draft Environmental Impact Statement for the Central Corridor; and

WHEREAS, Additional work is being requested of BRW to complete a cultural resources analysis and an analysis of downtown Minneapolis LRT alignments; and

WHEREAS, The funding for the additional consultant work will be provided by the Federal Transit Administration; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the amendment to the agreement with BRW, Hennepin County Regional Railroad Authority, and the Minnesota Department of Transportation for \$677,435 for cultural resources and downtown Minneapolis LRT alignment work; and Be It Further

RESOLVED, That the Chairman of the Ramsey County Regional Railroad Authority is authorized to execute the amendment on its behalf.

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

3. Authorize Director to execute work orders with County Public Works and Parks and Recreation Departments for maintenance of the Northeast Corridor right of way in an amount not to exceed the yearly budget. (originally scheduled as item #5)

Commissioner Warren Schaber moved the following recommendation, seconded by Commissioner Dick Wedell.

WHEREAS, On March 23, 1993, Ramsey County Regional Railroad Authority approved a resolution authorizing the Director of Light Rail Transit Planning to execute work orders with the Ramsey County Parks and Recreation and Ramsey County Public Works Departments for the removal and disposal of extraneous material from the Northeast Corridor right of way, for an amount not to exceed \$25,000; and

WHEREAS, Work orders for cleanup and disposal services provided by the two departments have been executed in the amount of \$27,284.43; and

WHEREAS, Additional cleanup and disposal of extraneous materials on the Northeast Corridor right of way will be required in order to fulfill the obligations of Ramsey County Regional Railroad Authority under the terms of the joint powers agreement with the City of St. Paul and Ramsey County, dated April 13, 1993; Now, Therefore, Be It

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
April 26, 1994

Page 3

RESOLVED, That the Director of Light Rail Transit Planning is authorized to execute work orders with the two departments for the work described during each budget year for an amount not to exceed the total yearly budgeted amount approved for Northeast Corridor cost code center 59109.

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

4. Adopt management plan for Northeast Corridor right of way.

Commissioner Warren Schaber moved the following recommendation, seconded by Commissioner Ruby Hunt.

WHEREAS, On December 17, 1992, Ramsey County Regional Railroad Authority purchased 6.4 miles of abandoned railroad right of way from Burlington Northern Railroad Company, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood; and

WHEREAS, On April 13, 1993, Ramsey County Regional Railroad Authority approved a joint powers agreement that defines the roles and responsibilities of Ramsey County, Ramsey County Regional Railroad Authority, and the City of St. Paul in the planning, development, and operation of the right of way for regional trail and potential future light rail transit; and

WHEREAS, Upon purchase of the right of way and execution of the joint powers agreement, Ramsey County Regional Railroad Authority has assumed management responsibilities related to its ownership of the corridor property; and

WHEREAS, It is desirable to ensure that decisions relating to property management are made in an accountable manner and such that Ramsey County Regional Railroad Authority's long term goals as property owner are protected; and

WHEREAS, A Northeast Corridor Management Plan has been prepared that outlines a recommended decision-making process for evaluation of property management issues; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority adopts the Northeast Corridor Management Plan and the recommendations contained therein.

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

5. Legislative update. (originally scheduled as item #3)

Chairman Finley said that he is leaving for Washington, D.C. today to testify before the Appropriations Committee of the U.S. House of Representatives.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

April 26, 1994

Page 4

Chairman Finley said that Gerald Seck, Legislative Representative for the Rail Authority, had received a favorable response on the legislative authorization for the \$10 million bonding bill.

Chairman's comments

Chairman Finley asked Commissioner Hunt to comment on the meeting held with the editorial staff of the Pioneer Press.

Commissioner Hunt said she felt it was a productive meeting from the standpoint that the top editorial management recognized that the County Board, as a whole, is fully informed on light rail and it is not just the chairman who is the spokesperson for the committee.

Commissioner Hunt said that Pioneer Press editorial staff also indicated that they are available to meet again after the legislative session to discuss light rail transit.

Commissioner Schaber said the the Pioneer Press is very entrenched in their opinion of light rail and it was obvious that Mr. Ritter was uninformed about Rail Authority plans. During the meeting, Mr. Ritter alluded to the LRT hazards and deaths that occur in Los Angeles. Mr. Ron Clark seems to be the most amenable to understanding the political issues of light rail as opposed to the actual dollar issues that Mr. Dornfeld editorializes.

Commissioner Hunt said that the Pioneer Press staff was informed that light rail will be a reality whether the Central Corridor is the first to be built or 35W. The Pioneer Press had difficulty adjusting its philosophical position based upon the financial facts.

Commissioner Finley said that last week he had a debate before the St. Paul Area Chamber of Commerce with Lyle Wray of the Citizens League. Commissioner Finley said that since he was the first to speak, it was necessary to lay the framework of light rail and the reasons why it should be built in the Twin Cities and Central Corridor. Lyle Wray spoke second and made references to the failing transit system in Los Angeles. Commissioner Finley said we don't want to emulate Los Angeles.

Ms. DeSpiegelaere commented that she felt the meeting with the Pioneer Press was very productive and was impressed with the knowledge of the three commissioners who partook in the meeting.

6. Presentation by Metropolitan Transit Commission. (originally scheduled as item #2)

Chairman Finley introduced Tom Sather, Chief Administrator of the Metropolitan Transit Commission (MTC).

**MINUTES
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
April 26, 1994**

Page 5

Ms. DeSpiegelaere said she invited Mr. Sather and the MTC representatives to be at the Rail Authority meeting at the request of Commissioner Wedell, who felt that there are some bus routes in the Metro East area that are marginal in terms of productivity and also because the Rail Authority is interested in learning about coordination with light rail transit as the Central Corridor project moves forward.

Mr. Sather introduced members of his staff: Aaron Isaacs, Director of Team Transit; Brian Lamb, Director of Service Planning and Scheduling; Marilyn Porter, Manager of Public Facilities; Scott Thompson, Public Facilities; Wayne Babcock, Street Operations Team; and Jim Johnston, Service Planner for the East Metro area. He also distributed a packet of information entitled, "Building Transit Partnerships."

Commissioner Hunt asked Mr. Lamb about service being provided for the high-rise on the Eastside near Phalen Lake.

Mr. Lamb said the final approval occurred last week and by late June the cut-through will be completed on Forest Street.

Commissioner Hunt said that there was an agreement worked out with the St. Paul Parks and Recreation Department that would allow a cut into Wheelock Parkway in order to accommodate the bus route so the residents of the high-rise will not be deprived of bus service. Commissioner Hunt commended the City of St. Paul for this action.

Chairman Finley said that Councilmember Bobbi Megard is present today.

Mr. Sather gave a slide presentation. He defined the transit users in the Twin Cities metro area, specifically in St. Paul, and listed reasons for taking the bus. The most significant reason for taking the bus is because no car is available. Other reasons include convenience, money savings, environment, and a faster mode of transportation.

Mr. Sather said that 78% of riders use the bus to get to and from work and the age breakdown lies within the 26 to 45 year-old range as the majority of transit users, with nearly 60% being female. The vast majority of MTC customers have annual incomes between \$10,000 - \$30,000. In terms of riding history, approximately 57% of the customers have ridden the bus for over five years, and one-third of Minneapolis-St. Paul area adults have ridden the MTC bus in the past 12 months. MTC data shows that six out of 10 adults have used the MTC in the past five years, which is 34% of the total area of passengers. Mr. Sather also gave a demographic comparison of non-riders vs. current MTC riders.

Mr. Sather informed the Rail Authority that non-riders might ride the bus if given the right incentives. For example, 82% of non-riders indicated something could be done to get them to ride the bus: bus routes would need to be changed, non-riders need a guaranteed ride home, bus stops need to be more convenient and safer, and non-riders said they would ride the bus if they could use a vehicle during work hours for business purposes.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

April 26, 1994

Page 6

Mr. Sather spoke about the alignment of the Central Corridor and how the RTB's Vision for Transit and MTC's Public Facilities Plan tie in the downtown St. Paul legs of that corridor. Mr. Sather also said that the MTC Commissioners passed a resolution in March supporting LRT as the preferred alternative for the Central Corridor.

Chairman Finley asked about bonding for the two new MTC garages and commented that the Rail Authority and the City have an interest in terms of light rail and transit friendly redevelopment at the Snelling/I-94 site.

Mr. Sather said that the MTC bonding bill has taken some interesting twists. The legislature is looking for tradeoffs in that the rural and metro areas need to receive some benefits from the bill.

Mr. Sather said that the Snelling garage will be replaced with two smaller facilities. One will be near 35E off Pennsylvania Avenue and the other one would be moved northeast to Roseville.

Chairman Finley asked Mr. Sather about the MTC service plans in relationship to LRT.

Mr. Sather said he did not see a great deal of change in bus service once LRT is added. MTC will be using the hub and spoke system to serve the downtown St. Paul area.

Mr. Sather also gave a brief history of the MTC and its ridership dating back to 1922, then known as the Twin Cities Line. Today the ridership is 75% less than it was 71 years ago.

Commissioner Hunt said that the newspapers have indicated that some of the businesses are not pleased with hub destination locations.

Mr. Sather responded that one of the businessmen's fears is that with the installation of a hub, local business will dry up and people will shop at the Mall of America.

Mr. Sather spoke about circulator buses and how the Regional Transit Board (RTB) contracts its services with various transportation companies, including the MTC. Mr. Sather also said the subsidy threshold is \$3.75 per passenger for express and \$3.25 per passenger for local service.

Chairman Finley explained the budget and how the RTB subsidizes transit. He said that the RTB's budget is 95% MTC.

Commissioner Wedell said that the problem with the transportation system within Ramsey County is that the MTC doesn't get out to its suburbs.

Mr. Sather said that the MTC has hit the ceiling in terms of fares per trip and that it is important to understand and work together to try to have an infusion of subsidy elsewhere.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

April 26, 1994

Page 7

Commissioner Norgard said the problem could be resolved with increased gas taxes as an incentive to use transit.

Chairman Finley responded that he read it would take a \$2-per-gallon increase in the gas tax to eliminate the current subsidy of roads. The subsidy is \$300 billion a year nationwide.

Commissioner Wedell stated that this whole issue is critical to the well-being of Ramsey County.

Councilmember Bobbi Megard said that she has been at similar meetings and the conclusion is that there is a transportation system that doesn't work for anyone. It doesn't work for automobiles nor bus riders. There is a strong need for metropolitan planning and perhaps there should be a Ramsey County/Citywide planning system to find what works for this area. The system is too fragmented.

Mr. Sather said that as public servants, we have an interest in the well-being of our communities and its long term health and integrity. Mr. Sather also said that public transportation is important to the health and vitality of the community in the same manner as sewer systems, water systems, and other infrastructure improvements.

Chairman Finley concluded the meeting by speaking about the collaborative efforts between MTC and Ramsey County in recent years.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

<u>REGIONAL RAILROAD AUTHORITY</u> <u>Originating Department</u> <u>K. Delprado</u> <u>5/2/94</u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> Access to Transit <u>DISCUSSION ONLY</u>
--	--

Request Justification

See attached report which will be discussed by St. Paul staff at the Rail Authority meeting.

<u>Budgeting and Accounting</u> <u>M. Johnson</u> <u>5/3/94</u> <u>County Attorney</u> <u>[Signature]</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	<u>Date / Time</u> <u>Received By</u>
--	--

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>May 10, 1994</u>	<u>Bette Lurysh</u>	<u>5/5/94</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>

SUMMARY OF THE "ACCESS TO TRANSIT" STUDY AND
THE "NORTHEAST AREA RESTRUCTURING PLAN"

The "Access to Transit" study looked at travel desires, transit supply and transit use in Saint Paul. This information, along with the results of the most current metropolitan travel behavior inventory, suggests how to better serve the transportation needs of Saint Paul citizens with transit.

First, service/ridership must be maintained and increased where the strongest demand is: the weekday, (especially commuter) regular-route service, and particularly that focussed on the downtown. Up to 80 percent of workers along Saint Paul's major transit corridors work a Monday-through-Friday work week; up to half work in Saint Paul, 25 percent in downtown.

Second, the short trip, for which there is a large travel demand but poor transit use, must be better accommodated.

To compete successfully with the automobile in these markets, transit service must be faster and more frequent than it currently is.

Transit must also be better integrated with land use. One of the major reasons people cite for not using the bus is their need to make interim stops (i.e. shopping, daycare pick-up) particularly at the end of the workday. These kinds of uses should be as accessible to the bus rider as they are to the automobile user.

Bus ridership is strong in those corridors which terminate in one or both of the two downtowns. This is the system's major asset and the basis for its redesign. A new system would consolidate ridership within these strong corridors on main "spine" lines which operate with limited stops. The major destinations along these corridors, then, would serve as neighborhood transit centers or "hubs" where riders can transfer to and from neighborhood circulator buses, as well as meet various service and shopping needs.

Clearly, there are trade-offs in the new service model envisioned here. Riders whose trips do not begin or end within walking distance of a new consolidated spine route would have to make a transfer (between neighborhood circulator and main line) where before they may have had direct service. While transferring is less convenient for a given trip, the neighborhood circulator will come more often than the old line did, and the trip will be faster, transfer and all, than it was on the old line. In addition, the neighborhood circulator will provide short trip service within neighborhoods which did not exist before, as well as the opportunity to travel crosstown without the time-consuming trip downtown.

A prototype of this new system has been developed for a corridor including northeast Saint Paul and suburbs. It has been estimated that the redesign of service would add passengers at a subsidy cost well within Regional Transit Board (RTB) guidelines.

/

DRAFT
February 1994

SAINT PAUL NORTHEAST AREA TRANSIT/LAND USE RESTRUCTURING PLAN

SUMMARY

GOAL: Improve transit in ways which better serve accessibility needs of the people in the northeast corridor of the city.

GOAL: Simultaneously provide transit service which supports existing and proposed neighborhood development patterns.

CONCEPT: Improve Transit Service:

- Develop high frequency bus service (7 min. in the peak; 15 min. non-peak) along a limited stop/"express" corridor.
- Restructure neighborhood service (with "circulators") which improves the level of neighborhood geographic coverage. Restructure existing regular route system to provide better linkage for intra-community circulation.

Transit Hubs:

- Designate and develop hubs in locations which can act as transfer points for circulators with the limited-stop service. Time transfers with no more than a three-minute wait.
- Hubs should include heated, well-lighted waiting areas with security cameras, calming music and visibility from the street and commercial stores.

Land Development at Transit Hubs:

- Develop/redevelop hub areas which fulfill development policies of Hillcrest Center, Phalen Center, East Seventh and downtown North St. Paul.
- Develop land uses needed by both transit patrons and neighborhood residents including daycare, convenience shopping and other services.
- Prohibit "park & ride" long-term parking around transit hubs. A good system of local neighborhood circulation should negate the need for park-and-ride space at transit hubs.

Cost Effectiveness:

- All transit improvements to fit with cost recovery guidelines of the Regional Transit Board.

DRAFT

Service Type	Annual Passengers	Annual Subsidy*	Per-Ride Subsidy	RTB Subsidy Guidelines
Local Radial	2.07 million	\$2.5 million	\$1.21	\$3.25 per pass.
Crosstown	1.18 million	\$3.1 million	\$2.62	\$4.00 per pass.
All-Day Express	725,000	\$1.2 - \$1.7 million	\$1.66	\$3.85 per pass.

* Worst case.

Timeline:

- Fully develop this program, funding permitting, within three years.

IMPLEMENTATION:

Year 1 (1994)

Transit Program: Existing service includes five radial routes, one crosstown route; restructure two of the existing radial routes. Cost: \$3.5 million annual operating subsidy.

Capacity Facilities: Construct transit hubs in downtown St. Paul at Minnesota/Sixth, Minnesota/Fifth, Cedar/Sixth. Cost: \$1.2 million.

Present Passenger Trips: 2.5 million trips.

Year 2 (1995)

Transit Program: Implement new limited stop route and three new circulator routes. Cost: \$2.2 to \$2.5 million additional annual operating subsidy.

Capital Facilities: Construct four transit hubs at Phalen Canter, Hillcrest Center, East Seventh/Arcade and Sunray Center. Implement right of way improvements along new limited-stop route. Cost: \$1.5 million.

Added Passenger Trips: +800,000 trips.

Year 3 (1996)

Transit Program: Implement four new circulator routes and one new express route. Cost: \$.4 to \$1 million additional annual operating subsidy.

Capital Facilities: Construct three transit hubs at Maplewood Mall, downtown North St. Paul, and White Bear/11th. Cost: \$1 million.

Added Passenger Trips: +650,000.

DRAFT

Preface

This plan was prepared by a staff working group comprised of staff from the City of St. Paul, Regional Transit Board, and Metropolitan Transit Commission. The transit plan is intended to address changing travel patterns and transit needs identified in the St. Paul Access to Transit Study. The working group selected the Northeast Corridor of St. Paul as a demonstration area and designed the transit service plan contained herewithin.

The scenario in which this transit service restructuring plan was developed includes the following assumptions:

- The current 1994-1995 transit operating funding shortfall does not exist.
- Additional transit operating funds are appropriated to implement the RTB's Vision for Transit regionwide transit service improvements.
- In the interest of minimizing transit operating costs and provide flexibility in transit operations, the Metropolitan Transit Commission subcontracts all neighborhood circulators to private providers using small buses.
- The City of St. Paul implements an aggressive land use development plan (including funding) to integrate transit hubs in new mixed-use neighborhood developments within the City of St. Paul.
- Capital funds are approved for the acquisition of additional buses for the MTC, construction of transit hubs and technological software applications for improving transit operations along local streets and roadways.

Background/Purpose of the Plan

The purpose of the St. Paul Northeast Transit Plan is to redesign public transit services to better meet the transit needs in St. Paul coordinated with land use decisions that will foster transit use.

The findings from the St. Paul Access to Transit study conducted by the City of St. Paul and Regional Transit Board in 1993 suggest that current public transit services do a good job of serving trips destined to and from downtown St. Paul. Current transit services are, however, not adequately serving the short, high volume localized trips occurring within neighborhoods in St. Paul. A trend of declining patronage on existing local transit services has been documented during the past 10-15 years and demonstrates that the local radial route bus system in St. Paul is in need of significant change.

The plan suggests an aggressive two-pronged approach that calls for a significant restructuring and improvement in the transit system coupled with land use redevelopment activities that are conducive to public transit use.

Goals and Objectives of the Transit Restructuring Plan

- Operate public transit service that is fast, reliable, affordable and convenient to use.
- Operate transit service in a cost-effective manner, matching appropriate type of service to need.
- Integrate transit service restructuring plans with land use development plans to reverse trends in declining transit patronage and urban disinvestment.

Key Elements of the Transit Restructuring Plan

1. **Maintain a network of downtown-oriented regular route transit service** providing good local access and frequent service to the residential concentrations and commercial developments in St. Paul.
2. **Create a primary route limited-stop service** connecting Maplewood Mall, Hillcrest Center, Phalen Center and downtown St. Paul. This route would provide fast and direct service between these popular St. Paul East Side destinations and serve as the primary route in the area. The primary route will only serve limited stops in its service area with the purpose of providing fast direct service between major destination points. Preferential treatments for transit operations will be required along the proposed limited stop route. Preferential treatments under consideration include:
 - traffic signal pre-emption devices
 - relocation of existing bus stops to far side of intersections
 - removal of selected on-street parking sites at congested interchanges
 - bus lanes along local arterial streets
 - exclusive bus entrance/exit lanes accessing local roads and highways.
3. **Implement a series of neighborhood circulator services** (small bus/high frequency) that will enable good transit access within the St. Paul Northeast area neighborhoods. These new neighborhood circulators will be designed to serve the high level of short, localized trips that occur on a daily basis within St. Paul, Maplewood, North St. Paul and White Bear Lake.
4. **Develop a network of transit hub facilities** enabling a direct linkage between the primary route and neighborhood circulator services at predesignated locations such as Maplewood Mall, Hillcrest Center, Phalen Center and the Arcade Street/East Seventh Street neighborhood.
5. **Support core area neighborhood commercial centers** by developing transit hubs at existing neighborhood centers and attracting those types of retail shops and services that best fill the needs of bus riders (e.g., convenience grocery shopping, banking, child care centers, video stores, and health clubs). Design bus stops in ways that enhance the appearance and convenience of the surrounding neighborhood center.

Coordinating the efforts of land use planning and transit service planning will result in more livable, less auto dependent neighborhoods and a revitalized transit system meeting the transportation needs of the community.

DRAFT

A well orchestrated marketing and promotions plan aggressively promoting the transit services needs to be funded as support to the overall transit plan. The transit marketing plan would be oriented to specific neighborhoods and type of transit service offered in each neighborhood. Marketing activities included in the plan are: direct mail marketing at the home end, a concurrent series of printed pieces in local newspapers, site-specific outdoor advertising in bus shelters and bus benches, and inserts in community newsletters.

Implementation Schedule

Implementation of the restructured transit system would occur over a three-year period in 1994-1996. The plan calls for restructuring of six existing local radial MTC bus routes, implementing a new limited stop route, eight new local neighborhood circulator routes, and one new express route.

Major capital improvements that are necessary to successfully implement this transit service plan include construction of ten transit hubs—locations preferably off-street where buses can converge and safely exchange passengers, climate-controlled waiting shelters, bus turn-around areas. The major transit capital facilities are envisioned to be integrated in new mixed-use developments situated at selected areas where a high level of local travel activity already occurs (such as Maplewood Mall, Phalen Center, Sunray Center, Hillcrest, etc.)

Implementation Year - 1994 (see Figure 1, Map 1)

Transit Service		Capital Facilities		
Service Description	Passenger Trips (Annual)	Transit Operating Subsidy (Annual)	Facility Description	Capital Cost
-5 radial routes; -1 crosstown route (restructure 2 radial routes #10, #11)	2.5 million	\$3.5 million	Construct transit hubs in downtown St. Paul at: -Minnesota/6th St. -5th St./Minnesota -Cedar Street/6th St.	\$1.2 million

Implementation Year - 1995 (see Figure 2, Map 2)

Transit Service		Capital Facilities		
Service Description	Passenger Trips (Annual)	Transit Operating Subsidy (Annual)	Facility Description	Capital Cost
-5 radial routes; -1 crosstown route (restructure radial route #14 and crosstown route #20) -implement new limited stop route and three new circulator routes	3.3 million	\$5.7 - \$6.0 million	Construct four transit hubs: -Phalen Center -Hillcrest Center -E 7th St./Arcade -Sunray Center Implement right-of-way improvements along new limited-stop route.	\$1.5 million

DRAFT

Implementation Year - 1996 (see Figure 3, Map 3)

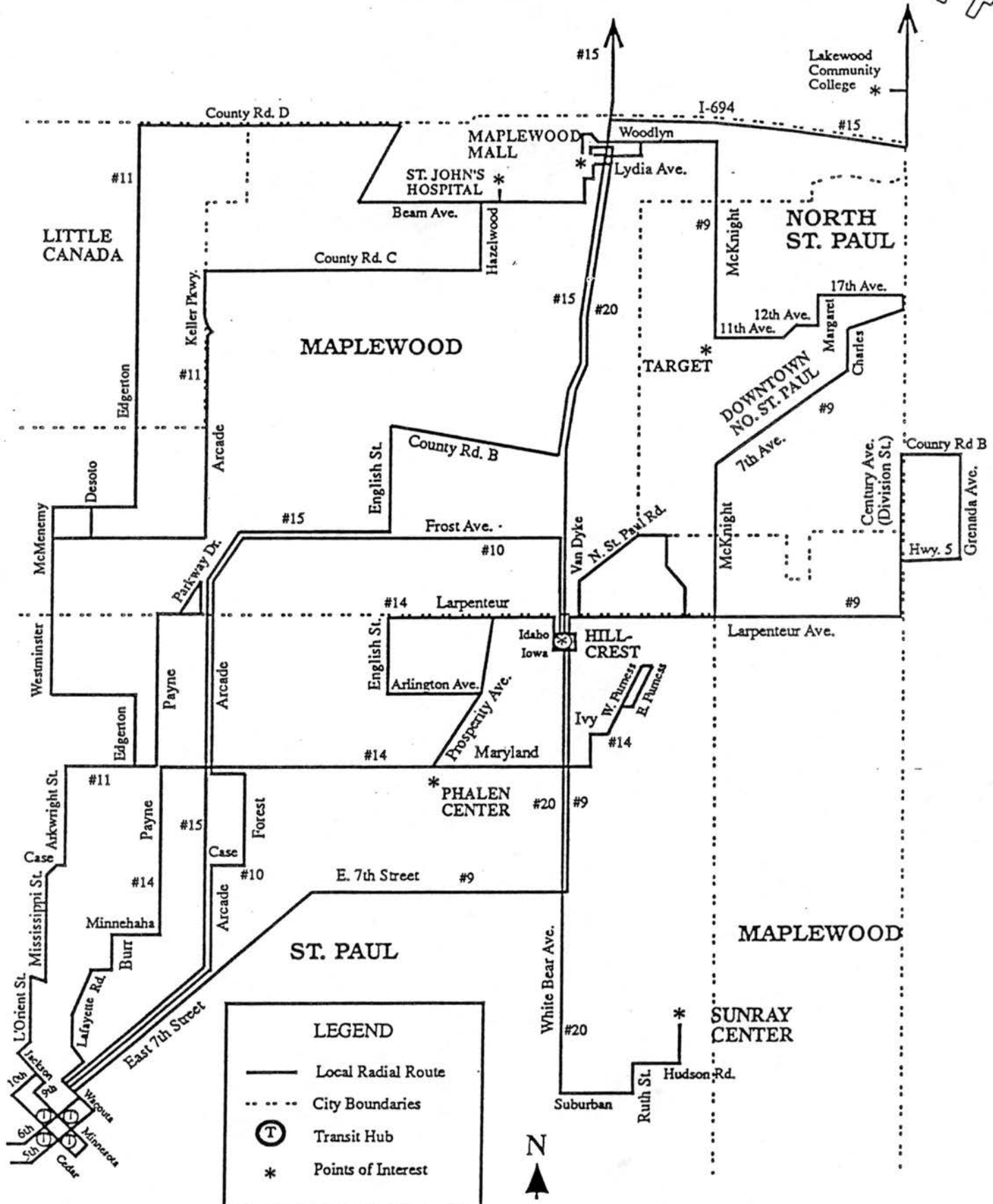
Transit Service

Capital Facilities

Service Description	Passenger Trips (Annual)	Transit Operating Subsidy (Annual)	Facility Description	Capital Cost
-5 radial routes; -1 crosstown route; -1 limited stop route; -3 circulator routes (restructure radial routes #9 and #15) -implement four new circulator routes and one new express route	4.0 million	\$6.4 - \$7.0 million	Construct three transit hubs: -Maplewood Mall -North St. Paul -11th/White Bear Ave.	\$1.0 million

1994 (Existing) TRANSIT SERVICES

DRAFT



Source: Regional Transit Board

ST. PAUL NORTHEAST TRANSIT PLAN 1994 (Base)

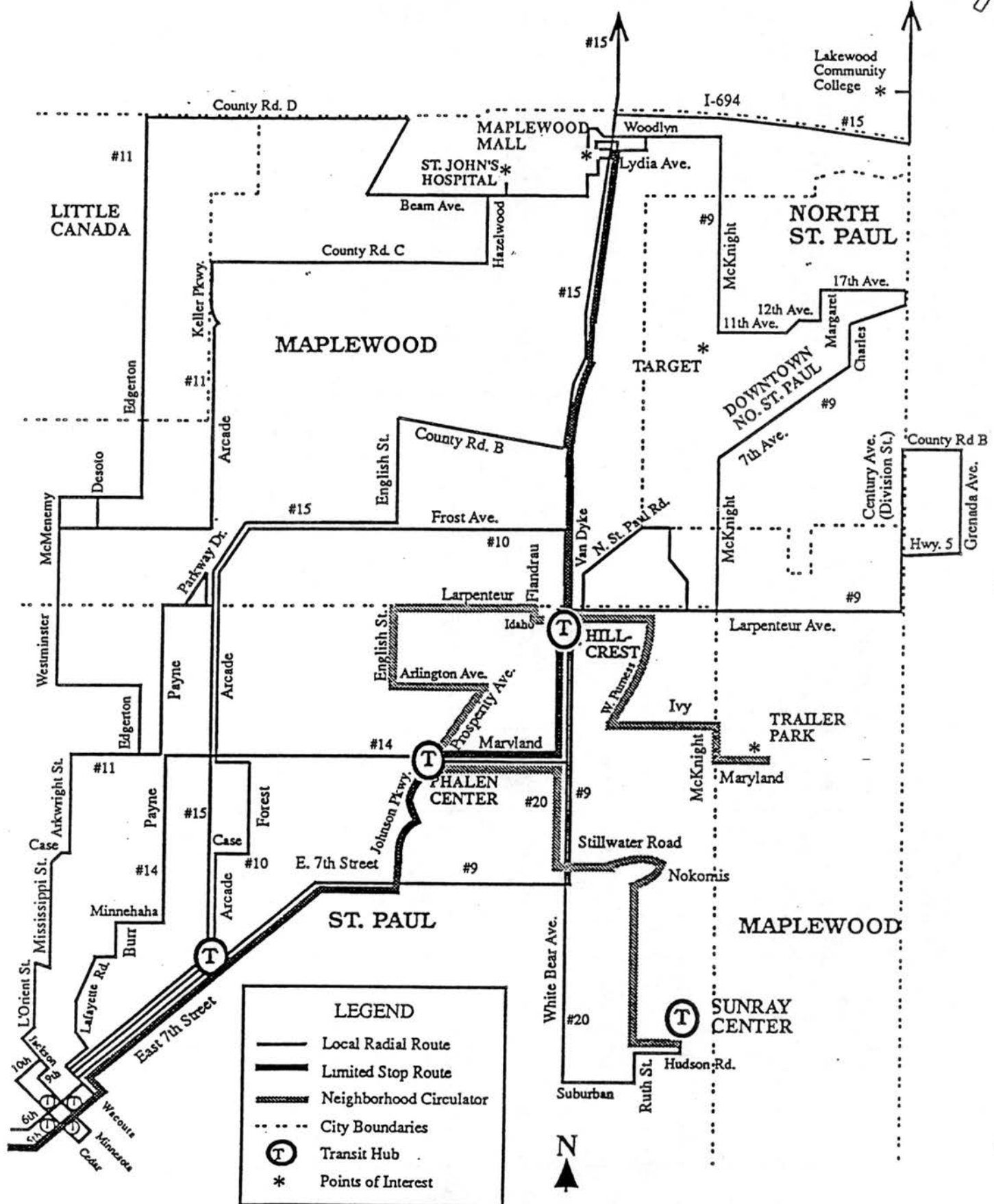
Route	Level of Service			Daily Peak Hours	Daily Base Hours	Daily Service Miles	Vehicle Requirements			Annual Passengers	Annual Operating Cost (fully allocated)	Annual Subsidy (MTC fully allocated)
	Peak	Midday	Night				Peak	Midday	Night			
9	10"	20"	30"	38	46	1,442	10	4	2	686,000	\$1.5 mil.	\$1.1 mil.
10	30"	60"	60"	11	13	363	2	1	1	329,000	392,000	221,000
11	15"	30"	60"	20	24	544	4	2	1	198,000	680,000	589,000
14	7/8"	15"	30"	36	48	1,156	7	4	2	910,000	1.3 mil.	851,000
15	20"	60"	0	29	19	686	5	2	0	282,000	807,000	567,000
20	30"	60"	0	9	7	251	2	1	0	110,000	287,000	221,000
Total				143	157	4,442	30	14	4	2.52 mil.	\$5.02 mil.	\$3.5 mil.
				91,200		1.35 mil.						

Source: Regional Transit Board

DRAFT

1995 TRANSIT SERVICES

DRAFT



Source: Regional Transit Board

ST. PAUL NORTHEAST TRANSIT PLAN 1995 (Implementation)

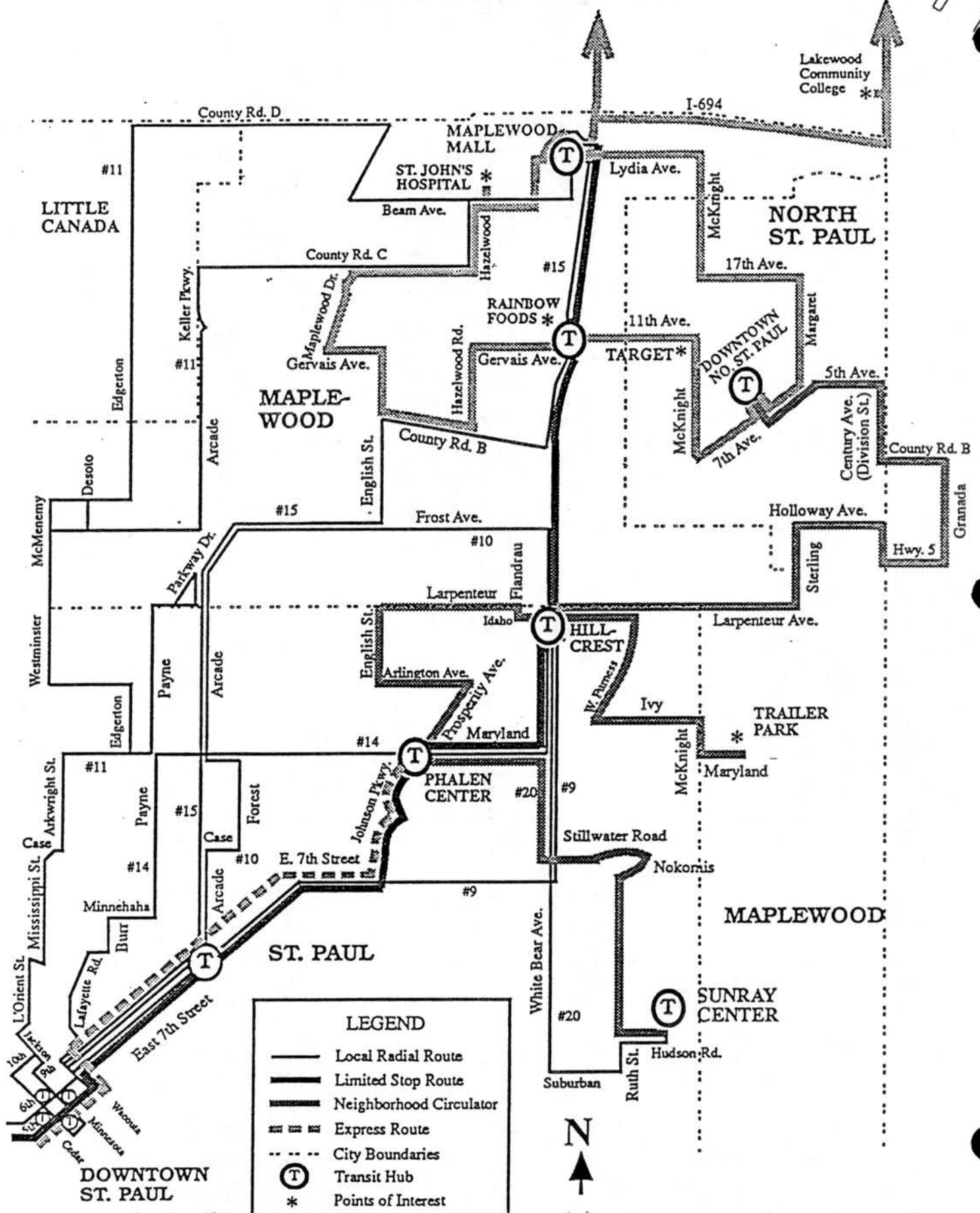
Route	Level of Service			Daily Peak Hours	Daily Base Hours	Daily Service Miles	Vehicle Requirements			Annual Passengers	Annual Operating Cost		Annual Subsidy	
	Peak	Midday	Night				Peak	Midday	Night		Sub-contracted	MTC Fully Allocated	Sub-contracted	MTC Fully Allocated
Base Service 9, 10, 11, 15	15"/ 20"	20"/ 30"	30"/ 60"	98	102	3,035	21	9	4	1.5 mil.		\$3.4 mil.		\$2.45 mil.
Restructured #14 #20	7"/8" 15"	15" 30"	30" 60"	23 12	32 16	766 386	10 4	5 2	2 1	427,000 206,000		1.02 mil. 491,000		726,000 351,000
New Limited Stop	7"/8"	15"	30"	48	55	1,544	10	6	3	725,000		1.7 mil.		1.23 mil.
New Circulators														
Phalen	15"	15"	30"	12	16	372	2	2	1	134,000	\$334,000	422,000	243,000	331,000
Beaver Lake	15"	30"	30"	9	10	250	2	1	1	96,000	225,000	305,000	160,000	240,000
Ruth	15"	15"	30"	24	27	566	4	4	2	234,000	620,000	745,000	522,000	586,000
Total				226 147,136 hours	258	6,918 2.1 mil.	53	29	14	3.32 mil.	\$7.8 mil.	\$8.1 mil.	\$5.7 mil.	\$6.0 mil.

Source: Regional Transit Board

DRAFT

1996 TRANSIT SERVICES

URAF



Source: Regional Transit Board

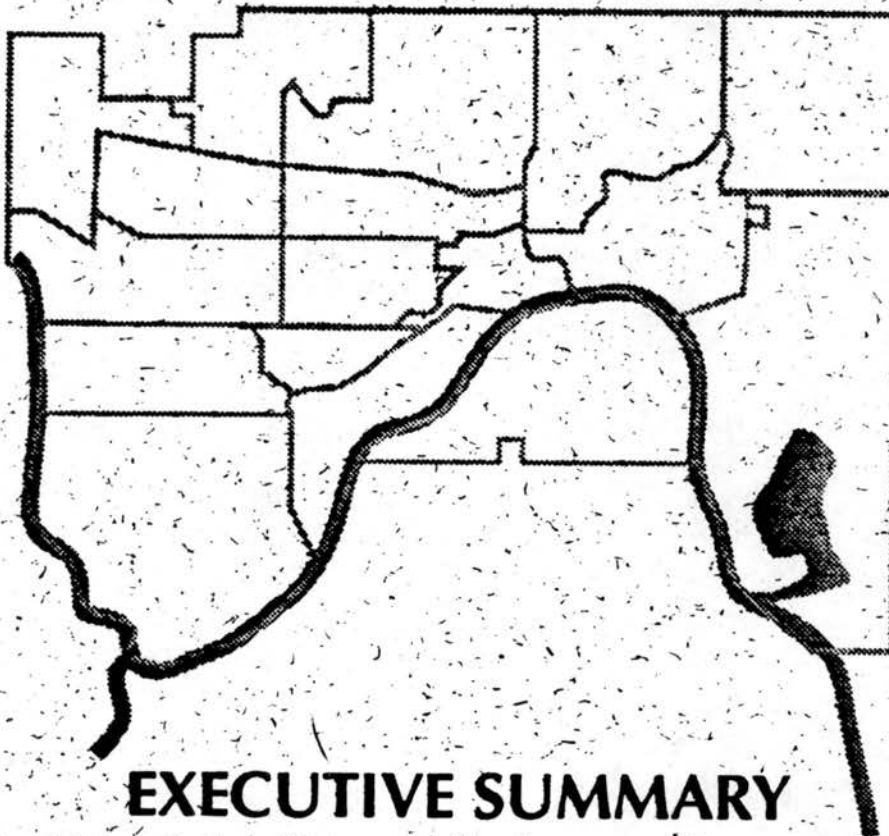
ST. PAUL NORTHEAST TRANSIT PLAN 1996 (Implementation)

Route	Level of Service			Daily Peak Hours	Daily Base Hours	Daily Service Miles	Vehicle Requirements			Annual Passengers	Annual Operating Cost		Annual Subsidy	
	Peak	Midday	Night				Peak	Midday	Night		Sub-contracted	MTC Fully Allocated	Sub-contracted	MTC Fully Allocated
Base Service (10, 11, 14, 20, Ltd. stp., Phalen, Bvr. Lk, Ruth)	15"/20"	20"/30"	30"/60"	172	209	5,180	35	23	14	2.83 mil.	\$5.6 mil.	\$5.9 mil.	\$3.92 mil.	\$4.2 mil.
Restructured #9	7"/8"	15"	30"	23	29	718	6	3	2	366,000		871,000		622,000
#15 (shuttle)	15"	30"	60"	20	32	645	5	4	2	266,000		808,000		628,000
New Circulators Larpen-teur	15"	30"	30	18	15	419	4	2	2	117,000	401,000	548,000	322,000	468,000
11th Ave.	15"	30"	30"	9	10	255	2	1	1	66,000	225,000	307,000	180,000	262,000
Gervais	30"	60"	60"	9	10	244	2	1	1	65,000	225,000	302,000	181,000	258,000
Lydia	15"	30"	30"	18	15	406	4	2	2	90,000	401,000	423,000	340,000	361,000
Express Mpls./ U of M/ St. Paul	30"	60"	60"	12	12	340	2	1	--	173,000		364,000		182,000
Total				281	332	8,207	60	37	24	3.97 mil.	\$6.8 mil.	\$7.9 mil.	\$6.4 mil.	\$7.0 mil.
				186,352 hours		2.5 mil.								

Source: Regional Transit Board

U B A F T

ST. PAUL ACCESS-TO-TRANSIT STUDY



EXECUTIVE SUMMARY

**Prepared for:
City of St. Paul
Regional Transit Board**

SRF STIGAR-ROSCOE-FAUSCH, INC.

EXECUTIVE SUMMARY

**ST. PAUL
ACCESS TO
TRANSIT STUDY**

**Prepared For:
City of St. Paul
Regional Transit Board**

**Prepared By:
Strgar-Roscoe-Fausch, Inc.
Colle & McVoy, Inc.**

APRIL 1993

PURPOSE OF STUDY

The overall goal of the St. Paul Access-to-Transit Study is to determine how to better serve the transit needs of residents of the greater St. Paul area. The specific objectives of the study are:

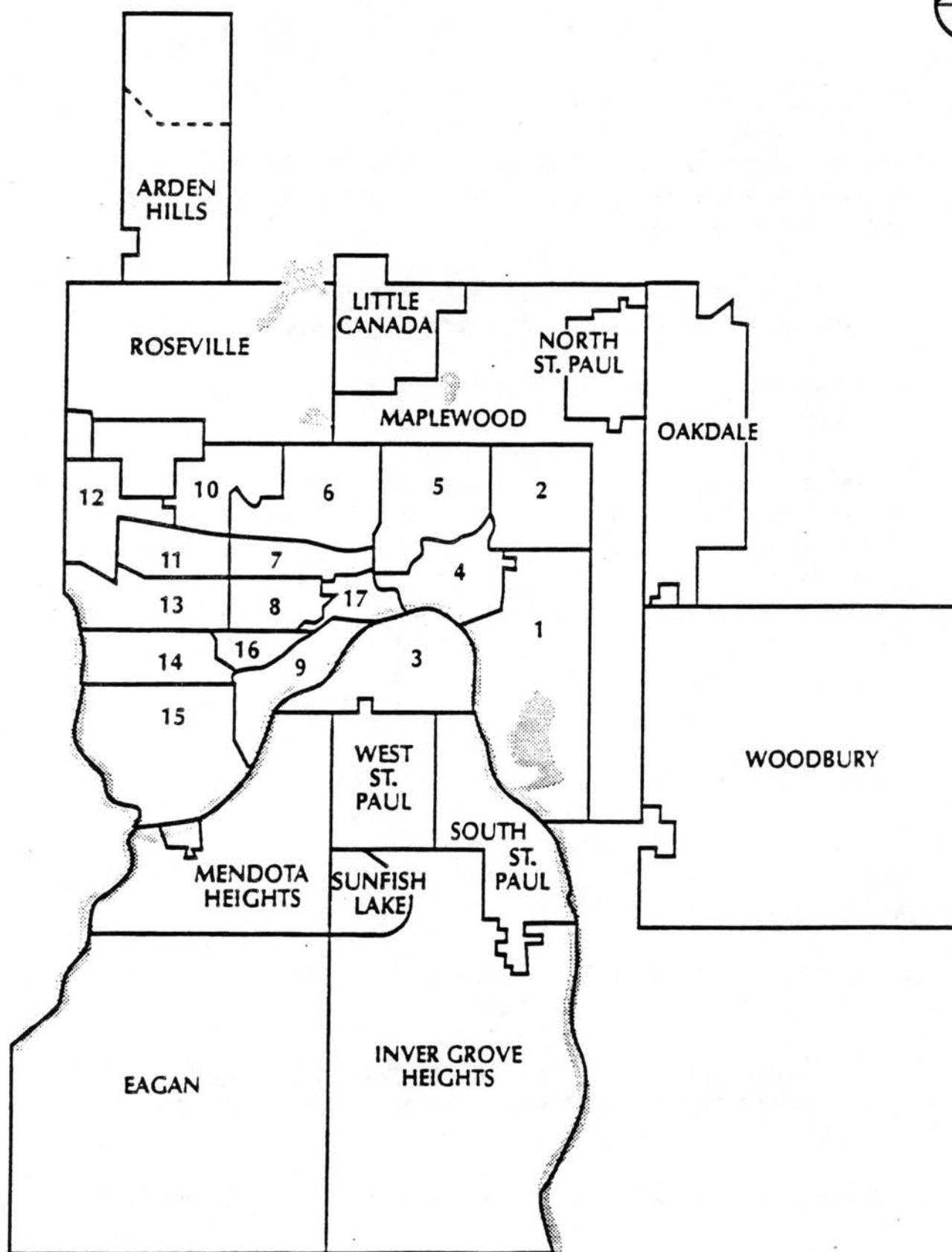
- To determine if the existing transit service deployment is responsive to the travel needs of St. Paul commuters and transit dependent populations; and
- to determine what changes in transit service level are needed to better match the demand for travel.

This study was undertaken in response to the significant decline in ridership that St. Paul transit routes have experienced over the past decade. Of particular concern is the decline in off-peak ridership which is made up, to a large extent, of transit dependent populations. By attempting to match St. Paul transit service with the travel needs of St. Paul residents, both the regional goal of increasing transit ridership and St. Paul's goal of providing better transit service for its residents will be achieved.

STUDY PROCESS

The study focused on the analysis of current travel behavior of St. Paul residents. Existing travel information available from the 1990 Travel Behavior Inventory was analyzed to determine the following:

- Magnitude of travel desires originating in different St. Paul neighborhoods. (Figure 1 shows the St. Paul neighborhoods.)
- Destinations of travel desires including intra-St. Paul, adjoining communities and other regional destinations. (Table 1 identifies the person trip travel levels.)
- Magnitude of transit trips originating in the St. Paul neighborhoods.
- Destinations of transit trips including intra-St. Paul, adjoining communities and other regional destinations.
- Distribution of transit trips by trip purposes and time of day.



SRF

ST. PAUL ACCESS - TO - TRANSIT STUDY
**CITY PLANNING DISTRICTS
AND ADJOINING SUBURBS**

FIGURE

1

Table 1
Destination of Person Trips Originating
in St. Paul Neighborhoods

Origin Neighborhood		Destinations						
		St. Paul		Adjoining Suburbs		Rest of Region		Total
1.	Sunray	43,400	(66%)	14,200	(22%)	8,300	(13%)	65,900
2.	Greater East Side	32,500	(62%)	15,100	(29%)	5,000	(10%)	52,600
3.	West Side	22,400	(44%)	17,600	(35%)	10,600	(21%)	50,600
4.	Dayton's Bluff	28,900	(63%)	8,100	(18%)	8,600	(19%)	45,600
5.	Payne/Phalen	40,500	(65%)	14,200	(23%)	7,400	(12%)	62,100
6.	North End	31,500	(60%)	12,700	(24%)	8,600	(16%)	52,800
7.	Thomas/Dale	23,400	(66%)	6,200	(17%)	5,900	(17%)	35,500
8.	Summit/ University	30,100	(69%)	5,700	(13%)	7,600	(18%)	43,400
9.	West Seventh	24,500	(67%)	5,800	(16%)	6,000	(17%)	36,300
10.	Como	22,000	(47%)	13,700	(29%)	10,900	(23%)	46,600
11.	Hamline/Midway	34,300	(65%)	7,200	(14%)	11,000	(21%)	52,500
12.	St. Anthony Park	20,800	(41%)	9,400	(19%)	20,000	(40%)	50,200
13.	Merriam Park	59,800	(69%)	9,700	(11%)	17,000	(20%)	86,500
14.	Macalester	57,000	(73%)	5,300	(7%)	16,000	(20%)	78,300
15.	Highland	63,100	(66%)	9,600	(10%)	23,000	(24%)	95,700
16.	Summit Hill	18,600	(70%)	2,800	(11%)	5,000	(19%)	26,400
17.	Downtown	50,000	(52%)	18,500	(19%)	28,000	(29%)	96,500
Total		602,800	(62%)	175,800	(18%)	198,900	(20%)	977,500

Source: 1990 TBI-Home Interview Survey

In addition to the travel desire information, supply of transit service data was compiled from MTC schedules and route profiles for the following items:

- Number of daily bus trips passing through each St. Paul neighborhood disaggregated by local, crosstown and express service.
- Number of peak period bus trips passing through each neighborhood by local, crosstown and express service.

The travel desire and transit supply data was supplemented by a survey in the St. Paul area of transit users and non-users. The survey was conducted among households who were within walking distance of bus stops to determine the current transit mode share of travel and why some people were transit users and why others were not. By constructing profiles of users and non-users, and identifying limiting factors to transit use, it was intended that potential corridor ridership changes could be identified.

SURVEY OF TRANSIT USERS AND NON-USERS

The purpose of the transit survey of users and non-users was to identify travelers who have equal access to transit as well as similar socioeconomic and travel characteristics, and to find out why only a small proportion use transit. To this end, the survey target population is made up of residents along existing all-day local transit routes, oriented towards downtown St. Paul, living in neighborhood clusters that are within walking distance (3 to 4 blocks) of bus stops.

The selection of the sample in this manner controls for transit availability and avoids frequent "don't know" or "no opinion" responses that are based on a genuine lack of perception or information about bus service availability and related issues.

The survey was constructed so that the use (or non-use) of buses could be studied to satisfy the following objectives:

1. Determine current bus use and ridership characteristics of individuals and households living along each of the corridors;

2. Isolate the factors that inhibit or limit bus use among people living adjacent to transit corridors; and
3. Determine what potential gains in bus ridership may be achievable along each corridor.

METHODOLOGY AND SAMPLING

Telephone interviews were completed with 404 households along two corridors in St. Paul. Five cluster samples were drawn in each corridor,

North Corridor—Route 9 is a radial route that runs between downtown St. Paul and Maplewood Mall, along Seventh Street, Johnson Parkway and White Bear Avenue. Five sample clusters were selected, three in the City of St. Paul and two in Maplewood, as follows:

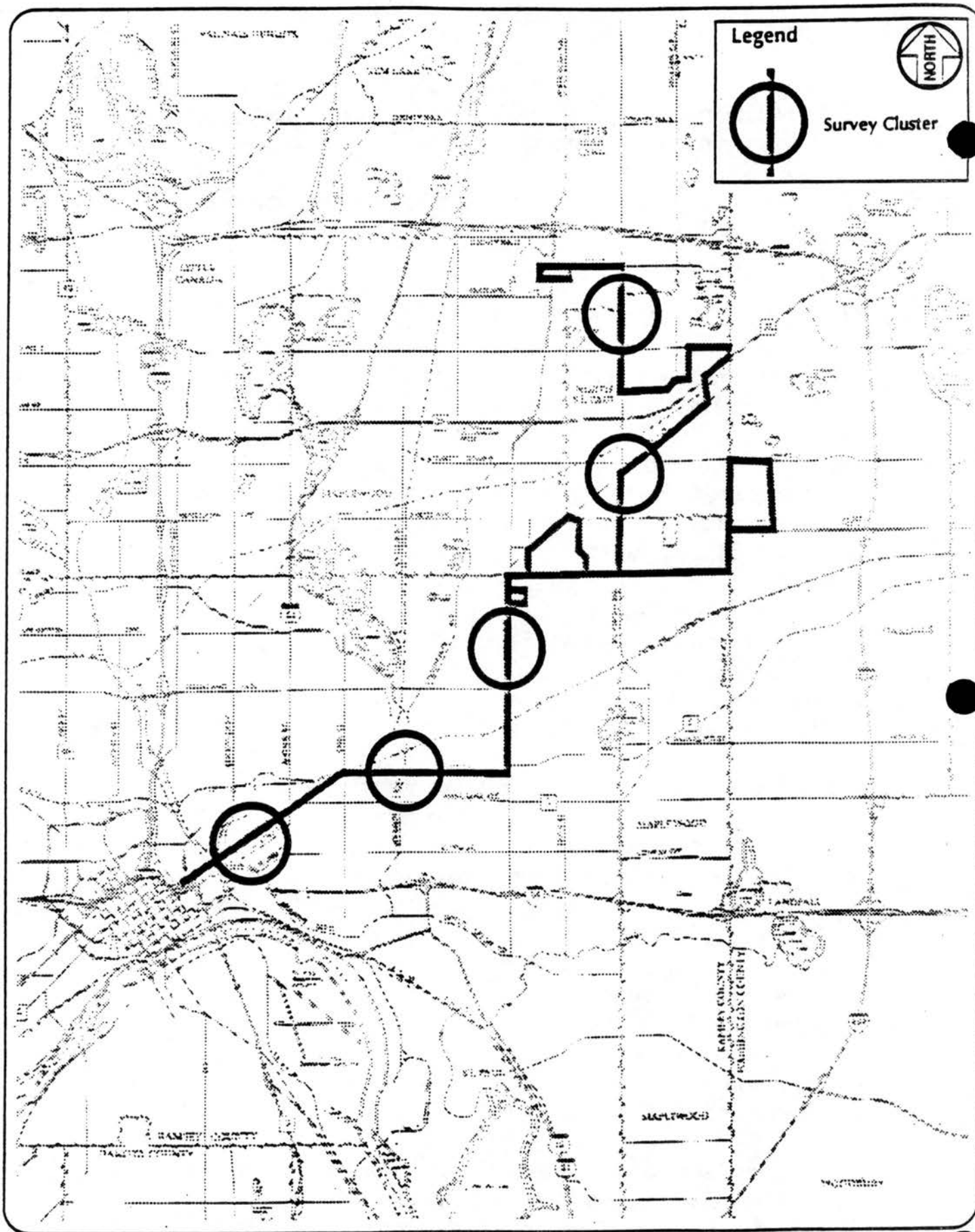
- Maria and East Seventh
- Johnson Parkway and East Seventh Street
- White Bear and Arlington
- McKnight and Seventh Avenue
- McKnight and Beam

Figure 2 shows the route and survey cluster for Route 9.

South Corridor—Route 8 is a north-south route that runs between St. Paul and Inver Grove Heights, along Robert Street south of the Mississippi River to 70th Street in Inver Grove Heights. Five sample clusters were selected (one in St. Paul, two in West St. Paul and one in Inver Grove Heights) as follows:

- Robert and George
- Robert and Moreland
- Marie and Oakdale
- Southview and 12th
- Clayton and 70th

The clusters surrounding the bus stop selected each contained about 300 households, except for the Marie and Oakdale cluster which contained about 220 households, and the Robert and George cluster which had about 400 households. The final sampled households, shown below, represent a 13.4 percent sample size:



SRF

ST. PAUL ACCESS - TO - TRANSIT STUDY
ST. PAUL ROUTE 9 SURVEY AREA

FIGURE

2

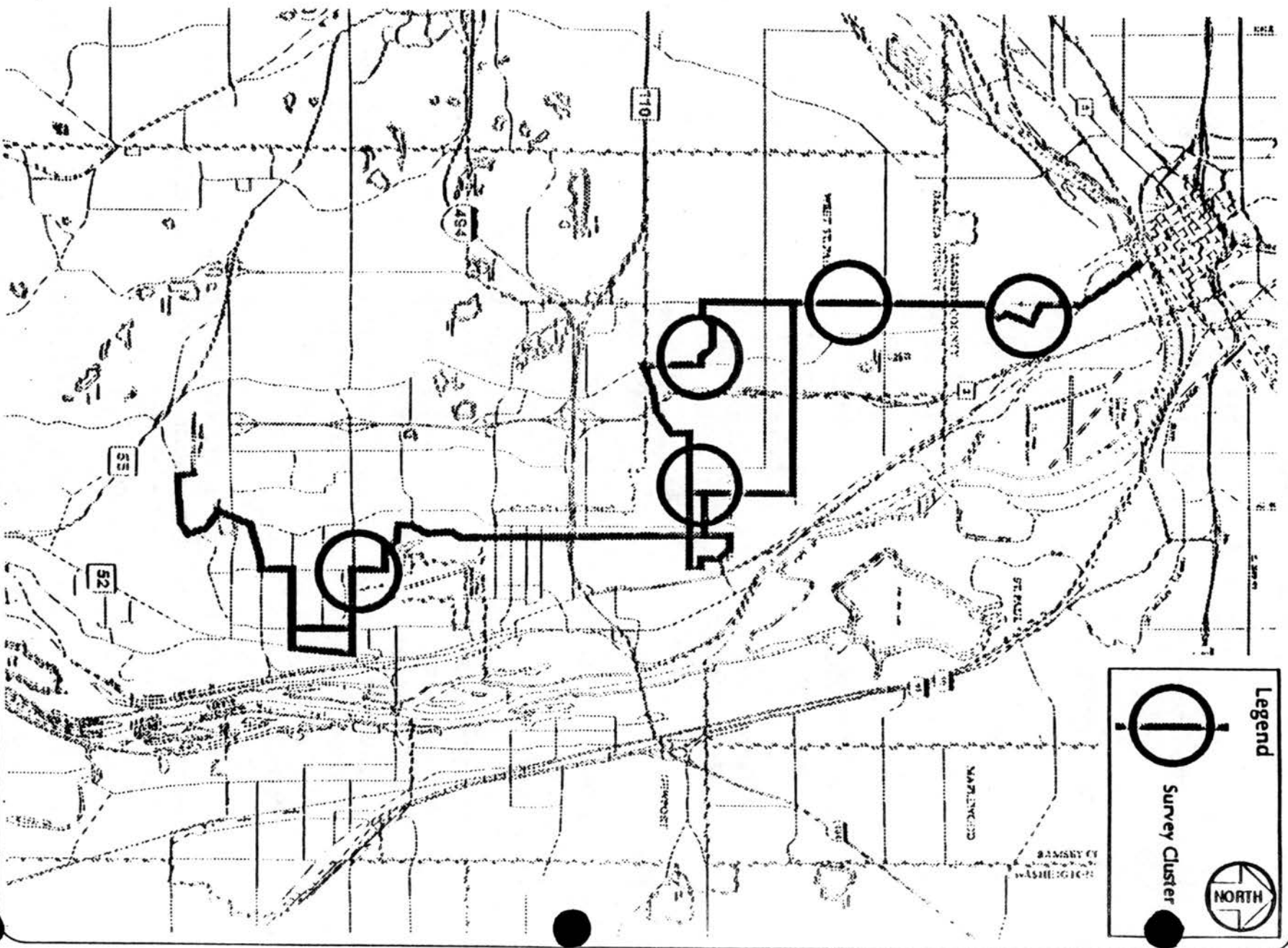
Figure 3 shows the route and survey clusters for Route 8.

	<u>Households Sampled</u>
<u>North Corridor (Route 9)</u>	
McKnight and Beam	41
McKnight and Seventh Avenue	40
White Bear and Arlington	40
Johnson Parkway and East Seventh Street	42
Maria and East Seventh	40
<u>South Corridor (Route 8)</u>	
Robert and George	50
Robert and Moreland	40
Marie and Oakdale	31
Southview and 12th	40
Clayton and 70th	40

Within each cluster, a sample of 150 names was randomly drawn and the interviewing began in August 1992. Only adults age 18 or older were interviewed (one adult contact person per household) for a total of 404 respondents. Each respondent completed a telephone interview that contained a series of questions about the respondent including demographics, bus ridership, reasons for using or not using a bus, work site, usual mode and time of travel to and from work, frequency of stops to and from work, and perceptions about bus transportation. In addition to the respondent data, demographic and bus ridership data were also collected for other members of the household. The household data is for a total of 826 persons and includes partial data for members of the household who were not the contact person (respondent).

The interviewing task tended to proceed more quickly in the clusters furthest from downtown St. Paul, and was decidedly slower in the clusters nearest downtown St. Paul. The final sample for the North Corridor is 203 respondents, and in the South Corridor 201 respondents.

The confidence estimate of this study at the 90 percent confidence level is ± 4.1 percent for the total sample of 404 persons.



Legend

Survey Cluster

NORTH

SRE

ST. PAUL ACCESS - TO - TRANSIT STUDY

ST. PAUL ROUTE 8 SURVEY AREA

FIGURE

3

24

FINDINGS AND RECOMMENDATIONS

FINDINGS

Travel Desire

1. 60 percent of St. Paul travel desires stay within St. Paul
20 percent of St. Paul travel desires go to adjoining suburbs
20 percent of St. Paul travel desires go to other regional points

Transit service should remain focused on intra-St. Paul travel and should be expanded to address the highest levels of travel desires between some St. Paul neighborhoods and some adjacent communities.

The largest proportion of travel desires to communities outside of St. Paul are:

- Roseville (home of Rosedale)
- North Maplewood (home of Maplewood Mall)
- West St. Paul (home of Signal Hills)

This group represents almost 60 percent of all desires to adjoining communities.

The deployment of transit service to adjoining communities should follow this same pattern. This supports the transit hub concept.

2. The neighborhoods with the highest number of trips that stay in St. Paul are:

- | | |
|---------------------|-----|
| • Macalester | 73% |
| • Summit Hill | 70% |
| • Merriam Park | 69% |
| • Summit/University | 69% |

The neighborhood with the lowest number of travel trips that stay in St. Paul are:

- | | |
|--------------------|-----|
| • St. Anthony Park | 41% |
| • West Side | 44% |
| • Como | 47% |

The St. Anthony Park and Como neighborhoods have a level of college faculty and students that are destined to the Minneapolis campus. The West Side neighborhood has a high level of travel to West St. Paul and South St. Paul.

Transit Use

1. 64 percent of transit trips originating in St. Paul stay within St. Paul.

8 percent of transit trips originating in St. Paul are destined to adjoining communities.

28 percent of transit trips originating in St. Paul are destined to other regional areas.

Transit utilization within St. Paul is in line with travel desires. However, transit use to adjoining communities is not well-balanced. This is due to the geographic dispersion of trip ends in the adjoining communities and the general lack of direct transit service.

2. The neighborhoods with above average mode splits are:

- Downtown 15.7%
- Summit/University 8.5%
- West Seventh 6.1%
- Merriam Park 5.7%

All of the non-downtown neighborhoods have a high level of travel desires that are destined within the City of St. Paul and all have above average levels of transit service.

The neighborhoods with below average mode splits are:

- Highland 2.9%
- Sunray 3.3%
- Macalester 3.6%
- Como 3.9%
- West Side 3.9%

These neighborhoods either have a high travel desire to go outside of St. Paul, where transit service levels are generally not so high, or they have a high level of desire for travel within the city but have a low level of bus service.

3. Trips between home and work have the highest mode split, approximately 17 percent. This mode split is fairly constant throughout the day. Two-thirds of these trips stay within St. Paul. Trips between home and non-work locations have a low mode split, under 2 percent. The transit mode split for these trips is highest during the mid-day period. Again, two-thirds of these trips stay within St. Paul.

Current transit service best serves work trips that stay in St. Paul.

Transit Supply

1. The neighborhoods with the highest number of bus trips are:

• Downtown	733
• Thomas/Dale	464
• Hamline/Midway	453
• Merriam Park	426
• Summit/University	363

These neighborhoods represent the Midway Corridor (University Avenue, I-94 and Marshall Avenue) which has the highest level of transit service in the metro area.

2. The neighborhoods with the lowest number of bus trips are:

• Sunray	135
• North End	199
• Summit Hill	206
• Como	219

Sunray and North End have very high passengers per bus trip which indicates transit supply in these neighborhoods is not adequate. Summit Hill and Como have very low total transit ridership and below average passengers per trip as well.

Travel Needs

1. Transit trips to adjacent neighborhoods and communities are low.

People might be unwilling to wait for buses to travel short distances and pay full fare for such a short trip.

2. The highest level of travel desires between St. Paul neighborhoods and adjoining communities indicate a need for substantial linkage between the following:

- Western neighborhoods to south Minneapolis
- Western and northwestern neighborhoods to Roseville
- Northern and eastern neighborhoods to North Maplewood
- Eastern neighborhoods to South Maplewood, Oakdale and Woodbury
- West Side neighborhood to West St. Paul and South St. Paul

3. The highest level of travel desires between outside communities and downtown St. Paul are as follows:

Person
Trips per day

• Southern Minneapolis	4,100
• West St. Paul	3,900
• Roseville	2,500
• Downtown Minneapolis	2,300
• Inver Grove Heights	1,900
• Eagan	1,600
• Northeast Minneapolis	1,600
• North Maplewood	1,500
• Woodbury	1,500

Transit Survey

1. Seven limits to bus use were articulated:
 - Infrequent service
 - Schedules that are difficult to understand
 - Slow service/too many stops
 - "Can't get there from here"
 - Seen as a "downtown thing"
 - Confusion about routes
 - Fear for personal safety
2. People had some good things to say about buses (even respondents who had little experience with buses):
 - Friendly/courteous drivers
 - Cleanliness of buses
 - Run when cars can't
3. Non-riders are almost enthusiastic in their praise for drivers and cleanliness, while riders are somewhat more tempered.
4. Impression of respondents that reside in the more distant clusters from downtown St. Paul:
 - Favorable impression of buses
 - Low perceived personal need for bus system
 - Bus service not geared to their needs
 - Little experience with buses
 - Believe they can't get where they want/need to go quickly, conveniently, or with flexibility

5. Impression of respondents who live in the clusters closest to downtown St. Paul:
 - Favorable—they are supportive of buses and the bus system
 - They have a high perceived need for the bus system
 - Bus service is geared to their needs
 - They are very experienced with buses
 - Buses can generally get them where they want to go
 - They are less likely to own a personal vehicle or to have regular access to one
 - Riding a bus does not represent a loss in status to them
6. Some low income respondents said they "don't have to ever go far, so a bus is okay to get around" higher income respondents often feel that buses will not get them where they want to go, when they want to go.
7. Higher income people believe more than lower income people that:
 - Buses get you to most places
 - Buses are clean
 - Buses are slow
 - Buses don't go where I go
 - Buses are crowded and noisy
8. Other findings:
 - Over 80 percent of workers work on a Monday through Friday schedule. This means that the weekday service serves the great majority of workers.
 - Almost half of the workers work in St. Paul and over half of these work in downtown St. Paul. This is good for transit because of the potential concentrations of trips it affords.
 - More than one-third of the workers interviewed indicated that they need their car for work-related business. This group is very difficult to attract to transit because it is auto-dependent.

- Seldom and occasional riders represent almost 24 percent of bus riders. It is probably more cost-effective to attempt to convert this group into frequent or regular riders than to convert those who never use transit (58 percent).
- Ridership is significantly affected by residence location with respect to downtown. Individuals who live in clusters closest to downtown St. Paul (Marie and East Seventh Street and Robert and George) represent about 20 percent of the clusters but make up nearly one-half of all the frequent riders. Ridership declines steadily as clusters move further away from downtown.
- Sixty percent of frequent (4-5 days) riders come from three clusters: Robert Street/George Street (25.6 percent); Marie and East Seventh Street (20.5 percent) and Robert Street and Moreland Avenue (14.1 percent). The two clusters with the highest percentage of frequent riders are the ones with the lowest household income. As income decreases transit ridership increases. As income increases, the incidence of respondents who drive alone also increases.
- 43 percent of CBD workers said they take a bus to work (vs 15 percent for all employees), and 43 percent said they drive alone (vs 69 percent). The remaining 14 percent indicate they participate in a carpool (vs 11 percent).
- Only 14 percent of all workers who drive alone are destined to the CBD while almost 90 percent of all workers using the bus are destined to the CBD.
- Men are more likely than women to drive alone and less likely to carpool or use transit. Men are also more likely (39.8 percent to 28.7 percent) to report that they need a vehicle for work.
- Respondents who ride a bus to and from work report longer mean commute times (29-33 minutes) than do respondents who drive alone (18-19 minutes). Length of commute in perceived travel time is often cited as a reason for not riding a bus to work.
- Respondents who work in suburbs, especially in New Brighton, Inver Grove Heights, South St. Paul and beyond indicate that they don't know how far the nearest bus stop to their work is.

- More than half of all commuters indicate that they make stops on their way to or from work. This is a limiting factor with regard to bus ridership. Respondents who have to take a child to/from daycare or school are especially likely to report that their ability to use a bus is limited.
- The highest incidence of stops is for convenience shopping. These trips may be "spur-of-the-moment" and not pose as great a limitation to transit use as, say, dropping children off at school or daycare.
- The major reason given by respondents for not taking a bus (Doesn't Go Where I Want To Go) (30 percent) is virtually a non-issue for downtown workers (4 percent). Downtown workers are more likely to indicate the "need of vehicle for work" as an impediment to using transit (27 percent).
- One reason often cited in other research for not taking a bus focuses on the conduct or courtesy of bus drivers. That does not seem to be a driving issue in these clusters.
- Smaller households have a greater reliance on buses for transportation (2.2 persons per household). For non-users the household size is 2.6.
- Free parking is the norm for 82 percent of all auto commuters. Free parking is the norm for 41 percent of auto commuters to downtown.
- Bus ridership on commute correlates with bus ridership for non-work trips.
- Not using a bus for work commute means not using a bus for anything else.

RECOMMENDATIONS

1. Transit service should generally remain focused on intra-St. Paul travel. Transit use to adjacent neighborhoods and communities is generally low. This could be increased by expanding regular route frequencies to reduce wait times, implementing more neighborhood circulator service or adopting distance-based fares.
2. St. Paul neighborhoods that warrant a high degree of all-day local transit service linkages include:
 - Western neighborhoods to South Minneapolis—Current service along Lake Street and Marshall Avenue is well utilized. Service using Ford Parkway bridge is Minneapolis based and does not provide adequate linkage with St. Paul neighborhoods.
 - Western and northwest neighborhoods to Roseville—Fairly good route coverage in St. Paul allowing connections to Roseville Circulator but service in Roseville is typically focused on a couple of streets.
 - Northern and eastern neighborhoods to North Maplewood—Current service is not well utilized. Moderate level frequencies, slow travel times and indirect routings characterize this service.
 - Eastern neighborhoods to South Maplewood, Oakdale and Woodbury—Not very good service nor utilization connecting these areas.
 - West Side neighborhoods to West St. Paul and South St. Paul—Pretty good route coverage but route branch headways are infrequent.

All of the linkages defined above are Crosstown connections not using downtown as a termini. These services will tend to form a radial plus crosstown route structure within St. Paul and begin to extend it to adjacent communities.

3. St. Paul neighborhoods that warrant high levels of transit service to downtown St. Paul are:
 - West Side—needs more direct service to downtown.
 - Payne/Phalen—some amount of direct service to downtown.

4. Adjacent communities that will benefit from a high to medium level of express transit service to downtown St. Paul include:

- Southern Minneapolis
- West St. Paul
- Roseville
- Downtown Minneapolis
- Inver Grove Heights
- Eagan
- Northwest Minneapolis
- North Maplewood
- Woodbury

Currently, only limited, if any, direct service is available from these communities.

5. Transit service should be expanded first for the work trip market to downtown St. Paul. The potential for increased transit use for other St. Paul work locations, while lower, is also reasonably good. However, a significant increase in transit use to work locations outside of St. Paul will be difficult to attain in the near term.
6. Transit service should be expanded for non-work trip purposes to provide better linkages between St. Paul neighborhoods and suburban retail centers. However, these trip purposes will not contribute significantly to overall transit use and therefore service expansion should be in-line with demand.
7. Development of new transit services in the St. Paul area should consider that, while express services offer good potential for generating new riders, they require a disproportionate share of subsidy.
8. Evaluate the current route structure feeding transit hubs to avoid duplication of coverage and to improve overall travel times and directness. This could be coupled with a revised hub service plan incorporating circulators and feeders with direct trunk line service.
9. Reverse commute routes should be focused on major employers as opposed to general service areas. These routes, from the central cities to outlying communities, have not been very cost-effective in the region. Development of new services will require working directly with the employers to customize service plans.

10. A detailed analysis of available transit service and demand data should be undertaken for major regional sectors. Recent analysis indicated significant differences in service levels and ridership between Minneapolis and St. Paul-based sectors. The additional analysis should indicate whether or not there needs to be a minimum level of service to adequately support ridership levels.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY

Originating Department

K. Dalpiga

Authorized Signature

5/2/94

Date

Board Action Requested

Central Corridor update

DISCUSSION ONLY

Request Justification

Information will be discussed relating to:

1. Congressional hearing on April 28 before the Appropriations Committee of the U.S. House of Representatives.
2. Regional LRT Business Partnership Meeting.
3. Metro LRT Joint Powers Board Meeting.
4. Community participation plan for Central Corridor downtown Minneapolis work, copy attached.

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

May 10, 1994

Board Date

Signature

Bette L. Jensen

Signature

Date

5/5/94

Date

DOWNTOWN MINNEAPOLIS LRT ALIGNMENT STUDY COMMUNITY PARTICIPATION PLAN

Background

During development of the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement, the issues of surface and tunnel alignments for Light Rail Transit (LRT) in downtown Minneapolis were vigorously discussed. Many affected residents, building owners and businesses expressed a strong preference for a tunnel alignment. In response to the public comment and numerous letters received, the Joint Lead Agencies agreed to conduct an additional evaluation of the LRT alignment in downtown Minneapolis between the Convention Center and the Metrodome.

The goal for this study is to determine the preferred Central Corridor LRT alignment through downtown Minneapolis between the Metrodome and the Convention Center based upon evaluation and comparison of sub-surface and surface alignments. Previous work on both a tunnel and surface alignment will be incorporated into the study.

Recommended Community Participation Plan

The plan for community participation in the study process is an important component of this project. The goal for the community participation process is to involve downtown Minneapolis affected interests in the evaluation and comparison of sub-surface and surface LRT alignment alternatives so that community values and recommendations may be considered along with economic and engineering information as a preferred alignment is determined. A complementary goal is to involve staff members of other transportation and planning agencies to ensure integration of related planning efforts and encourage a collaborative approach to community and regional planning. Methods for accomplishing this goal include:

1. Central Corridor Management Committee - The Central Corridor Management Committee will be provided with overview information regarding the alignment alternatives, and the evaluation and comparison of sub-surface and surface alternatives at meetings through the course of the project. The Committee will review and make recommendations to the Joint Lead Agencies on work and progress.

2. Central Corridor Technical Committee - The Joint Lead Agencies will meet with individual representatives of the Central Corridor Technical Committee as needed to address project issues relevant to the specific agency/organization. Central Corridor Technical Committee representatives will be invited to attend Central Corridor Management Committee meetings. Meetings of the Central Corridor Technical Committee may be convened as issues of significance to the entire group are addressed and representatives will be asked to review information and make recommendations.
3. Downtown Minneapolis LRT Advisory Committee - The Downtown Minneapolis LRT Advisory Committee will be reconstituted with a cross section of representatives from downtown Minneapolis affected interests. Additional members may be sought. The Downtown LRT Advisory Committee will review project information and make recommendations to the Joint Lead Agencies.
4. Agency/Group/Organization/Individual Contact - Interaction with agency, business, community, neighborhood, resident's, property owners and other affected interest groups and individuals will occur as issues of significance to them arise.
5. Public Forums/Information Meetings - Three public information meetings will be held to provide information more broadly to the public. The first meeting at the beginning of the process will primarily provide background and project information and set the stage for what the project will involve. A second forum midway through the project will provide project information and provide an opportunity for public questions, comments and input. The third informational meeting will be held near the end of the project to provide more complete project information and recommendations.
6. Newsletters - Two newsletters will be distributed at significant points in the study.
7. Press Releases - Press releases will be sent to community newspapers at significant points in the study.

Upon completion of the process, the Joint Lead Agencies will determine a preferred alternative for light rail transit in downtown Minneapolis.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY

Originating Department

[Signature]

Authorized Signature

5/2/94

Date

Board Action Requested

Legislative update

DISCUSSION ONLY

Request Justification

Discussion will occur at the meeting.

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

May 10, 1994

Board Date

Signature

Date

Signature

Date

Signature

Date

[Signature]

5/5/94

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

REGIONAL RAILROAD AUTHORITY	Board Action Requested
Originating Department	Quarterly report of payments for RCRRA
<i>F. Calapiegano</i> 5/2/94	January, 1994 through March, 1994
Authorized Signature	<u>ACTION IS REQUESTED</u>
Date	

Request Justification

- See attached: 1) Proposed resolution
2) Memorandum from J. Van Houdt dated April 18, 1994

Budgeting and Accounting <i>Malaga</i> 5/3/94	Date / Time
County Attorney <i>Carl M. ...</i>	Received By
Risk Manager	
Data Processing	
Previous Action taken on Request	

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
May 10, 1994	<i>Butte</i>	5/5/94
Board Date	Signature	Date



Resolution Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period January 1, 1994, through March 31, 1994, 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.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Office of Budgeting and Accounting

James Van Houdt, Director

270 Court House
15 West Kellogg Boulevard
St. Paul, MN 55102

Tel: 612-266-8041

Fax: 612-266-8066

M E M O R A N D U M

TO: Terry Schutten, County Manager

FROM: *JVH* James Van Houdt, Director-Budgeting & Accounting

SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payment: January-March, 1994

DATE: April 18, 1994

Ramsey County Regional Railroad Authority Resolution of October 5, 1987, authorized the Budget and Accounting Director to approve payment of bills for the Regional Railroad Authority and report these disbursements to the Regional Railroad Authority and the condition of the Regional Railroad Authority's budget on a quarterly basis.

A summary of the payments for the period are:

59101	Regional Railroad Authority Administration	\$ 97,647.32
59105	Phase II PE-Midway Corridor	128,184.37
59106	Right-of-Way Acquisition	1,091.88
59109	Northeast Corridor Maintenance	19,794.27
59110	Central Corridor AA/DEIS	<u>22,139.32</u>
Total		\$268,857.16

I am attaching a report of Detail Disbursements made from the Regional Railroad Authority budget for the period January through March, 1994 and a copy of the Budget Condition Report as of March 31, 1994.

JVH:VW:dmh/gcl
Attachments

cc: K. DeSpiegelaere, Director,
R C Regional Railroad Authority Planning

R A M S E Y C O U N T Y
BUDGET ACCOUNTING

PAGE 1
DATE 4/13/94

REGIONAL RAILROAD QTRLY REPORT
PERIOD JAN 1, 1994 THRU MAR 31, 1994.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
R93	59101	020174	IC	48182	020494	00177651	682.43	IC TRNSF PMT 400 40601 ACC 300908 M00334 01	
R93			IC	48183	020494	00177651	363.96	IC TRNSF PMT 400 40601 ACC 300908 M00349 01	
R93			IC	48281	020494	00177651	477.70	IC TRNSF PMT 400 40601 ACC 300908 M00343 01	
R93			IC	48282	020494	00177651	1,228.37	IC TRNSF PMT 400 40601 ACC 300908 M00359 01	
020174 - County Attorney Services							2,752.46		
R93	59101	020176	IC	47875	010794	00162627	4,510.24	IC TRNSF PMT 400 40301 300908 A00658 01	
R93			IC	47876	010794	00162627	4,429.70	IC TRNSF PMT 400 40301 300908 A00657 01	
R93			IC	47877	010794	00162627	4,429.70	IC TRNSF PMT 400 40301 300908 A00648 01	
R93			IC	47878	010794	00162627	4.42	IC TRNSF PMT 521 52104 350323 W02126 01	
R93			IC	47879	010794	00162627	69.14	IC TRNSF PMT 521 52104 350323 W02126 02	
R93			IC	48283	020494	00177651	1,411.20	IC TRNSF PMT 400 40301 ACC 300908 A00656 01	
R93			IC	48284	020494	00177651	1,915.20	IC TRNSF PMT 400 40301 ACC 300908 A00656 02	
R93			IC	48285	020494	00177651	1,411.20	IC TRNSF PMT 400 40301 ACC 300908 A00656 03	
020176 - County Manager Services							18,180.80		
R93	59101	020179	IC	47880	010794	00162627	234.99	IC TRNSF PMT 400 40303 300908 A00649 01	
R93			IC	48286	020494	00177651	524.81	IC TRNSF PMT 400 40303 ACC 300908 A00664 01	
020179 - Budgeting & Accounting Services							759.80		
R93	59101	020185	IC	48287	020494	00177651	246.16	IC TRNSF PMT 574 57401 ACC 301385 C04310 02	
R93			IC	48884	031194	00200121	205.25	IC TRNSF PMT 574 57401 ACC 301385 C04396 02	
020185 - Data Processing Services-Mtce							451.41		
R93	59101	020193	IC	47896	010794	00162627	1,680.12	IC TRNSF PMT 400 40801 300908 A00053 01	
R93			IC	47897	010794	00162627	2,197.08	IC TRNSF PMT 400 40801 300908 A00053 02	
R93			IC	47898	010794	00162627	2,358.63	IC TRNSF PMT 400 40801 300908 A00053 03	
R93			IC	47899	010794	00162627	1,098.54	IC TRNSF PMT 400 40801 300908 A00053 04	
R93			IC	47900	010794	00162627	2,326.32	IC TRNSF PMT 400 40801 300908 A00053 05	
R93			IC	47901	010794	00162627	1,744.74	IC TRNSF PMT 400 40801 300908 A00053 06	
R93			IC	48289	020494	00177651	7,015.68	IC TRNSF PMT 400 47102 ACC 300434 B02531 01	
R93			IC	48290	020494	00177651	2,525.64	IC TRNSF PMT 400 47102 ACC 300434 B02531 02	
R93			IC	48290A	020494	00177651	2,665.96	IC TRNSF PMT 400 47101 ACC 300166 B02531 03	
			IC	48886	031194	00200121	4,043.52	IC TRNSF PMT 400 47101 300434 B02584 01	
			IC	48887	031194	00200121	1,455.67	IC TRNSF PMT 400 47101 300434 B02584 02	
			IC	48888	031194	00200121	1,536.54	IC TRNSF PMT 400 47101 300434 B02584 03	
R93			IC	48889	031194	00200121	1,033.92	IC TRNSF PMT 400 40801 ACC 300908 A00056 01	
020193 - County Project Management Services							31,682.36		
R93	59101	020202	IC	48067	012194	00169229	5.20	IC TRNSF PMT 521 52104 ACC 350323 W02163 01	
R93			IC	48068	012194	00169229	73.14	IC TRNSF PMT 521 52104 ACC 350323 W02163 02	
			IC	48890	031194	00200121	2.34	IC TRNSF PMT 521 52104 350323 W02199 01	

R A M S E Y C O U N T Y
BUDGET ACCOUNTING

PAGE 2
DATE 4/13/94

REGIONAL RAILROAD QTKLY REPORT
PERIOD JAN 1, 1994 THRU MAR 31, 1994.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
	59101	020202	IC	48891	031194	00200121	54.11	IC TRNSF PMT 521 52104	350323 W02199 02
		020202 - Postage					134.79		
R93	59101	020207	IC	48892A	031194	00200121	17.98	IC TRNSF PMT 578 57801 ACC 301601 Y00540 02	
R93			IC	48893	031194	00200121	5.17	IC TRNSF PMT 578 57801 ACC 301601 Y00540 03	
		020207 - Telephone Long Distance Charges					23.15		
R93	59101	020208	IC	48892	031194	00200121	145.56	IC TRNSF PMT 578 57801 ACC 301602 Y00540 01	
			IC	48893A	031194	00200121	145.56	IC TRNSF PMT 578 57801	301602 Y00541 01
		020208 - Telephone Local Service					291.12		
R93	59101	020301	MC	054183	030494	00196064	113.68	GOSKI	JILL
R93			MC	058012	011894	00168513	9.24	SIPILA	DAVID
		020301 - Transportation Allowance					122.92		
R93	59101	020305	CA	47851	010794	00163453	27.80	ROADRUNNER TRANSPORTATION INC	
R93			CA	48999	011694	00168514	5.00	ROADRUNNER TRANSPORTATION INC	
			CA	51535	021194	00183970	6.30	BENCO	
			CA	54176	030494	00195233	28.96	EXPRESS MESSENGER SYSTEMS INC	
			CA	57389	032994	00210356	17.50	BENCO	
		020305 - Messenger Service					85.56		
R93	59101	020501	CA	47852	010794	00163454	84.06	THOLE PRINTING	
R93			IC	48291	020494	00177551	102.09	IC TRNSF PMT 400 41202 ACC 300404 H03406 01	
R93			IC	48292	020494	00177551	3,050.00	IC TRNSF PMT 400 40301 ACC 300130 A00651 01	
R93			IC	48293	020494	00177551	8.85	IC TRNSF PMT 610 61004	300130
R93			IC	48479	021194	00183165	5.70	IC TRNSF PMT 400 41202 ACC 300404 H03443 01	
		020501 - Printing & Stationery					3,250.70		
	59101	020611	CA	52922	022394	00189795	687.18	W A LANG CO	
		020611 - Liability & Property Damage					687.18		
	59101	020803	CA	51536	021194	00183570	284.80	COPY DUPLICATING-PRODUCTS INC	
			CA	54177	030494	00196063	70.00	AAA OFFICE PRODUCTS	
		020803 - Equipment & Machinery Repairs					354.80		
	59101	020906	IC	48294	020494	00177551	1,073.58	IC TRNSF PMT 576 57601	360513 Y00328 01
			IC	43480	021194	00183165	1,073.58	IC TRNSF PMT 576 57601	360513 Y00352 01
			IC	48894	031194	00200121	1,073.58	IC TRNSF PMT 576 57601	360513 Y00370 01

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 3
DATE 4/13/94

REGIONAL RAILROAD QTRLY REPORT
PERIOD JAN 1, 1994 THRU MAR 31, 1994.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		020906 - Buildings & Office Space					3,220.74		
	59101	020909	CA	50449	020194	00176230	72.00	ZEHRLING & ANGLESON	
			CA	51537	021194	00183971	72.00	ZEHRLING & ANGLESON	
			CA	54178	030494	00195190	72.00	ZEHRLING & ANGLESON	
			CA	57390	032994	00209736	72.00	ZEHRLING & ANGLESON	
		020909 - Parking Space					289.00		
	59101	021403	CA	53820	030494	00196064	50.00	GOSKI	JILL
			CA	56946	032594	00208717	1,079.76	DESPIEGELAERE	KATHRYN
			CA	57074	032594	00208718	200.00	UNIVERSITY-OF-MINNESOTA	
			CA	JE0477	031694	00000000	125.00	NACD JE477	
			CA	JE0478	031694	00000000	244.00	TRAVEL ASSOC JE478	
		021403 - Conference & Seminars					1,698.76		
	59101	021407	CA	50122	012894	00174481	425.00	DESPIEGELAERE	KATHRYN
			CA	52106	021594	00185831	385.00	FINLEY	JOHN T
			CA	54179	030494	00196265	2,152.00	HOBBIT TRAVEL	
			CA	55498	031594	00202173	50.00	TRAVEL ASSOC OF CARRIAGE HILL	
		021407 - Other Travel					3,012.00		
R93	59101	021409	CA	47853	010794	00163455	25.62	DESPIEGELAERE	KATHRYN
			CA	50450	020194	00176746	248.95	DESPIEGELAERE	KATHRYN
			CA	54180	030494	00196065	67.50	DESPIEGELAERE	KATHRYN
		021409 - Meeting Expenses Account					342.07		
	59101	022213	CA	52923	022394	00189796	30,030.00	ANDOKA COUNTY TREASURY MANAGER	
		022213 - Transit Joint Powers					30,030.00		
R93	59101	030101	CA	47854	010794	00162982	50.49	GENERAL OFFICE PROD CO	
			CA	51538	021194	00183449	21.53	GENERAL OFFICE PROD CO	
			CA	54111	030494	00195181	44.01	ST PAUL CITY OF FINANCE/MGMT	
			CA	57530	032994	00209701	94.65	ST PAUL CITY OF FINANCE/MGMT	
R93			CA	57756	010794	00162613	5.18	ST PAUL CITY OF FINANCE/MGMT	
		030101 - Office Supplies					215.86		
	59101	030201	CA	54181	030494	00196067	62.84	SILHOUETTE IMAGING	
		030201 - Computer Operating Supplies					62.84		

PAGE 4
DATE 4/13/94

RAMSEY COUNTY REGIONAL RAILROAD AUTH

[illegible]

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 5
DATE 4/13/94

REGIONAL RAILROAD QTRLY REPORT
PERIOD JAN 1, 1994 THRU MAR 31, 1994.

PHASE II PE-MIDWAY CORRIDOR

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
	59105	020102	CA	PA270	021194	00183972	127,415.77	BRW INC	
		020102 - Consulting Services					127,415.77		
	59105	020176	IC	47875A	010794	00162627	80.54	IC TRNSF PMT 400 40301	300908 A00658 02
			IC	47876A	010794	00162627	161.08	IC TRNSF PMT 400 40301	300908 A00657 02
			IC	47877A	010794	00162627	402.70	IC TRNSF PMT 400 40301	300908 A00648 02
		020176 - County Manager Services					644.32		
	59105	020185	IC	48288A	020494	00177651	4.01	IC TRNSF PMT 574 57401 ACC 301385 C04310 01	
		020185 - Data Processing Services-Mtce					4.01		
	59105	020193	IC	48300B	020494	00177651	65.67	IC TRNSF PMT 400 47101 ACC 300166 B02529 03	
			IC	48415	021194	00183165	54.60	IC TRNSF PMT 400 47102 ACC 300403 B02529 02	
		020193 - County Project Management Services					120.27		
PHASE II PE-MIDWAY CORRIDOR - 59105						128,184.37			

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 6
DATE 4/13/94

REGIONAL RAILROAD QTRLY REPORT
PERIOD JAN 1, 1994 THRU MAR 31, 1994.

RIGHT-OF-WAY ACQUISITION

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
	59106	020174	IC	48281A	020494	00177651	90.99	IC TRNSF PMT 400 40601 ACC 300908 M00343 02
			IC	48282A	020494	00177651	1,000.89	IC TRNSF PMT 400 40601 ACC 300908 M00359 02
		020174 - County Attorney Services					1,091.88	
RIGHT-OF-WAY ACQUISITION - 59106						1,091.88		

R A M S E Y C O U N T Y
BUDGET ACCOUNTING

PAGE 7
DATE 4/13/94

REGIONAL RAILROAD QTRLY REPORT
PERIOD JAN 1, 1994 THRU MAR 31, 1994.

NORTHEAST CORRIDOR MAINT

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
R93	59109	020185	IC	482888	020494	00177551	22.13	IC TRNSF PMT 574 57401 ACC 301385 C04310 01	
R93			IC	48885A	031194	00200121	28.27	IC TRNSF PMT 574 57401 ACC 301385 C04396 01	
020185 Data Processing Services-Mtce							50.40		
R93	59109	020193	IC	47902	010794	00162627	193.86	IC TRNSF PMT 400 40801	300908 A00054 01
R93			IC	47903	010794	00162627	904.68	IC TRNSF PMT 400 40801	300908 A00054 02
R93			IC	47904	010794	00162627	355.41	IC TRNSF PMT 400 40801	300908 A00054 03
R93			IC	47905	010794	00162627	452.34	IC TRNSF PMT 400 40801	300908 A00054 04
R93			IC	47906	010794	00162627	420.03	IC TRNSF PMT 400 40801	300908 A00054 05
R93			IC	47907	010794	00162627	872.37	IC TRNSF PMT 400 40801	300908 A00054 06
R93			IC	48295	020494	00177651	5,053.54	IC TRNSF PMT 400 44111 ACC	300432 R00919 01
R93			IC	48296	020494	00177651	226.39	IC TRNSF PMT 400 44111 ACC	300432 R00919 02
R93			IC	48297	020494	00177651	313.31	IC TRNSF PMT 400 44111 ACC	300432 R00919 03
R93			IC	48298	020494	00177651	73.27	IC TRNSF PMT 400 44111 ACC	300432 R00919 04
R93			IC	48299	020494	00177651	172.80	IC TRNSF PMT 400 47102 ACC	300434 B02529 01
R93			IC	48300	020494	00177651	7.60	IC TRNSF PMT 400 47102 ACC	300434 B02529 02
R93			IC	48689A	031194	00200121	969.30	IC TRNSF PMT 400 40801 ACC	300908 A00057 01
			IC	48895	031194	00200121	138.24	IC TRNSF PMT 400 47101	300434 B02585 01
			IC	48896	031194	00200121	49.77	IC TRNSF PMT 400 47101	300434 B02585 02
			IC	48897	031194	00200121	52.53	IC TRNSF PMT 400 47101	300434 B02585 03
020193 - County Project Management Services							10,255.44		
R93	59109	020804	IC	48301	020494	00177651	4,764.95	IC TRNSF PMT 400 47106 ACC	300407 B02527 01
R93			IC	48301A	020494	00177651	2,474.44	IC TRNSF PMT 400 47101 ACC	300166 B02527 02
R93			IC	48301B	020494	00177651	1,762.00	IC TRNSF PMT 400 47105 ACC	360202 B02527 03
			IC	48897A	031194	00200121	432.96	IC TRNSF PMT 400 47106	300407 B02585 04
020804 --Grounds-Repairs							9,434.35		
59109	030101	CA	57391	032994	00209767		54.08	VIVID	
030101 - Office Supplies							54.08		
NORTHEAST CORRIDOR MAINT - 59109							19,794.27		

R A M S E Y C O U N T Y
BUDGET ACCOUNTING

PAGE 8
DATE 4/13/94

REGIONAL RAILROAD QTRLY REPORT
PERIOD JAN 1, 1994 THRU MAR 31, 1994.

CENTRAL CORRIDOR AA/DEIS

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
	59110	020176	IC	478758	010794	00162627	241.62	IC TRNSF PMT 400 40301	300908 A00658 03
			IC	478768	010794	00162627	241.62	IC TRNSF PMT 400 40301	300908 A00657 03
			IC	478778	010794	00162627	1,932.96	IC TRNSF PMT 400 40301	300908 A00648 03
		020176 - County Manager Services					2,416.20		
	59110	020185	IC	48287A	020494	00177651	33.07	IC TRNSF PMT 574 57401 ACC	301385 C04310 02
			IC	48288	020494	00177651	10.66	IC TRNSF PMT 574 57401 ACC	301385 C04310 01
			IC	48584A	031194	00200121	93.05	IC TRNSF PMT 574 57401 ACC	301385 C04396 02
			IC	48885	031194	00200121	8.53	IC TRNSF PMT 574 57401 ACC	301385 C04396 01
		020185 - Data Processing Services-Mtce					145.31		
	59110	020193	IC	47908	010794	00162627	2,714.04	IC TRNSF PMT 400 40801	300908 A00055 01
			IC	47909	010794	00162627	1,647.81	IC TRNSF PMT 400 40801	300908 A00055 02
			IC	47910	010794	00162627	969.30	IC TRNSF PMT 400 40801	300908 A00055 03
			IC	47911	010794	00162627	1,680.12	IC TRNSF PMT 400 40801	300908 A00055 04
			IC	47912	010794	00162627	1,583.19	IC TRNSF PMT 400 40801	300908 A00055 05
			IC	47913	010794	00162627	1,066.23	IC TRNSF PMT 400 40801	300908 A00055 06
			IC	48302	020494	00177651	2,384.64	IC TRNSF PMT 400 47102 ACC	300434 B02530 01
			IC	48303	020494	00177651	858.47	IC TRNSF PMT 400 47102 ACC	300434 B02530 02
			IC	48303A	020494	00177651	906.16	IC TRNSF PMT 400 47101 ACC	300166 B02530 03
			IC	48889B	031194	00200121	2,003.22	IC TRNSF PMT 400 40801 ACC	300908 A00058 01
			IC	48898	031194	00200121	1,209.60	IC TRNSF PMT 400 47101	300434 B02583 01
			IC	48899	031194	00200121	435.46	IC TRNSF PMT 400 47101	300434 B02583 02
			IC	48900	031194	00200121	459.65	IC TRNSF PMT 400 47101	300434 B02583 03
		020193 - County Project Management Services					17,917.89		
	59110	020401	CA	52924	022394	00189797	744.50	OMAN	LINDA G
		020401 - Publishing Minutes & Notices					744.50		
	59110	020501	CA	52925	022394	00189798	165.12	VIVID	
			CA	55499	031594	00202710	91.25	VIVID	
		020501 - Printing & Stationery					256.37		
	59110	021151	CA	51539	021194	00183973	80.00	MYHRE	STEPHEN
			CA	51540	021194	00183974	80.00	ZIEMER	BILL
		021151 - Security Services					160.00		
	59110	021407	CA	51942	021594	00185832	256.66	DESPIEGELAERE	KATHRYN
		021407 - Other Travel					256.66		

6

R A M S E Y C O U N T Y
BUDGET ACCOUNTING

PAGE 9
DATE 4/13/94

REGIONAL RAILROAD QTRLY REPORT
PERIOD JAN 1, 1994 THRU MAR 31, 1994.

CENTRAL CORRIDOR AA/DEIS

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
	59110	021408	CA	52926	022394	00189799	150.00	CHURCH OF SAINT LUKE
		021408	- Voluntee/Committee Meeting Expense				150.00	
	59110	030101	CA	55499A	031594	00202710	92.39	VIVID
		030101	- Office Supplies				92.39	
CENTRAL CORRIDOR AA/DEIS - 59110						22,139.32		
FUND 591 TOTAL						268,857.16		

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
020102	53,351.00	0.00	0.00	53,351.00	53,351.00	0.00	0.00	
020122	2,900.00	0.00	0.00	2,900.00	2,900.00	0.00	0.00	
020154	25,000.00	0.00	0.00	25,000.00	25,000.00	0.00	0.00	
020174	26,586.00	0.00	0.00	26,586.00	26,586.00	0.00	0.00	
020176	70,000.00	0.00	0.00	70,000.00	70,000.00	0.00	0.00	
020179	20,000.00	0.00	0.00	20,000.00	20,000.00	0.00	0.00	
020185	4,211.00	0.00	0.00	4,211.00	4,211.00	0.00	0.00	
020193	150,200.00	7,035.73	0.00	143,164.27	143,164.27	0.00	0.00	4.68
020194	30,000.00	0.00	0.00	30,000.00	30,000.00	0.00	0.00	
020202	5,800.00	56.45	0.00	5,743.55	5,743.55	0.00	0.00	.97
020207	380.00	0.00	0.00	380.00	380.00	0.00	0.00	
020208	2,040.00	145.56	0.00	1,894.44	1,894.44	0.00	0.00	7.14
020209	100.00	0.00	0.00	100.00	100.00	0.00	0.00	
020301	700.00	0.00	0.00	700.00	700.00	0.00	0.00	
020305	800.00	52.76	0.00	747.24	747.24	0.00	0.00	6.60
020401	8,560.00	0.00	0.00	8,560.00	8,560.00	0.00	0.00	
020501	20,800.00	0.00	0.00	20,800.00	20,800.00	0.00	0.00	
020611	700.00	687.18	0.00	12.82	12.82	0.00	0.00	98.17
020803	2,000.00	354.80	0.00	1,645.20	1,645.20	0.00	0.00	17.74
020906	12,883.00	3,220.74	0.00	9,662.26	9,662.26	0.00	0.00	25.00
020909	1,440.00	288.00	0.00	1,152.00	1,152.00	0.00	0.00	20.00

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY			* CONTINUED *				
021101	280.00	0.00	0.00	280.00	280.00	0.00	0.00	
021134	750.00	0.00	0.00	750.00	750.00	0.00	0.00	
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	3,000.00	0.00	0.00	3,000.00	3,000.00	0.00	0.00	
021401	500.00	0.00	0.00	500.00	500.00	0.00	0.00	
021403	6,000.00	1,698.76	0.00	4,301.24	4,301.24	0.00	0.00	28.31
021407	20,000.00	3,012.00	0.00	16,988.00	16,988.00	0.00	0.00	15.06
021408	3,000.00	0.00	0.00	3,000.00	3,000.00	0.00	0.00	
021409	5,500.00	316.45	0.00	5,183.55	5,183.55	0.00	0.00	5.75
022213	34,000.00	30,030.00	0.00	3,970.00	3,970.00	0.00	0.00	88.32
TOTL 02	511,481.00	46,898.43	0.00	464,582.57	464,582.57	0.00	0.00	9.17
030101	2,700.00	160.19	0.00	2,539.81	2,539.81	0.00	0.00	5.93
030201	0.00	62.84	0.00	62.84CR	62.84CR	0.00	0.00	
TOTL 03	2,700.00	223.03	0.00	2,476.97	2,476.97	0.00	0.00	8.26
040303	400.00	0.00	0.00	400.00	400.00	0.00	0.00	
090306	40,000.00	0.00	0.00	40,000.00	40,000.00	0.00	0.00	
CURR ORG-TOT	554,581.00	47,121.46	0.00	507,459.54	507,459.54	0.00	0.00	8.50
R93 59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
000000	110,647.00	50,525.86	0.00	60,121.14	60,121.14	0.00	0.00	45.66
ORG-TOT	665,228.00	97,647.32	0.00	567,580.68	567,580.68	0.00	0.00	14.68
59103	RCRRA - PHASE 1 PRELIMINARY ENGINEERING							
020102	75,637.68	0.00	0.00	75,637.68	75,637.68	0.00	0.00	

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59103	RCRRA - PHASE I PRELIMINARY ENGINEERING			* CONTINUED *				
020174	4,278.06	0.00	0.00	4,278.06	4,278.06	0.00	0.00	
--								
020176	1,134.14	0.00	0.00	1,134.14	1,134.14	0.00	0.00	
--								
020179	1,202.17	0.00	0.00	1,202.17	1,202.17	0.00	0.00	
--								
020185	78.92	0.00	0.00	78.92	78.92	0.00	0.00	
--								
020193	17,223.70	0.00	0.00	17,223.70	17,223.70	0.00	0.00	
--								
020194	1,051.68	0.00	0.00	1,051.68	1,051.68	0.00	0.00	
--								
020202	10.98	0.00	0.00	10.98	10.98	0.00	0.00	
--								
020305	49.05	0.00	0.00	49.05	49.05	0.00	0.00	
--								
020401	179.90	0.00	0.00	179.90	179.90	0.00	0.00	
--								
020501	12.11	0.00	0.00	12.11	12.11	0.00	0.00	
--								
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
--								
021226	100.00	0.00	0.00	100.00	100.00	0.00	0.00	
--								
021407	0.36	0.00	0.00	0.36	0.36	0.00	0.00	
--								
021408	0.27	0.00	0.00	0.27	0.27	0.00	0.00	
--								
TOTL 02	100,959.02	0.00	0.00	100,959.02	100,959.02	0.00	0.00	
ORG-TOT	100,959.02	0.00	0.00	100,959.02	100,959.02	0.00	0.00	
59105	PHASE II PE-MIDWAY CORRIDOR							
020102	754,352.38	127,415.77	0.00	626,936.61	626,936.61	0.00	0.00	16.89
--								
020174	46,640.56	0.00	0.00	46,640.56	46,640.56	0.00	0.00	
--								
020176	3,372.91	644.32	0.00	2,728.59	2,728.59	0.00	0.00	19.10
--								
020179	9,806.30	0.00	0.00	9,806.30	9,806.30	0.00	0.00	
--								

21

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59105	PHASE II PE-MIDWAY CORRIDOR			* CONTINUED *				
020185	498.92	4.01	0.00	494.91	494.91	0.00	0.00	.80
020193	222,916.42	120.27	0.00	222,796.15	222,796.15	0.00	0.00	.05
020202	3,412.81	0.00	0.00	3,412.81	3,412.81	0.00	0.00	
020401	3,976.60	0.00	0.00	3,976.60	3,976.60	0.00	0.00	
020501	9,832.06	0.00	0.00	9,832.06	9,832.06	0.00	0.00	
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
021407	10,906.20	0.00	0.00	10,906.20	10,906.20	0.00	0.00	
021408	915.80	0.00	0.00	915.80	915.80	0.00	0.00	
TOTL 02	1,067,630.96	128,184.37	0.00	939,446.59	939,446.59	0.00	0.00	12.01
ORG-TOT	1,067,630.96	128,184.37	0.00	939,446.59	939,446.59	0.00	0.00	12.01
59106	RIGHT-OF-WAY ACQUISITION							
020174	1,330.48	1,091.88	0.00	238.60	238.60	0.00	0.00	82.07
020176	1,344.24	0.00	0.00	1,344.24	1,344.24	0.00	0.00	
020179	163.92	0.00	0.00	163.92	163.92	0.00	0.00	
020185	329.96	0.00	0.00	329.96	329.96	0.00	0.00	
020192	95.63	0.00	0.00	95.63	95.63	0.00	0.00	
020193	3,608.31	0.00	0.00	3,608.31	3,608.31	0.00	0.00	
020202	96.05	0.00	0.00	96.05	96.05	0.00	0.00	
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TOTL 02	6,968.59	1,091.88	0.00	5,876.71	5,876.71	0.00	0.00	15.67
ORG-TOT	6,968.59	1,091.88	0.00	5,876.71	5,876.71	0.00	0.00	15.67

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59108	SOUTH CORRIDOR STUDY							
020102	1,416.40	0.00	0.00	1,416.40	1,416.40	0.00	0.00	
020174	0.55	0.00	0.00	0.55	0.55	0.00	0.00	
020176	66.45	0.00	0.00	66.45	66.45	0.00	0.00	
020179	197.97	0.00	0.00	197.97	197.97	0.00	0.00	
020185	114.58	0.00	0.00	114.58	114.58	0.00	0.00	
020193	263.24	0.00	0.00	263.24	263.24	0.00	0.00	
020202	5.43	0.00	0.00	5.43	5.43	0.00	0.00	
020305	25.00	0.00	0.00	25.00	25.00	0.00	0.00	
020401	8.57	0.00	0.00	8.57	8.57	0.00	0.00	
020501	81.88	0.00	0.00	81.88	81.88	0.00	0.00	
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	100.00	0.00	0.00	100.00	100.00	0.00	0.00	
021408	100.00	0.00	0.00	100.00	100.00	0.00	0.00	
TOTL 02	2,380.07	0.00	0.00	2,380.07	2,380.07	0.00	0.00	
ORG-TOT	2,380.07	0.00	0.00	2,380.07	2,380.07	0.00	0.00	
59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE							
020193	79,000.00	240.54	0.00	78,759.46	78,759.46	0.00	0.00	.30
020618	100.00	0.00	0.00	100.00	100.00	0.00	0.00	
020804	36,000.00	432.96	0.00	35,567.04	35,567.04	0.00	0.00	1.20
021131	17,000.00	0.00	0.00	17,000.00	17,000.00	0.00	0.00	
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

5

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE			* CONTINUED *				
030101	300.00	54.08	0.00	245.92	245.92	300.00	0.00	18.03
030507	29,700.00	0.00	0.00	29,700.00	29,700.00	0.00	300.00	
CURR ORG-TOT	162,100.00	727.58	0.00	161,372.42	161,372.42	300.00	300.00	.45
R93 59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE							
000000	35,135.64	19,066.69	0.00	16,068.95	16,068.95	0.00	0.00	54.27
ORG-TOT	197,235.64	19,794.27	0.00	177,441.37	177,441.37	300.00	300.00	10.04
59110	CENTRAL CORRIDOR AA/DEIS							
020174	1,401.44	0.00	0.00	1,401.44	1,401.44	0.00	0.00	
020176	17,234.44	2,416.20	0.00	14,818.24	14,818.24	0.00	100.00	14.02
020179	2,882.51	0.00	0.00	2,882.51	2,882.51	0.00	0.00	
020185	4,432.03	145.31	0.00	4,286.72	4,286.72	0.00	0.00	3.28
020193	14,182.06	17,917.89	0.00	3,735.83CR	3,735.83CR	0.00	0.00	126.34
020202	500.00	0.00	0.00	500.00	500.00	0.00	0.00	
020401	300.00	744.50	0.00	444.50CR	444.50CR	0.00	0.00	248.17
020501	425.00	256.37	0.00	168.63	168.63	0.00	0.00	60.32
021151	160.00	160.00	0.00	0.00	0.00	160.00	0.00	100.00
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	0.00	0.00	0.00	0.00	0.00	0.00	1,000.00	
021403	75.91	0.00	0.00	75.91	75.91	0.00	0.00	
021407	386.55	256.66	0.00	129.89	129.89	0.00	0.00	66.40
021408	840.00	150.00	0.00	690.00	690.00	840.00	0.00	17.86
TOTL 02	42,819.94	22,046.93	0.00	20,773.01	20,773.01	1,000.00	1,100.00	51.49

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59110	CENTRAL CORRIDOR AA/DEIS			* CONTINUED *				
030101	100.00	92.39	0.00	7.61	7.61	100.00	0.00	92.39
ORG-TOT	42,919.94	22,139.32	0.00	20,780.62	20,780.62	1,100.00	1,100.00	51.58
59111	CENTRAL CORRIDOR PRELIMINARY ENGINEERING							
020102	12,000.00	0.00	0.00	12,000.00	12,000.00	0.00	0.00	
020193	95,000.00	0.00	0.00	95,000.00	95,000.00	0.00	0.00	
020194	10,000.00	0.00	0.00	10,000.00	10,000.00	0.00	0.00	
020305	150.00	0.00	0.00	150.00	150.00	0.00	0.00	
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021407	4,000.00	0.00	0.00	4,000.00	4,000.00	0.00	0.00	
ORG-TOT	121,150.00	0.00	0.00	121,150.00	121,150.00	0.00	0.00	
ACT-TOT	2,204,472.22	268,857.16	0.00	1,935,615.06	1,935,615.06	1,400.00	1,400.00	12.20
5 FC	2,204,472.22	268,857.16	0.00	1,935,615.06	1,935,615.06	1,400.00	1,400.00	12.20
FUND CURR TOT	2,058,689.58	199,264.61	0.00	1,859,424.97	1,859,424.97	1,400.00	1,400.00	9.68
FUND R93 TOT	145,782.64	69,592.55	0.00	76,190.09	76,190.09	0.00	0.00	47.74
FUND TOTAL	2,204,472.22	268,857.16	0.00	1,935,615.06	1,935,615.06	1,400.00	1,400.00	12.20

