

Ramsey County Regional Railroad Authority. Records.

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August 20, 2018

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

Agenda

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, JANUARY 3, 1995

3 PM OR IMMEDIATELY FOLLOWING RAMSEY COUNTY BOARD MEETING

LARGE CONFERENCE ROOM - ROOM 220 COURT HOUSE

1. * Appoint Officers for 1995 Ramsey County Regional Railroad Authority, Metropolitan Light Rail Transit Joint Powers Board, and Central Corridor Management Committee.

* Action is requested.

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Originating Department

K. Hedspiegelaere 12/13/94

Authorized Signature Date

Board Action Requested

Appoint officers for 1995 Ramsey County Regional Railroad Authority, Metropolitan Light Rail Transit Joint Powers Board, and Central Corridor Management Committee.

ACTION IS REQUESTED

Request Justification

See proposed resolution attached.

Budgeting and Accounting Marlon Larson 12/19/94

County Attorney Dan Vonkleeck

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
Board Date	Signature	Date

RAMSEY COUNTY Regional Railroad Authority

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

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

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 1995:

John T. Finley, Chair
Dick Wedell, Vice Chair
Warren W. Schaber, Secretary
Susan M. Haigh, Treasurer

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Metropolitan Light Rail Transit Joint Powers Board for 1995:

John T. Finley (member)
Dick Wedell (alternate)
Kathryn DeSpiegelaere (staff)

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Central Corridor Management Committee for 1995:

John T. Finley (member)
Dick Wedell (alternate)
Kathryn DeSpiegelaere (staff).

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
John T. Finley	___	___	___
Susan M. Haigh	___	___	___
Hal Norgard	___	___	___
Rafael E. Ortega	___	___	___
Warren W. Schaber	___	___	___
Brenda Thomas	___	___	___
Richard Wedell	___	___	___

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
Dick Wedell, Vice Chairman
District 1
Warren W. Schaber, Secretary
District 6
Susan M. Haigh, Treasurer
District 4
Hal Norgard
District 7
Rafael E. Ortega
District 5
Brenda C. Thomas
District 2

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, JANUARY 10, 1995

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

CHAIRMAN'S COMMENTS

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meetings of November 22, December 20, 1994, and January 3, 1995

2. Update on Central Corridor

3. * Ratify quarterly report of payments for RCRRA July 1, 1994, through September 30, 1994

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MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

November 22, 1994

The Ramsey County Regional Railroad Authority met on Tuesday, November 22, 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
Commissioner Hal Norgard (entered during item #2)
Commissioner Warren Schaber (entered during item #2)
Commissioner Brenda Thomas
Commissioner Dick Wedell

OTHERS PRESENT: Eddie Maddox, Tim Nelson, Lisa Lee, Hugh Faville, Keith Uhlig, Jim Van Houdt, Marlen Johnson, Karen Tero, Kathryn DeSpiegelaere, Jill Goski, and Committee Coordinator Bette Kurysh.

Chairman Finley called the meeting to order at 10:50 AM.

1. Minutes of the Ramsey County Regional Railroad Authority Board Meeting of October 22, 1994.

Commissioner Brenda Thomas moved the following recommendation, seconded by Commissioner Ruby Hunt.

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meeting October 22, 1994, as written.

Roll Call: Ayes - 5, Nays - 0
Motion Adopted.

2. Discussion of St. Louis light rail transit visit.

Chairman Finley said that four representatives from St. Louis gave an excellent presentation at the Business Partnership meeting on November 2, 1994, in the Hennepin County Board office. They also made a presentation at the Minnesota History Center with a good turn out, followed by a legislative luncheon. Five Ramsey County legislators attended the luncheon; none from Hennepin County attended. As a result of the luncheon, Representative Osthoff, Chuck Armstrong from the Mayor's office, and Dick Anfang from the Business Partnership group will visit St. Louis and view their light rail system. Chairman Finley commented that he and Ms. DeSpiegelaere will accompany the group to St. Louis.

Commissioner Ahrens asked if any of the St. Paul Councilmembers would be going to St. Louis since a couple have shown some interest in light rail.

Chairman Finley said that when the newly elected officials come on board, that would be a good time for Ms. DeSpiegelaere to take the new commissioners and a couple of the councilmembers to St. Louis to view light rail.

CHAIRMAN'S COMMENTS

Chairman Finley said that Dick Anfang and he testified before the St. Paul City Council and Planning Commission regarding the recently submitted Transportation Plan. The Mayor sent a letter to the Planning Commission and City Council indicating his strong support for light rail and that the Transportation Plan should be changed to reflect Ramsey County's concerns.

Chairman Finley commented that Portland voted in favor of another $475 million dollars in propery taxes for the local share of a light rail line.

Chairman Finley said that he and Commissioner Peter McLaughlin were invited to attend a Citizens League meeting, however, Commissioner McLaughlin was unable to attend. Chairman Finley said it was quite interesting in that the Citizens League is not re-looking at light rail, but that their scope is to look at alternatives to light rail. Chairman Finley said that it was a two-hour session and that he gave a half hour presentation to the Citizens League. He said it went very well.

Chairman Finley permitted Mr. Eddie Maddox to make a few comments.

Mr. Maddox asked if the Rail Authority has looked at the congestion situation 20 years from now and what is expected to be in place that will eliminate congestion? How will LRT contribute towards the elimination of congestion?

Chairman Finley said that the Rail Authority is looking at a total transportation plan and that LRT is only one part of the plan. LRT is not a panacea, nor is 12 lanes of highway.

3. Update on Central Corridor

Chairman Finley said there will be a forum held at Minneapolis' Convention Center on November 29 and that the Minneapolis Downtown Task Force voted to support a tunnel alignment.

Ms. DeSpiegelaere said that the group scheduled another meeting regarding how they would move light rail transit forward in the region. They made it known to Hennepin County that they would like to be instrumental in obtaining funding for light rail. The decision-making process is that the Joint Lead Agencies (Hennepin County, Ramsey County, and Mn/DOT) would determine the specific alignment and then the decision would go to the Metropolitan Council for review.

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

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
BUDGET MEETING

December 20, 1994

A meeting of the Ramsey County Regional Railroad Authority was held on Tuesday, December 20, 1994, at 11:00 a.m. in the Large Conference Room of 220 Courthouse to adopt the budget for 1995.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Diane Ahrens
Commissioner Ruby Hunt
Commissioner Hal Norgard
Commissioner Dick Wedell
Commissioner Warren Schaber
Commissioner Brenda Thomas

OTHERS PRESENT: Eddie Maddox, Lisa Lee, Keith Uhlig, Mike Humphrey, Terry Schutten, Dick Brainerd, Jim Van Houdt, Marlen Johnson, Karen Tero, Patrick Harris, Kathryn DeSpiegelaere, Jill Goski, and Committee Coordinator Bette Kurysh.

Chairman Finley called the meeting to order at 11:18 a.m.

1. A. Approve the 1995 Ramsey County Regional Railroad Authority Budget in the amount of $839,498. B. Adopt a total net tax levy of $305,655.

Chairman Finley asked if there are any comments or discussion regarding the Rail Authority's 1995 proposed budget.

Commissioner Brenda Thomas said she had no comment.

Chairman Finley permitted two audience members (Lisa Lee and Eddie Maddox), at their request, to make a statement or ask a question.

Ms. Lee wanted to know what is H.A.C.A.?

Mr. Jim Van Houdt, Director of Budgeting and Accounting, informed her that the acronym stood for Homestead and Agricultural Credit Act. Mr. Van Houdt also said that he would give Ms. Lee the name and phone number of the appropriate person at the State of Minnesota to whom she could address questions regarding H.A.C.A.

Mr. Maddox asked that written material and a video be entered into the public record. He said that the term "customer" needs to be properly defined, and asked that the Rail Authority be in compliance with Minnesota quality award standards before proceeding with Central Corridor projects or decisions.

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

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

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

WHEREAS, In order to continue to improve the quality of life and access to services in the region, to remain a partner in transit activities in the region with other agencies, including the Minnesota Department of Transportation, Hennepin County Regional Railroad Authority, and Metropolitan Council; and

WHEREAS, The 1995 maximum allowable levy for Ramsey County Regional Railroad Authority is $7,940,846; and

WHEREAS, In order to minimize the tax burden on Ramsey County Taxpayers, the Regional Railroad Authority will use only $305,655 (3.8%) of the maximum net tax levy of $7,940,846; and

WHEREAS, The 1994 net property tax levy for Regional Railroad Authority administration was $458,655; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby adopts the 1995 budget, a summary of which is shown in the Tax Levy Statement, as follows:

1995 Tax Levy Statement
Countywide Levy

1995 Approved Budget	$ 839,498
FINANCING	
Interest on Investments	$ 150,000
Current Taxes Receivable	689,498
Plus Estimated Tax Delinquency	13,790
Total Tax Levy	$ 703,288
Less Homestead & Agricultural Credit Aid (HACA)	$ 397,633
Total Net Tax Levy:	$ 305,655

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

RESOLVED, That there be and hereby is levied upon all taxable property in Ramsey County for the year 1995 a tax rate percentum necessary to raise a Total Net Tax Levy of $305,655.

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

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

1C

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
BOARD MEETING

January 3, 1995

The Ramsey County Regional Railroad Authority met on Tuesday, January 3, 1995, in the Council Chambers of the Ramsey County Courthouse. Chairman Finley called the meeting to order at 2:45 p.m.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Susan M. Haigh
Commissioner Hal Norgard
Commissioner Rafael E. Ortega
Commissioner Warren Schaber
Commissioner Brenda Thomas
Commissioner Dick Wedell

1. Appoint Officers for 1995 Ramsey County Regional Railroad Authority, Metropolitan Light Rail Transit Joint Powers Board, and Central Corridor Management Committee.

Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Brenda Thomas:

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

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 1995:

John T. Finley, Chair
Dick Wedell, Vice Chair
Warren W. Schaber, Secretary
Susan M. Haigh, Treasurer

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Metropolitan Light Rail Transit Joint Powers Board for 1995:

John T. Finley (member)
Dick Wedell (alternate)
Kathryn DeSpiegelaere (staff)

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Central Corridor Management Committee for 1995:

John T. Finley (member)
Dick Wedell (alternate)
Kathryn DeSpiegelaere (staff).

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

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K DeSpiegelaere
Authorized Signature

Jan 5, 1995
Date

Board Action Requested

Update on Central Corridor

DISCUSSION ONLY

Request Justification

Recent events concerning the Central Corridor will be discussed at the meeting.

Memorandum , plus two attachments, from Kathryn DeSpiegelaere dated January 4, 1995, are attached.

Budgeting and Accounting Marlene Johnson 1/5/95

County Attorney David Van Dell

Risk Manager _____

Documentation certified complete for:

January 10, 1995	Bette Kurzyk	1/5/95
Board Date	Signature	Date

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: Central Corridor/Legislative Discussions

Date: January 4, 1995

Two items that are attached relate to transit legislation. The first is the transit legislative proposal of the Metropolitan Council. This information will be discussed at the January 18 Metro LRT Joint Powers Board meeting. The Council's proposal is to maintain the status quo, and doesn't seek funds for major improvements.

The second item is a copy of a proposal by Sen. Carol Flynn, co chair of the Study Commission on Major Transportation Projects. She is proposing a gas tax increase for highways and a sales tax increase in the metro area for transit. For projects such as I-35W and I-494, Sen. Flynn has proposed that congestion pricing, requiring road users of congested roadways to pay fees to use them at peak periods, holds promise for the long term.

The Study Commission on Major Transportation Projects resulted from legislation enacted in 1994 and is expected to make recommendations by February, 1995, to the Legislature and the Governor on funding of major projects.

Recommendation:

For your information.

Printed on Recycled Paper

Attachment 1

METROPOLITAN COUNCIL
Mears Park Centre, 230 East Fifth Street, St. Paul, Minnesota 55101-1634
Phone (612) 291-6359 TDD (612) 291-0904 FAX (612) 291-6550 Metro Info (612) 229-3780

Proposed
1995 Metropolitan Council Legislative Initiatives

•Transit Funding

A total of $93.3 million has been proposed to maintain the current level of transit service provided by or contracted for by the Council for the biennium. This appropriation would provide for:

$52.8 million for regular route service provided by the Council
$31.6 million for Metro Mobility operations
$4.5 million to fund community based programs provided by the Council
$4.2 million to fund agency related costs

The cost of transit operations is expected to grow about 3.5 to 4% per year. Unfortunately because of diminishing federal operating assistance, the stabilization of property tax revenues, and the loss of one time grants for special corridor services and warranties, the need for a greater state role in transit funding is required. Also, the Council needs to address the cost of transitioning the Metro Mobility program which has resulted in a funding deficiency in the current biennium.

In addition to maintenance funding the Metropolitan Council has identified several new services which if implemented would substantially improve the quality of transit in the metropolitan area. These improvements which are further explained in the Council's Vision for Transit program would cost $16.5 million this biennium.

•Transit Bonding Authority

The Council is presently reviewing the capital program for transit vehicles and facilities and may propose a bill which would authorize regional bonds of up to $90 million for the next two years. These bonds would be repaid by property taxes.

•Public Safety Radio System

In response to the 1994 legislation which mandated an extension on the moratorium on the use of 800 MHZ channels until an implementation plan could be devised, legislation outlining a governance and financing program will be introduced.

•Amendments to the Metropolitan Land Planning Act

The Council proposes to amend the Metropolitan Land Planning Act to mandate consistency between local government comprehensive plans and official land use controls; to ensure that local comprehensive plans are up to date; and to require that local plans include provisions for the protection of natural resources within their jurisdiction.

•Funding for the Operation and Maintenance of Regional Parks

An appropriations request of $7 million is requested to supplement local funding for the operation and maintenance of the Metropolitan Area's regional park system.

•Authority to Initiate a Joint Powers Agreement to Administer the Section 8 Housing Program

This legislation would permit metropolitan area communities involved in implementing the federal section 8 housing program to form joint powers agreements where it is advantageous to the program.

•Governance Housekeeping Bill

The proposed legislation cleans up token details missed when the 1994 Governance Bill was enacted.

jepsen/me00701

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jepsen/me00701

1996-97 Transit Funding Needs

The Metropolitan Council is committed to supporting transit and encouraging the use of alternative modes of transportation to the single-occupant vehicle. The Council's budget request for state funding of $93.3 million in the 1996-1997 biennium would maintain the current levels of transit.

The Council is also requesting an additional $16.5 million for investment in new transit services for a biennial total of $109.8 million, in order to better meet important transportation needs of the region.

Maintenance of the Existing System

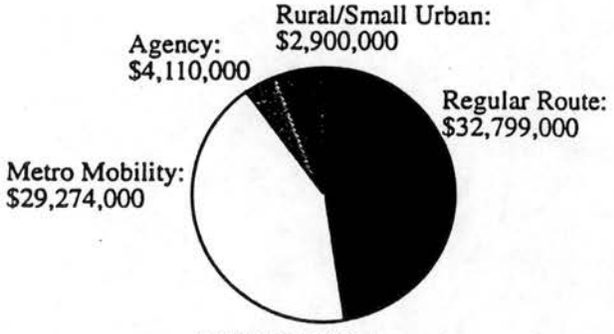
There are four main sources of revenue for transit operations: the regional property tax; state funding; federal grants; and the farebox. Projections for the 1996-97 biennium are provided below. These projections include no growth in federal funding and only minimal growth in the property tax levy. Fare increases are also not expected in the 1996-97 biennium. This leaves state funding as the only source of the additional funding necessary to match increases in operating costs.

The state budget request has grown over that of the previous biennium for the following reasons:

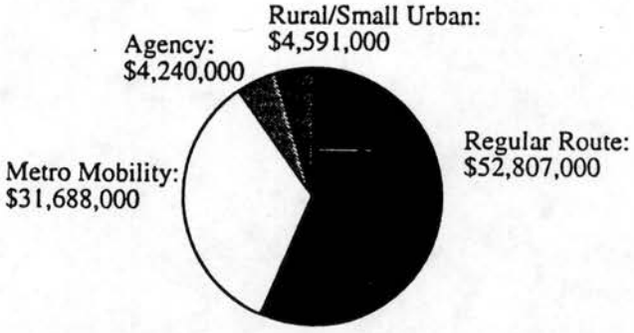
⇒ the property tax levy grows by only 2%.
⇒ the cost of providing transit services increases by 3.5% annually, which includes an increase in labor/fringe benefits of $14.5 million over the biennium.
⇒ loss of one-time demonstration revenues for I-394 service and loss of one-time revenue for bus warranty - total: $5.5 million
⇒ no fare increases are planned; the last increase resulted in a drop in ridership of about 3%.
⇒ no fund balances are available; reduced fund balance by $5.4 million in 1994.

The Council continues to restructure the current transit system to operate it within the 1994-95 budget constraints. Metropolitan Council Transit Operations (MCTO) is going through the public process to cut 2 million miles of service. By systematically restructuring and redesigning transit services, coordinating transit activities and sharing resources the Council will look for ways to make the system more efficient. Nevertheless, if the regional transit system is to continue to provide responsive and reliable service, it must be adequately funded.

State Transit Service Funding - Current and Proposed



FY 1994-95 Actual
Total: $69,083,000



FY 1996-97 Projected
Total: $ 93,326,000

1996-97 Transit Funding by Category

	Regular Route	*Metro Mobility*	*Small Bus*	*Agency*	*Totals*
Expenses (MCTO)	$286,249,000				$286,249,000
Expenses (non-MCTO)	$ 7,032,000				$ 7,032,000
Expenses		$37,189,000	$6,690,000	$7,040,000	$ 50,919,000
Year-end Deficit		$ 1,890,000			$ 1,890,000
TOTAL EXPENSES	$293,281,000	$39,079,000	$6,690,000	$7,040,000	$346,090,000
Revenues					
Property Tax	$112,188,000		$2,099,000		$114,287,000
Federal Assistance	$ 20,623,000			$2,000,000	$ 22,623,000
Proposed State Funds	**$ 52,807,000**	**$31,688,000***	**$4,591,000**	**$4,240,000**	**$ 93,326,000**
Other	$ 15,884,000				$ 15,884,000
Fares	$ 87,204,000	$ 3,551,000			$ 90,755,000
Transfer from Opt-outs	$ 3,575,000				$ 3,575,000
Use of Fund Balance	$ 1,000,000				$ 1,000,000
Capital Funds - Vehicles		$ 3,840,000			$ 3,840,000
Interest Revenue				$ 800,000	$ 800,000
TOTAL REVENUES	$293,281,000	$39,079,000	$6,690,000	$7,040,000	$346,090,000

*Assumes shifting the cost of Metro Mobility vehicles to a capital fund.

Total State Transit Funding Needs

Regular Route	*Metro Mobility*	*Small Bus*	*Agency*	*Total*
$52,807,000	**$31,688,000**	**$4,591,000**	**$4,240,000**	**$ 93,326,000**

Regional Transit System Ridership

(excluding *Vision for Transit*)

Regular Route Services	***1993 Annual Boarding***	***1994 Estimated Annual Boarding***	***1995 Estimated Annual Boarding***
MCTO	63,640,213*	62,030,000*	61,900,000*
Opt-Outs	1,829,591**	1,966,074**	2,250,000**
Other Regular Route	1,400,203	1,573,000	1,550,000
All Regular Route	68,213,770	66,026,074	65,700,000
Metro Mobility	1,136,504	1,080,000	1,175,000
Community Based Services	438,452	530,909	540,000
TOTAL ALL SERVICES	69,788,726	67,366,798	67,415,000

* Does not include Special Events or MAC Shuttle ridership
** Includes demand response ridership

The decline in regular route ridership is due in part to the last fare increase, as well as service reductions made in an effort to balance the budget. Ridership on the opt-out programs continues to grow as a result of expanding service. Metro Mobility lost some ridership during the restructuring, but ridership has rebounded and today is higher than it was before the changes were made.

Position Paper for Legislation on

Long-Term Financing of Transportation

LEGISLATIVE POSITION

The Metropolitan Council supports legislation for increased funding to implement the regional transportation plan. The Council supports an integrated approach to highway and transit funding.

WHY ADDITIONAL FUNDS ARE NEEDED

- The transportation system is critical to the economic growth and vitality of the region.
- The Council's *Regional Blueprint* and *Transportation Policy Plan* support a funding level for metropolitan highway and transit systems adequate to meet the needs identified in the plan.
- The Council's *Vision for Transit, Transportation Policy Plan* and *Regional Transit Facilities Plan* recommend an integrated highway-transit approach. They focus on preserving the existing system, managing the system to stretch its capabilities, and selectively expanding it. These goals cannot be achieved with current funding levels.

Use of the Transportation System

- 8.8 million average weekday person trips on highway system
- Miles traveled on highway system has increased 130% since 1970
- 225,000 transit trips made per day vs. 196,000 transit trips in 1970
- 106 congested highway miles in1990
- 200 congested highway miles projected in 2015

- The region is facing a critical challenge. Many improvement projects have been slowed down or delayed. Over the next five years a number of freeways are due for upgrades and repair.
- The Council recognizes the need to expand strategically, design what can be afforded, and stage projects due to fiscal constraints. However, the needs identified in the regional transportation plan exceed revenues annually by approximately $150 million. In contrast, a five cent gas tax would raise $30 million annually for state highways within the metropolitan area.
- Highway trust fund revenue sources were last increased in the 1988 legislative session.
- In 1991, the motor vehicle excise tax use for transportation was eliminated. It had directed 30% of those funds to transportation: 5% for highways and 25% for transit.
- Federal formula transportation funds have not increased since the passage of the federal "ISTEA" legislation, while the types of projects eligible to receive funds have been greatly expanded.
- The Council supports a multi-modal approach to transportation which includes highways, high occupancy vehicle lanes, paratransit, buses, LRT, carpooling and other travel demand strategies.
- The Council balances social and economic factors in setting transportation priorities. The transportation system is designed to serve the mobility needs of everyone in the area including transit dependent people and people with disabilities. Other goals of the system are to enhance the economic vitality of the central cities and allow for development in the region's economic centers.

Staff Contacts:

Nacho Diaz 291-6341
Bob LaShomb 291-6412

Publication No. 14-94-64E (PP-long-term funding)
12/15/94

Position Paper for Legislation on

Transit Funding

LEGISLATIVE POSITION

The Metropolitan Council supports legislation for state financing to adequately fund the regional transit system in 1995 and in the 1996-97 biennium. The Council believes the Legislature should give serious consideration to an assured stream of revenue for transit.

WHY ADDITIONAL TRANSIT FUNDING IS NEEDED

- The regular route transit system, particularly the Council's Transit Operations and the Metro Mobility system, will face severe budget shortfalls in 1995. More operating dollars are needed to cover shortfalls in providing these basic services.

- In addition to operating funds, monies are needed to support the capital and service improvements outlined in the *Vision for Transit.*

- Clearly, there is a need for greatly improved transit service now and over the long term. The Council's *Vision for Transit, Transportation Policy Plan* and *Regional Transit Facililities Plan* call for transit system expansion and service improvements to effectively move people and goods.

- The regional property tax levy used for transit operations is expected to remain almost constant (about 1% growth) in 1995.

- Fares are also expected to remain constant after two recent fare increases. The increases effectively ended a short trend of ridership gains that began in 1992.

- The amount of state transit operating assistance received in the 1994-95 biennium was about $3 million lower than the amount originally requested. This contributed to a reduction of the Council's Transit Operations fund balance below what is considered acceptable.

- The Council's Transit Operations warranty on MAN buses has ended, resulting in a $3.2 million increase in operating and maintenance costs.

- The Metro Mobility system will end the 1994-95 biennium with a $3.2 million deficit. Two million dollars of the deficit represents expenses related to the July 1994 transition to bring the system back to good operating condition and increased ongoing operating costs.

- Additional revenues are needed, or the Council will be forced to cut back services. Without increased state support, the only option remaining is to begin limiting route coverage and hours of service.

- A better transit system is a critical element of a long-term transportation solution that goes beyond increasing highway capacity, reverses declining transit- and car-occupancy levels, and better integrates land use/development and transportation strategies.

Staff Contacts:

Nacho Diaz	291-6341
Bob LaShomb	291-6412

Publication No. 14-94-64D
12/15/94
(PP-transit funding)

1996-97 Transit Funding by Category

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Property Tax	$112,188,000		$2,099,000		$114,287,000
Federal Assistance	$ 20,623,000			$2,000,000	$ 22,623,000
Proposed State Funds	**$ 52,807,000**	**$31,688,000***	**$4,591,000**	**$4,240,000**	**$ 93,326,000**
Other	$ 15,884,000				$ 15,884,000
Fares	$ 87,204,000	$ 3,551,000			$ 90,755,000
Transfer from Opt-outs	$ 3,575,000				$ 3,575,000
Use of Fund Balance	$ 1,000,000				$ 1,000,000
Capital Funds - Vehicles		$ 3,840,000			$ 3,840,000
Interest Revenue				$ 800,000	$ 800,000
TOTAL REVENUES	$293,281,000	$39,079,000	$6,690,000	$7,040,000	$346,090,000

*Assumes shifting the cost of Metro Mobility vehicles to a capital fund.

Total State Transit Funding Needs

Regular Route	*Metro Mobility*	*Small Bus*	*Agency*	*Total*
$52,807,000	**$31,688,000**	**$4,591,000**	**$4,240,000**	**$ 93,326,000**

Regional Transit System Ridership

(excluding *Vision for Transit*)

Regular Route Services	*1993 Annual Boarding*	*1994 Estimated Annual Boarding*	*1995 Estimated Annual Boarding*
MCTO	63,640,213*	62,030,000*	61,900,000*
Opt-Outs	1,829,591**	1,966,074**	2,250,000**
Other Regular Route	1,400,203	1,573,000	1,550,000
All Regular Route	68,213,770	66,026,074	65,700,000
Metro Mobility	1,136,504	1,080,000	1,175,000
Community Based Services	438,452	530,909	540,000
TOTAL ALL SERVICES	69,788,726	67,366,798	67,415,000

* Does not include Special Events or MAC Shuttle ridership

** Includes demand response ridership

The decline in regular route ridership is due in part to the last fare increase, as well as service reductions made in an effort to balance the budget. Ridership on the opt-out programs continues to grow as a result of expanding service. Metro Mobility lost some ridership during the restructuring, but ridership has rebounded and today is higher than it was before the changes were made.

The Vision for Transit

In addition to maintaining current service levels, it will be critical in the next biennium to develop and implement service improvements. These improvements are outlined in the *Vision for Transit,* the Council's response to the challenge of building and sustaining a regional transit system that meets our transit needs today and in the future.

A key element of the *Vision* is matching the appropriate method of service delivery to the variety of transit needs. No single type of service can meet all of the region's needs; instead there must be a full menu of transit options. Those include large bus regular route service, small bus circulators, paratransit services such as Metro Mobility, travel demand management strategies and light rail transit in heavily traveled corridors. As part of the *Vision,* these transit options will be coordinated into a system that better meets the region's needs.

$16.5 million will be needed in order to implement the Council's *Vision for Transit* projects scheduled for 1996-97.

Vision Projects 1996-97

Service	*Miles of Service*	*Estimated Boardings*	*Estimated Cost*
Local Regular Route	1,377,632	3,681,250	$8,565,000
Peak Express	377,500	3,028,000	$3,493,600
All-Day Express	365,700	1,829,000	$1,929,000
Small Bus	973,800	2,384,000	$2,484,000

What Implementing the Vision will do for the Region

⇒ Better service frequency on local routes in the core area, which encourages redevelopment

⇒ Improved all-day and peak period express routes

⇒ Build on opt-out and reverse commute programs

⇒ Expanded community circulation service providing general public dial-a-ride or small bus circulation services throughout the region

⇒ Expanded accessible transit options

⇒ High speed bus network

⇒ Continued expansion of the range of travel demand management programs

DRAFT THAT WAS DISCUSSED at 12-28-94 MEGA PROJECTS MTG.

Attachment 2

THE FLYNN PROPOSAL

1. **3-5 Cent Gas Tax Increase for Highway Expenditures** – INCLUDE INDEXING BASED ON C.P.I.

A three cent gas tax increase raises approximately $72.3 million (1996), of which $43.5 million would be dedicated to the trunk highway fund.

(*) A five cent gas tax increase raises approximately $120.4 million, of which $72.5 million would be dedicated to the trunk highway fund. MnDOT WILL DOCUMENT NEED / COMMITTEE LEANS TOWARDS RECOMMENDING 5 ¢

2. **Increase the Metro Area General Sales Tax for Transit Expenditures**

The Metropolitan Council would be given the authority to levy a general sales tax for transit purposes in the seven county metropolitan area. Giving the Metropolitan Council this authority would somewhat take the transit funding issue out of the purview of the legislature and have the effect of dedicating the tax.

A one half cent increase in the metro area sales tax raises approximately $139 million (1996) and if the increase is also applied to the sales tax on motor vehicles, will raise approximately $154.5 million. The tax would replace the existing transit property tax and tax aids ($80.7 million) and general fund appropriation ($36.3 million).

3. **Congestion Pricing for Major Transportation Projects**

Congestion pricing appears to hold promise for its ability to fund major transportation projects. It has the capability of raising significant amounts of revenue depending on the application. The revenues can be dedicated to highway and transit improvements within the corridor or area where congestion pricing is applied.

There will be a 5-10 year delay in the implementation of congestion pricing until major policy questions regarding the application of congestion pricing are answered by the study currently being conducted by the Metropolitan Council and MnDOT. Major transportation projects will need to be delayed until this time, unless MnDOT is able to begin funding small pieces of the projects utilizing funds from the increased gas tax.

Pay 1995 Transit Taxes

Property Tax Levies	
Transit District Operating Levy	$52,049,030
Transit District Debt Levy	$9,911,787
Transit Area Operating Levy	$609,265
Total Levy	$62,570,082
State Paid Tax Aids	
Transit District Operating Levy HACA Adjustment	$13,533,871
Transit District Operating Levy Feathering Adjustment	$2,000,000
Tranist District Debt Levy HACA Adjustment	$2,481,911
Transit Area Operating Levy HACA Adjustment	$152,560
Total State Aids	$18,168,342
Total Levy and Aids	$80,738,424

FY 1995 General Fund Appropriations for Transit

Metro Transit	
Regular Route	$17,307,000
Metro Mobility	$15,474,000
Community Based Service & Agency Costs	$3,510,000
Total Metro Transit	$36,291,000
Greater Minnesota Transit	
Operating Grants	$9,994,000
Administration	$395,000
Total Greater MN Transit	$10,389,000
Total Transit General Fund Appropriations	$46,680,000

Senate Research AMV

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K Delspiegelaere
Authorized Signature

1/5/95
Date

Board Action Requested

Ratify report of payments for RCRRA

July, 1994, through September, 1994

ACTION IS REQUESTED

Request Justification

See attached: 1) Proposed resolution
2) Memorandum from J. Van Houdt dated October 20, 1994

Budgeting and Accounting Marlene Johnson 1/4/95

County Attorney David MacKenzie

Risk Manager _____

Documentation certified complete for:

January 10, 1995
Board Date

Bette Kurph
Signature

1/5/95
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 July 1, 1994 through September 30, 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: James Van Houdt, Director-Budgeting & Accounting

SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payment: July-September, 1994

DATE: October 20, 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	$38,598.71
59109	Northeast Corridor Maintenance	35,993.31
59110	Central Corridor AA/DEIS	2,917.59
	Total	$77,509.61

I am attaching a report of Detail Disbursements made from the Regional Railroad Authority budget for the period July through September, 1994 and a copy of the Budget Condition Report as of September 30, 1994.

JVH:VW:dmh/gcl
Attachments

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

PCT OF YEAR ELAPSED = 74.79

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	1,826.50	0.00	1,073.50	1,073.50	0.00	0.00	62.98
020154 --	25,000.00	13,079.88	0.00	11,920.12	11,920.12	0.00	0.00	52.32
020174 --	26,586.00	2,479.22	0.00	24,106.78	24,106.78	0.00	0.00	9.33
020176 --	70,000.00	11,698.44	0.00	58,301.56	58,301.56	0.00	0.00	16.71
020179 --	20,000.00	2,884.11	0.00	17,115.89	17,115.89	0.00	0.00	14.42
020185 --	4,211.00	1,322.08	0.00	2,888.92	2,888.92	0.00	0.00	31.40
020193 --	150,200.00	77,253.18	0.00	72,946.82	72,946.82	0.00	0.00	51.43
020194 --	30,000.00	25.00	0.00	29,975.00	29,975.00	0.00	0.00	.08
020202 --	5,800.00	683.90	0.00	5,116.10	5,116.10	0.00	0.00	11.79
020207 --	380.00	96.73	0.00	283.27	283.27	0.00	0.00	25.46
020208 --	2,040.00	1,150.22	0.00	889.78	889.78	0.00	0.00	56.38
020209 --	100.00	14.38	0.00	85.62	85.62	0.00	0.00	14.38
020301 --	700.00	110.78	0.00	589.22	589.22	0.00	0.00	15.83
020305 --	800.00	301.89	0.00	498.11	498.11	0.00	0.00	37.74
020401 --	8,560.00	0.00	0.00	8,560.00	8,560.00	0.00	0.00	
020501 --	20,800.00	1,856.02	0.00	18,943.98	18,943.98	0.00	0.00	8.92
020611 --	700.00	687.18	0.00	12.82	12.82	0.00	0.00	98.17
020803 --	2,000.00	810.78	0.00	1,189.22	1,189.22	0.00	0.00	40.54
020906 --	12,883.00	8,588.64	0.00	4,294.36	4,294.36	0.00	0.00	66.67
020909 --	1,440.00	648.00	0.00	792.00	792.00	0.00	0.00	45.00

PCT OF YEAR ELAPSED = 74.79

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	16.00	0.00	264.00	264.00	0.00	0.00	5.71
021134 --	750.00	500.00	0.00	250.00	250.00	0.00	0.00	66.67
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	251.00	0.00	249.00	249.00	0.00	0.00	50.20
021403 --	6,000.00	2,979.23	0.00	3,020.77	3,020.77	0.00	0.00	49.65
021407 --	20,000.00	4,823.33	0.00	15,176.67	15,176.67	0.00	0.00	24.12
021408 --	3,000.00	9.00	0.00	2,991.00	2,991.00	0.00	0.00	.30
021409 --	5,500.00	1,442.98	0.00	4,057.02	4,057.02	0.00	0.00	26.24
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	165,568.47	0.00	345,912.53	345,912.53	0.00	0.00	32.37
030101 --	2,700.00	1,244.04	0.00	1,455.96	1,455.96	0.00	0.00	46.08
030201 --	0.00	167.46	0.00	167.46CR	167.46CR	0.00	0.00	
TOTL 03	2,700.00	1,411.50	0.00	1,288.50	1,288.50	0.00	0.00	52.28
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	166,979.97	0.00	387,601.03	387,601.03	0.00	0.00	30.11
R93 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								
000000	110,647.00	50,616.93	0.00	60,030.07	60,030.07	0.00	0.00	45.75
ORG-TOT	665,228.00	217,596.90	0.00	447,631.10	447,631.10	0.00	0.00	32.71
59103 RCRRA - PHASE 1 PRELIMINARY ENGINEERING								
020102 --	75,637.68	0.00	0.00	75,637.68	75,637.68	0.00	0.00	

PCT OF YEAR ELAPSED = 74.79

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 1 PRELIMINARY ENGINEERING		* CONTINUED *					
020174 --	4,278.06	86.99	0.00	4,191.07	4,191.07	0.00	0.00	2.03
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	86.99	0.00	100,872.03	100,872.03	0.00	0.00	.09
ORG-TOT	100,959.02	86.99	0.00	100,872.03	100,872.03	0.00	0.00	.09
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	

PCT OF YEAR ELAPSED = 74.79

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	1,178.87	0.00	151.61	151.61	0.00	0.00	88.60
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	1,178.87	0.00	5,789.72	5,789.72	0.00	0.00	16.92
ORG-TOT	6,968.59	1,178.87	0.00	5,789.72	5,789.72	0.00	0.00	16.92

PCT OF YEAR ELAPSED = 74.79

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								
020185	300.00	204.48	0.00	95.52	95.52	300.00	0.00	68.16
020193	78,700.00	31,957.05	0.00	46,742.95	46,742.95	0.00	300.00	40.61
020618	100.00	0.00	0.00	100.00	100.00	0.00	0.00	
020804	67,000.00	23,864.65	0.00	43,135.35	43,135.35	31,000.00	0.00	35.62
021131	17,000.00	0.00	0.00	17,000.00	17,000.00	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
59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE		* CONTINUED *					
021183	1,000.00	424.33	0.00	575.67	575.67	1,000.00	0.00	42.43
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
030101	300.00	179.18	0.00	120.82	120.82	300.00	0.00	59.73
030507	29,700.00	635.47	0.00	29,064.53	29,064.53	0.00	300.00	2.14
040400	47,000.00	0.00	0.00	47,000.00	47,000.00	47,000.00	0.00	
040404	0.00	0.00	0.00	0.00	0.00	47,000.00	47,000.00	
CURR ORG-TOT	241,100.00	57,265.16	0.00	183,834.84	183,834.84	126,600.00	47,600.00	23.75
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	276,235.64	76,331.85	0.00	199,903.79	199,903.79	126,600.00	47,600.00	27.63
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	3,543.76	0.00	13,690.68	13,690.68	0.00	100.00	20.56
020179 --	2,882.51	0.00	0.00	2,882.51	2,882.51	0.00	0.00	
020185 --	4,432.03	476.66	0.00	3,955.37	3,955.37	0.00	0.00	10.75
020193 --	14,182.06	32,277.93	0.00	18,095.87CR	18,095.87CR	0.00	0.00	227.60
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	

PCT OF YEAR ELAPSED = 74.79

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 *				
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	470.00	0.00	370.00	370.00	840.00	0.00	55.95
TOTL 02	42,819.94	38,185.88	0.00	4,634.06	4,634.06	1,000.00	1,100.00	89.18
030101	100.00	92.39	0.00	7.61	7.61	100.00	0.00	92.39
ORG-TOT	42,919.94	38,278.27	0.00	4,641.67	4,641.67	1,100.00	1,100.00	89.19
59111 CENTRAL CORRIDOR PRELIMINARY ENGINEERING								
020102	12,000.00	0.00	0.00	12,000.00	12,000.00	0.00	0.00	
020193	16,000.00	0.00	0.00	16,000.00	16,000.00	0.00	79,000.00	
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	42,150.00	0.00	0.00	42,150.00	42,150.00	0.00	79,000.00	
ACT-TOT	2,204,472.22	461,657.25	0.00	1,742,814.97	1,742,814.97	127,700.00	127,700.00	20.94
5 FC	2,204,472.22	461,657.25	0.00	1,742,814.97	1,742,814.97	127,700.00	127,700.00	20.94
FUND CURR TOT	2,058,689.58	391,973.63	0.00	1,666,715.95	1,666,715.95	127,700.00	127,700.00	19.04
FUND R93 TOT	145,782.64	69,683.62	0.00	76,099.02	76,099.02	0.00	0.00	47.80
FUND TOTAL	2,204,472.22	461,657.25	0.00	1,742,814.97	1,742,814.97	127,700.00	127,700.00	20.94

Ramsey County Regional Railroad Authority
220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

John T. Finley, Chairman
District 3
Dick Wedell, Vice Chairman
District 1
Warren W. Schaber, Secretary
District 6
Susan M. Haigh, Treasurer
District 4
Hal Norgard
District 7
Rafael E. Ortega
District 5
Brenda C. Thomas
District 2

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, FEBRUARY 14, 1995

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

CHAIRMAN'S COMMENTS

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of January 10, 1995

2. Metro LRT Joint Powers Board 1994 Annual Report

3. Update on Northeast Corridor

4. Legislative update

5. * Ratify quarterly report of payments for RCRRA October 1, 1994, through December 31, 1994

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Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
BOARD MEETING

January 10, 1995

The Ramsey County Regional Railroad Authority met on Tuesday, January 10, 1995, at 11:12 a.m., in Room 220 of the Ramsey County Courthouse.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Susan M. Haigh
Commissioner Hal Norgard
Commissioner Rafael E. Ortega
Commissioner Warren Schaber
Commissioner Brenda Thomas (entered during item #2)
Commissioner Dick Wedell (left during item #3)

OTHERS PRESENT: Jim Tunheim, Jerry Seck, Eddie Maddox, Hugh Faville, Terry Schutten, Jim Van Houdt, Marlen Johnson, Toni Baker, Kathryn DeSpiegelaere, and Jill Goski.

CHAIRMAN'S COMMENTS

Chairman Finley introduced Jerry Seck, intergovernmental consultant for the Ramsey County Regional Railroad Authority (RCRRA), and Representative Jim Tunheim, Chairman of the Transportation and Transit Committee in the Minnesota House of Representatives, to the RCRRA Board Members.

Representative Tunheim said that he understands the concerns regarding the transit and transportation issues, and that as Chair of the Transportation and Transit Committee he intends to work with the metropolitan area to insure a good transportation system.

1. Minutes of the Ramsey County Regional Railroad Authority Board Meeting of January 3, 1995.

   Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Dick Wedell.

   The Ramsey County Regional Railroad Authority approves the minutes of the Board Meeting of January 3, 1995, as written.

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

2. Ratify quarterly report of payments for RCRRA July 1, 1994, through September 30, 1994. (Originally scheduled as Item #3)

Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Dick Wedell:

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period July 1, 1994 through September 30, 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.

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

3. Update on Central Corridor.

Ms. Kathryn DeSpiegelaere showed an LRT video.

Chairman Finley said that Ramsey and Hennepin County Regional Railroad Authorities and Minnesota Department of Transportation (Mn/DOT) are at the decision-making point for the Central Corridor regarding the four alternatives: no-build, TSM, busway, LRT.

The Ramsey County and Hennepin County Regional Rail Authorities have already voted for the alternative of light rail. The Governor has not yet given instructions or his support for a decision to Commissioner Denn of Mn/DOT.

Chairman Finley said that there are additional areas of study: 1) review downtown Minneapolis tunnel recommendation by the task force; and 2) review low floor vehicles. The Federal government has provided $7.5 million in funding to continue engineering studies. The big ticket item will be capital costs with 50% expected to be paid by the Federal level and the remainder from the State of Minnesota. If there is a tunnel, 100% will be federally funded.

Senator Carol Flynn is proposing a 1/2 cent metro sales tax for transit, which will provide sufficient funds to run the bus system and metro mobility.

Chairman Finley said that Congressman Sabo has indicated that if we stay on track, we should get the federal share for light rail. The key will be looking for State dollars to take care of transit. Light rail cannot be looked at in isolation, but as part of the whole transportation system.

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

2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Authorized Signature

2/6/95

Date

Board Action Requested

Metro LRT Joint Powers Board 1994 Annual Report.

DISCUSSION ONLY

Request Justification

The attached report outlines the activities of the Metro LRT Joint Powers Board for 1994.

Budgeting and Accounting 1/4/95

County Attorney

Risk Manager

Documentation certified complete for:

February 14, 1995
Board Date

Signature

2/9/95
Date

Metropolitan Light Rail Transit Joint Powers Board

1994 ANNUAL REPORT

Metropolitan Light Rail Transit Joint Power Board Members

John T. Finley, Chair, Ramsey County

Sandra Hilary, Vice Chair, Hennepin County

Paul McCarron, Secretary, Anoka County

Patrice Battaglia, Dakota County

Mary Hauser, Washington County

Tracy Swanson, Carver County

Dick Underferth, Scott County

Metropolitan LRT Joint Powers Board

1994 Annual Report

The Metropolitan LRT Joint Powers Board (Board) completed its third year of operations in 1994. Its member organizations include Hennepin, Ramsey, Anoka, Dakota, Scott, Carver and Washington County Regional Rail Authorities. Commissioner John T. Finley served as chair; and Commissioner Sandra Hilary served as Vice-Chair. Commissioners Paul McCarron, Patrice Bataglia, Tracy Swanson, Mary Hauser and Dick Underferth served as Board members.

The year 1994 was an important year for the Board as it worked to fulfill its mission of coordinating the development of LRT-related policy and acting as lead agency for community involvement and public information. This Annual Report will describe the Board's role in LRT development and summarize the activities and accomplishments of the Board in 1994.

Public Information

- **Visit by St. Louis, Missouri Representatives.**
  The LRT Joint Powers Board hosted a visit from representatives from the recently constructed LRT system in St. Louis, Missouri. Activities included an informal gathering for information sharing with Joint Power Board members, a presentation to the Regional LRT Business Partnership and the Minneapolis Downtown Council, a well-attended public forum at the Minnesota History Center, a luncheon with key legislators and a meeting with the St. Paul Pioneer Press editorial board. The visit provided an excellent opportunity for officials and the public to learn more about LRT and how it serves the community.

- **Metro Transit Education Activities.**
  The Board participated on the Metropolitan Transit Education Comittee (MTEC) of the Central Corridor Management Committee. MTEC was formed to develop a plan to meet the need for transit information and education in the metropolitan area. During 1994, MTEC began implementation of the Metropolitan Transit Education Plan. The Plan sets forth specific messages to both adult and student audiences and tactics to assist in increasing the

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understanding and support of businesses, local units of government, and residents regarding the need for transit improvements. Implementation activities are performed by a committee of staff from the Board, the Metropolitan Council, Mn/DOT and MCTO. Each member agency contributed funding; the Board's contribution for 1993-1994 was $21,000. Primary activities in 1994 included an ISTEA project award received for innovation funds in the amount of $80,000 to fully implement the curriculum plan that was a part of the Transit Education Plan; a booth at the State Fair, traveling displays, and billboards, radio spots and a video. The funding agreement terminated in September, 1994. (A refund of approximately $8,000 was made to the Joint Powers Board at the termination of the agreement.)

- **Regional LRT Business Partnership.**
  Additionally, the Board worked with the Regional LRT Business Partnership to build and strengthen the commitment of business, labor, government and citizens to LRT and to support LRT funding at the state and federal levels of government. Activities of the Business Partnership included: letters to the editor, meeting with Governor Carlson, letters to legislators and key policymakers and other LRT promotional actions.

- **LRT Survey and Evaluation of Public Information Programs.**
  The LRT Joint Powers Board contracted with Padilla Spear Beardsley to conduct a evaluation of LRT public education programs. The research found that although 73% of those surveyed by telephone thought developing LRT in the metropolitan area is a good idea, the level of understanding about the system is very basic. The work resulted in a recommendation for a public information campaign focusing on a futuristic, problem solving theme.

Central Corridor Management Committee

Each member of the Board is a member of the Central Corridor Management Committee, as required by the governance statutes. Thus, the members participated in the Committee and advised the Joint Lead Agencies (HCRRA, RCRRA and Mn/DOT) on the development of the Alternative Analysis and Draft Environmental Impact Statement for the Central Corridor. Key issues addressed in 1994 included land use and economic development potential around LRT stations, low floor vehicles and alignment in downtown Minneapolis.

Interim LRT Linkages

Recognizing that other corridors will not be served by LRT for some time, the LRT Joint Powers Board initiated a study of interim LRT transit linkages. The purpose of the study is to identify opportunities for enhancing the linkages to LRT from major transit destinations in the region. The Board is working closely with the Metropolitan Council to minimize duplication of effort and to ensure information sharing necessary for an integrated system.

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LRT Funding

The LRT Joint Powers Board supported the successful efforts of Hennepin and Ramsey County Regional Railroad Authorities to seek legislative authority for $10 million in bonding for final design of LRT in the Central Corridor. At the Federal level, Congressman Sabo was instrumental in appropriating $4.7 million for final design in addition to the $2.8 million already available for preliminary engineering.

Forum for LRT Policy Development

The Joint Powers Agreement provides that the Board will act as a forum for the consideration and development of LRT and transit-related policy. In 1994, the Board:

1) met with the Metropolitan Council Transportation Committee to discuss the role of LRT in the regional transportation system and the new regional transportation governance structure;
2) presented LRT to the Major Projects Study Commission;
3) participated in hosting the annual Transportation Legislative Reception;
4) presented a rebuttal to the Citizen's League regarding the Leagues' continued opposition to LRT; and
5) developed a legislative package addressing LRT funding for the 1995 Session and appointed Commissioner Paul McCarron to act as lead commissioner.

Through these types of activities, the Board ensures that a regional, multi-county perspective is discussed and communicated.

1994 Financial Report

The Board's budget for 1994 was $115,500. Contributions from member counties totalled $108,570. The carryover from 1993 was $8,445, for a net revenue of $117,024. The 1995 Budget as approved by the Board at its August 10, 1994 meeting was in the amount of $121,500.

3

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K DeSpiegelaere
Authorized Signature

2/6/95
Date

Board Action Requested

Northeast Corridor update.

DISCUSSION ONLY

Request Justification

See memorandum from K. DeSpiegelaere and attachments.

Budgeting and Accounting _____

County Attorney _____

Risk Manager _____

Documentation certified complete for:

February 14, 1995
Board Date

Bette Kuepk
Signature

2/9/95
Date

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: January 10, 1989 No. R-89-4

WHEREAS, The Northeast Burlington Northern Corridor from downtown St. Paul to Beam Avenue in Maplewood is currently available for acquisition; and

WHEREAS, That portion of the right of way from Beam Avenue to the north Ramsey County line may be available for acquisition in the future; and

WHEREAS, The Ramsey County Parks and Recreation Department has conducted a recreation assessment of the corridor and Ramsey County Regional Railroad Authority has begun an assessment of the light rail transit potential of the corridor; and

WHEREAS, The City of St. Paul has applied to the Metropolitan Council for parks funding for acquisition of the corridor; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority is supportive of acquisition of the Burlington Northern corridor with Metropolitan Council parks funds and of trail use of the corridor at this time, with these caveats:

1) That the usual provision of a restrictive covenant as a condition of acquisition with parks funds is not acceptable for this corridor because the potential for light rail transit use in this corridor, either singly or in joint trail/LRT use, must not be discounted nor obstructed but rather be specifically permitted and must be a part of the park trail planning process from its inception.

2) One finding for public hearing debate is that "The Metropolitan Council should consider allowing LRT use...if the Council finds that building LRT in the corridor is in the public interest and no alternative exists." The Ramsey County Regional Railroad Authority supports the portion of this finding which allows LRT use if such use is in the public interest. The Authority cannot support, however, the portion of the finding allowing LRT use only if no alternative exists. LRT use should be considered if it is determined to be feasible for this corridor even if another alternative exists.

John T. Finley, Chairman

By ~~Contained~~
Warren W. Schaber, Secretary

RAMSEY COUNTY Regional Railroad Authority

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: January 10, 1989 No. R-89-4

3) That because the abandoned portion of the corridor encompasses two cities and its extension encompasses five cities and one township in Ramsey County, the question of ownership is an issue that needs to be resolved to ensure coordinated planning, maintenance and implementation of any potential use and that Ramsey County should be a part of that process from its inception to completion of the project, including being the implementing agency from Larpenteur Avenue north to the north county line.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

6

Ramsey County Regional Railroad Authority
220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

John T. Finley, Chairman
District 3
Dick Wedell, Vice Chairman
District 1
Warren W. Schaber, Secretary
District 6
Susan M. Haigh, Treasurer
District 4
Hal Norgard
District 7
Rafael E. Ortega
District 5
Brenda C. Thomas
District 2

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning KD

SUBJECT: Northeast Corridor Update

DATE: February 3, 1995

The purpose of this memorandum is to provide you with information on potential extensions of a bicycle trail along Northeast Corridor right of way.

The City of White Bear Lake has been granted federal ISTEA (intermodal surface transportation efficiency act) funds in the amount of $620,000 for construction of a trail from I-694 to the Soo Line tracks along Burlington Northern right of way (see maps).

Previously, Ramsey County Regional Railroad Authority purchased 6.5 miles of right of way from Burlington Northern which extends from downtown St. Paul to Beam Avenue in Maplewood. The right of way was purchased with the potential of its use for light rail transit. The right of way cost of $1.2 million was financed with 50% state rail bank funds and 50% rail authority levy funds. St. Paul and Ramsey County Parks Departments are constructing trails on the right of way, and it is envisioned that both trail and rail could coexist within the right of way. The majority of the right of way is 100 feet wide.

The Regional Railroad Authority previously indicated that the Rail Authority staff be involved in obtaining the extension of the right of way beyond the section which had been abandoned to the north Ramsey County boundary (see resolution attached).

NSP has a transformer near Kohlman Lake. Access to bring in a replacement transformer by rail was the reason why the portion of Burlington Northern property between Beam Avenue and Goose Lake wasn't abandoned previously. The portion of the Burlington

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Northern right of way from Hugo to the north has been abandoned and purchased by Washington and Chisago County Regional Railroad Authorities, who plan to develop trails along it. The unabandoned portion is from Beam Avenue to the city of Hugo. Interstate Lumber Company in Hugo is the sole remaining customer of Burlington Northern in this area.

White Bear Lake staff are initiating discussions with NSP, Interstate Lumber and others in order to effectuate trail construction.

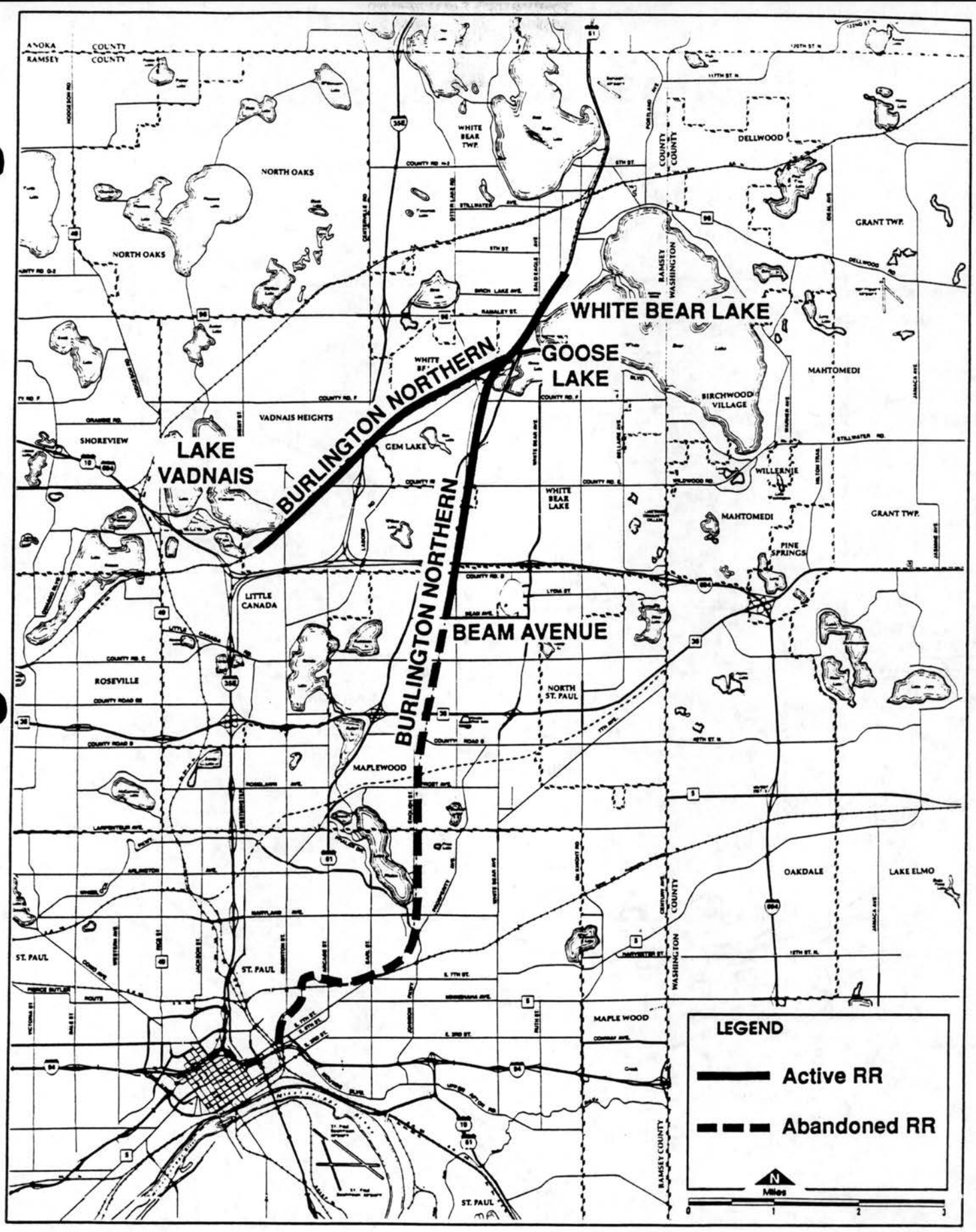
Ramsey County Regional Railroad Authority staff will participate in discussions with White Bear Lake, Chisago County, Washington County, and Ramsey County Parks Department staff.

Recommendation:

This item is being brought to your attention for informational purposes.

When more information is available, we will discuss with you your interest in having (1) RCRRA negotiate for purchase property if it becomes available or (2) RCRRA negotiate for joint use with Burlington Northern so that freight rail and trail can both operate in the right of way.

KD/blk
Attachment



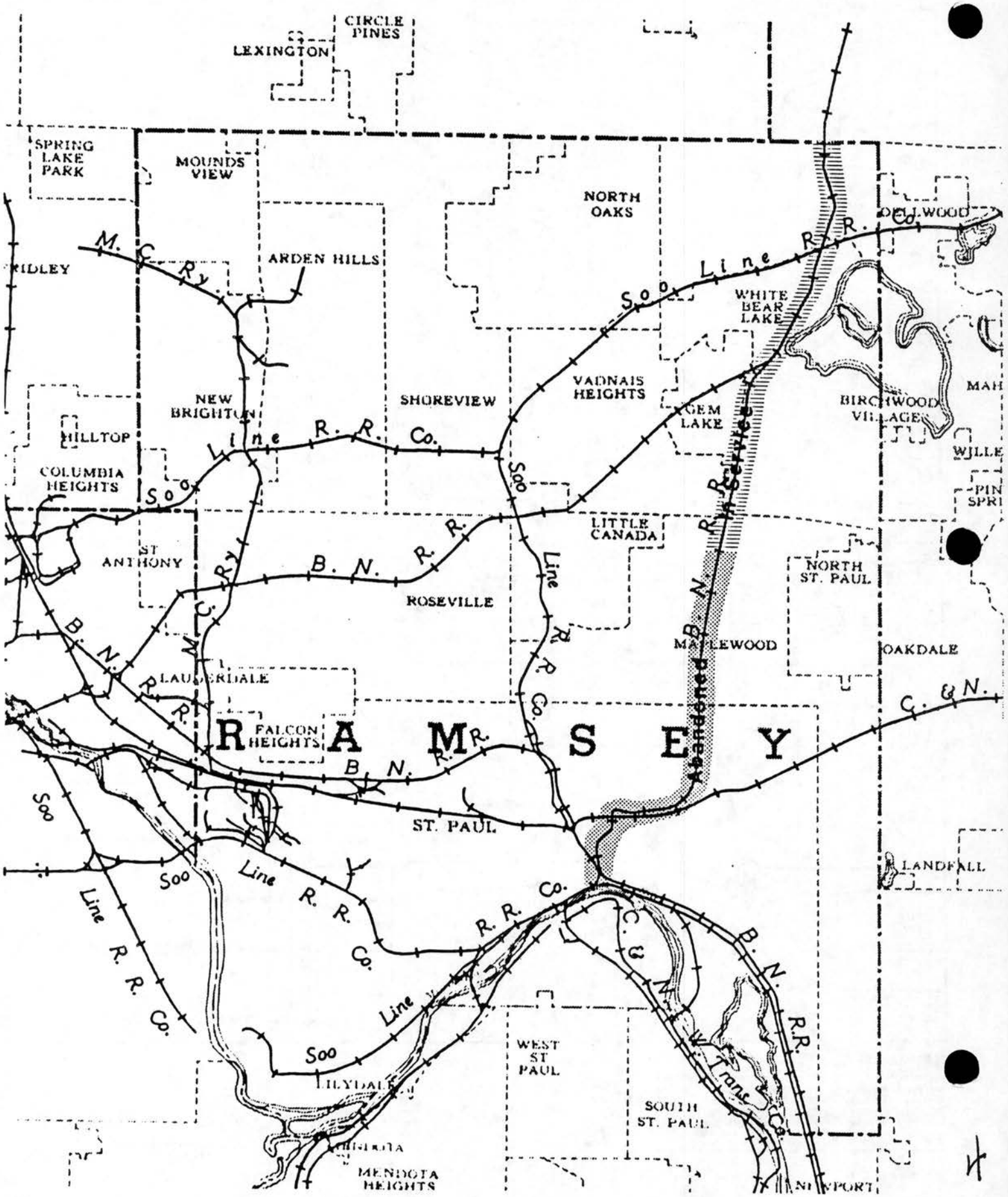
Northeast Corridor

Ramsey County Regional Railroad Authority

Railroad Right-of-Ways

3.

Northeast Corridor Study Area



4

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Westpfegelaere
Authorized Signature

2/6/95
Date

Board Action Requested

Legislative update.

DISCUSSION ONLY

Request Justification

See attached: Final Report, State Advisory Council on Major Transportation Projects, 1995.

Budgeting and Accounting _____

County Attorney _____

Risk Manager _____

Documentation certified complete for:

February 14, 1995	Bette Kurpek	2/9/95
Board Date	Signature	Date

STATE ADVISORY COUNCIL ON

MAJOR TRANSPORTATION PROJECTS

Final Report

February 1995

2

Prepared by:

John Williams, House Research
Amy Vennewitz, Senate Research

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I. SUMMARY OF FINDINGS

MAJOR TRANSPORTATION PROJECTS -- PLANNING

1. In general, the priorities for investing in major transportation projects should be to:
   - Preserve existing levels of highway and transit service
   - Reinvest in existing systems
   - Improve highway and transit service beyond their present levels
   - Undertake major transportation projects

2. Major transportation projects are those projects that:
   - Have a high cost
   - Require several years to plan and construct
   - Are critical elements of a regional transportation system
   - Are vital to the economic health of the region or state

3. Major transportation projects must:
   - Emerge from a comprehensive planning and selection process
   - Support land use planning
   - Expand transportation choices
   - Reduce highway congestion and improve air quality
   - Achieve broad state and local policy goals

4. The Legislature should have no greater role in selecting major transportation projects than in selecting other projects.

MAJOR TRANSPORTATION PROJECTS -- FUNDING

1. Changing the Minnesota Constitution as part of a comprehensive transportation funding proposal would be divisive and politically challenging.

2. The Advisory Council believes that a workable funding package can be assembled without changes in the Constitution.

3. A sound transportation funding package must provide for preserving the existing transportation system and making necessary improvements to it, as well as providing for major transportation projects.

4. The Advisory Council identified the most important criteria in evaluating funding options as:

    - Revenue potential
    - Public acceptability
    - Potential for having an impact on travel behavior

II. SUMMARY OF RECOMMENDATIONS

1. The Legislature should increase the present motor fuels tax by five cents per gallon and provide for annual indexing of the tax at the rate of inflation in subsequent years.

2. The Legislature should authorize the Metropolitan Council to impose a sales tax of up to one-half cent within the seven-county area to fund transit improvement projects currently identified by the Metropolitan Council, to replace general fund metro transit appropriations (other than Metro Mobility) and to replace the metro transit property tax currently levied by the Metropolitan Council.

3. The Legislature, Metropolitan Council, and Department of Transportation should take the necessary steps to authorize and eventually implement a system of road pricing to fund major transportation projects by the year 2000. Beyond the funding initiatives already proposed by the Advisory Council, the Legislature should identify a funding source or sources, following the recommended priorities established by the Advisory Council, to support the development of major transportation projects until such time as sufficient road-pricing revenues become available to underwrite those projects.

4. The Legislature should examine the state trunk highway system with a view toward reducing the size of the system and placing some trunk highways under local jurisdiction.

STATE ADVISORY COUNCIL
ON MAJOR TRANSPORTATION PROJECTS

FINAL REPORT

1. INTRODUCTION

In 1994, the Legislature passed a bill creating a State Advisory Council on Major Transportation Projects. This Council was to provide a forum at the state level for education, discussion, and advice to the Legislature regarding the financing of major transportation projects. The Council's charge was to identify projects that could not be funded within the current transportation funding structure, evaluate funding methods, receive public testimony, and submit to the Legislature a report and recommendations for a preferred financing plan for significant highway and transit projects.

The Council consisted of fifteen members appointed as follows: three senators and two public members appointed by the Senate, three representatives and two public members appointed by the Speaker of the House, and five public members appointed by the Governor. In addition, one of the legislative members appointed by the Senate and the House was a member of the minority caucus to assure that the work of the Council represented a bi-partisan effort.

A copy of the 1994 legislation and listing of the Council members is shown on pages 2 and 3.

The Advisory Council met eleven times between September 1994 and January 1995. These meetings covered a variety of topics and issues, and resulted in a recommendation for a transportation financing package which was submitted to the Legislature in February 1995.

One of the most difficult issues the Council struggled with was how to define the scope of their work. While the legislation specifically mentioned the financing of major transportation projects, there was a realization on the part of Council members that it was very difficult to limit their discussions and recommendations to this narrow mission. Transportation projects -- whether they be for preservation and maintenance, or expansion and upgrading of the existing system, or for major construction and reconstruction projects -- are intertwined and may compete for the same revenue sources. There was a general fear that if the Council were to concentrate only on the financing of major transportation projects, the need for increased financing of the existing transportation system would be ignored and possibly foregone.

The Council came to the agreement that while major transportation projects are important to the state's economic vitality, they should not be funded at the expense of preserving the public's existing investment in the transportation system and making needed improvements to it. The Council's recommendations, therefore, include measures both for addressing the financing needs of our existing transportation system and for major transportation projects. While not all votes of the Council were unanimous, this report represents a consensus of the Council's membership.

The remainder of this report contains a summary of the Council's meetings, a review of transportation funding needs within the state, potential financing mechanisms for meeting these needs, and a listing of the Council's final findings and recommendations.

Laws of 1994, Chapter 635, Article 1

Sec. 31. [ADVISORY COUNCIL ON MAJOR TRANSPORTATION PROJECTS.]

Subdivision 1. [ESTABLISHMENT; PURPOSE.] A state advisory council is established to provide a forum at the state level for education, discussion, and advice to the legislature on the financing of major transportation projects.

Subd. 2. [AUTHORITY; DUTIES.] The advisory council shall:

(1) identify significant highway and transit projects that could not be funded within the current transportation funding structure;

(2) evaluate methods for funding the identified projects;

(3) receive public testimony and consult with governmental units; and

(4) submit to the legislature a report and recommendations for a preferred plan to finance significant highway and transit projects by February 1, 1995.

Subd. 3. [MEMBERSHIP.] The advisory council shall consist of 15 members who serve at the pleasure of the appointing authority as follows:

(1) six legislators; three members of the senate appointed by the subcommittee on committees of the committee on rules and administration, and three members of the house of representatives appointed by the speaker; and

(2) nine public members who are residents of the state: two appointed by the subcommittee on committees of the committee on rules and administration of the senate, two appointed by the speaker of the house of representatives, and five appointed by the governor. The appointing authorities must consult with each other to assure that no more than eight members of the advisory council are of the same gender.

Subd. 4. [CHAIRS.] The legislative appointing authorities shall each designate a legislative appointee to serve as co-chair of the advisory council.

Subd. 5. [ADMINISTRATION.] Legislative staff and the commissioner of transportation shall provide administrative and staff assistance when requested by the advisory council.

ADVISORY COUNCIL MEMBERSHIP

Senate Appointments

Senator Carol Flynn, Council Co-Chair
Senator Keith Langseth
Senator William Belanger
Gary DeCramer, Senior Fellow, State and Local Policy Program, Humphrey Institute of Public Affairs
Rebecca Yanisch, Executive Director, Minneapolis Community Development Agency

House Appointments

Representative Bernie Lieder, Council Co-Chair
Representative Betty McCollum
Representative Virgil Johnson
El Tinklenberg, Mayor, City of Blaine
James Prosser, City Manager, City of Richfield

Governor Appointments

Dottie Rietow, Chair, Metropolitan Council
Sally Evert, Special Assistant to the Chair, Metropolitan Council, and former Chair, Regional Transit Board
Elaine Hanson, Commissioner, Department of Administration, and former Director of Finance, City of Duluth
Diane Vinge, Owner, L and D Trucking Corporation
Charles Ferrell, Partner, Faegre & Benson

2. SUMMARY OF ADVISORY COUNCIL MEETINGS

The Advisory Council's meetings can be categorized into three distinct phases: a gathering of transportation information and review of financing needs; establishment of group consensus on transportation needs, the definition of major transportation projects, and criteria for evaluating financing mechanisms; and selection of a package of financing mechanisms for funding transportation needs. A copy of the agenda for each meeting can be found in the appendix.

Information Gathering

During its first five meetings, the Council invited a number of individuals from the transportation industry to make presentations on the existing transportation financing system and transportation needs within the state. The purpose of this information-gathering phase was to give the Council members a common base of knowledge and understanding of transportation from which to make decisions.

In particular, the Council's second meeting was devoted to a full-day retreat held at the Minnesota Department of Transportation's training center in Arden Hills. At this meeting, the members received presentations on the:

- Present highway financing system and constitutional dedication of highway funds
- Present transit financing system for both Greater Minnesota and the metro area
- The State Transportation Improvement Program for 1995-1997
- Metropolitan area highway/transit plan to year 2015
- Travel behavior inventory and major transportation trends
- Comparison of Minnesota's transportation financing with other states

Meetings three and four concentrated on the financing needs for both highways and transit and the unfunded portions of these needs. These needs are described in more detail in Section 3 of this report. The Council's fifth meeting consisted of a number of presentations on the subject of road pricing (congestion pricing) and a mileage-based revenue system.

Consensus Building

At the sixth and seventh meetings, the Council members split into two separate groups and discussed identical questions relating to spending needs, the definition of major transportation projects, investment priorities, constitutional dedication, and preferred criteria

for evaluating financing options. At the end of each meeting, the two groups came back together to compare responses and identify areas of agreement. The consensus items which emerged from these meetings are shown below.

- The present level of spending is too little for both highways and transit, although highway spending is closer to being adequate than is transit spending.
- Transit and highway service levels can range from superior to inadequate although, in general, both have inadequate service levels.
- The primary characteristics of major transportation projects are:
  - Large cost and long time to build
  - Vital to the economic stability of the state; are of critical importance to the state or a region; are a critical element of a transportation system
  - Positive economic benefit over the long term
  - Achieve state and regional policy goals
- Selection of a major transportation project should:
  - Emerge from a comprehensive planning process
  - Be evaluated through a cost-benefit analysis
  - Involve the public and stakeholders
  - Be objectively selected through a professional process
  - Avoid legislative project selection
- Transportation needs exceed funding availability and available funding limits transportation spending.
- Transit and highway funding must be linked.
- The highest investment priority is to operate and maintain key transportation service levels.
- Transportation financing should generally move towards more flexibility to respond to future changes. The existing constitutional dedication of highway user fees tends to limit flexibility and separates highway and transit funding.
- Major transportation projects will most likely require a unique funding source that does not distract from other transportation needs.

- The preferred criteria for evaluating financing options in order are:

1. Revenue yield
2. Public acceptability
3. Effects on travel behavior
4. Equity
5. Ease of administration
6. Progressivity
7. Environment/energy impacts
8. Sensitivity to inflation
9. Interstate competitiveness
10. Effect on state finance
11. Constitutional restrictions

Selection of a Transportation Financing Package

At its final meetings, the Council's efforts centered on the selection of a financing package that would contain recommendations for meeting both the funding needs of the existing transit and highway systems and major transportation projects. The staff presented a number of potential funding options and described the potential revenue yield for each. The Council reviewed each option in light of the criteria it had previously identified in its work. A detailed description of the financing options is contained in Section 4 of this report.

The public was invited to testify at the eighth meeting of the Council. Each testifier was asked to respond to the following questions:

1. What constitutes a major transportation project and why are they needed?

2. How should major transportation projects and other transportation needs be financed?

Eight individuals chose to testify before the Council, and one additional individual submitted written comments. A copy of the public testimony and written comments is contained in the appendix to this report.

The Council's final three meetings concentrated on further analysis of the financing options, developing consensus on the preferred financing package, and approving the final report and recommendations of the Council. The Council's final findings and recommendations are shown in Section 5 of this report.

3. TRANSPORTATION FUNDING NEEDS

As part of its charge, the Advisory Council looked in detail at the level of transportation need facing the state. This need is often difficult to quantify because it can vary considerably with the level of service goals which are to be met. While there is not widespread agreement on the precise dollar amount of need, there is general agreement that transportation funding must be increased if we are going to maintain and improve the existing system.

There are a number of factors and trends which are contributing to Minnesota's growing transportation needs and the gap between these needs and transportation spending. Over the past decade, travel on Minnesota's highways has increased at a rate much faster than population or job growth. From 1980 to 1990, population rose seven percent, the number of households grew by 14 percent, Minnesota added over 400,000 new jobs, and total travel on our roadways increased by over 36 percent. This rapidly growing travel demand is being put on an aging transportation system that receives comparatively fewer dollars than it did in 1972.

Minnesota's last gas tax increase occurred in 1988, at which time the tax went from 16 cents per gallon to the present-day 20 cents per gallon. However, because the gas tax is not indexed for inflation, Minnesota's buying power in the area of transportation has dropped. An Information Brief prepared by House Research and shown in the appendix to this report indicates that, since 1972, highway expenditures as a percent of total state and local government spending have dropped from 11.6 percent of total spending in 1972 to 7.5 percent of government expenditures in 1992.

In 1988, the Legislature created the Transportation Study Board to conduct a study of Minnesota's Surface Transportation Needs into the 21st century and recommend a program for making transportation improvements to meet those needs. The Study Board issued its final report in 1991 and found substantial needs in all areas of Minnesota's transportation systems. Unfortunately, the funding recommendations of the Study Board were never implemented and most of these needs continue to exist today. A summary of the identified needs from this report is shown below and was presented to the Advisory Council on Major Transportation Projects at its third meeting.

- The Study Board needs were identified in two broad categories: "full service needs" which include all identified transportation needs through the year 2011 and "acceptable level of service needs" which are those needs critical to maintaining current levels of mobility.

- Full-service transportation needs (both highways and transit) through 2011 were estimated to be $63.9 billion (1990 dollars); the state and federal share of this 20-year need was estimated at $38.5 billion, or $1.9 billion annually.

- Current state and federal 20-year revenues are projected at $24 billion, or $1.2 billion annually.

- Resulting in a 20-year unfunded full-service transportation need of $21.6 billion, or $725 million annually. This is a 60 percent increase over existing funding levels.

- Acceptable level of service 20-year needs were estimated at $54.5 billion; the state and federal share of this need was estimated at $32.1 billion, or $1.6 billion annually.

- Resulting in a 20-year unfunded acceptable level of service need of $8.1 billion or an annual unfunded need of $400 million, a 33 percent increase over existing funding levels.

In 1992, the Minnesota Department of Transportation (MnDOT) also conducted an extensive study into Minnesota's transportation needs through the year 2000. MnDOT looked at five potential funding scenarios and identified the increased level of transportation funding that would be needed to accomplish each scenario. The results of this study were also presented to the Advisory Council at its third meeting and a complete description of each scenario is contained in the appendix. A summary of the results of this study is shown below.

The first scenario -- described as a "deteriorating infrastructure" scenario -- estimates the impacts on the state's transportation system if no funding increases occur through the end of the decade. The scenario predicts a loss of federal funds due to insufficient matching state funds, no annual construction program beginning in FY 2000, a serious decline in transit programs, and a significant reduction in private-sector jobs dependent upon highway construction. (MnDOT has taken steps to avert this scenario through implementing efficiency measures and reducing agency costs.)

The "investment preservation plus transit" scenario would maintain the existing level of highway construction program spending at $400 million annually and would provide for identified transit needs. This scenario would require an additional average annual investment of $93 million for state highways and $45 million for state transit programs. The third scenario is similar, except that funding would be provided only for the next biennium to avoid cuts in the annual construction program. This would require an increase of $65 million for highways and $27 million for state transit programs.

The final two scenarios -- "economic development" and "competitive advantage" -- describe instances in which significant funding increases would be devoted to transportation to provide for greater levels of highway construction and reconstruction and new transit program development. The economic development scenario would require an increase of $465 million per year for highways and $45 million per year for transit (similar to the Study Board's adequate level of service needs), and the competitive advantage scenario would require $867 million per year for highways and $47 million per year for transit programs (similar to the Study Board's full-service needs).

While the Advisory Council did not spend a lot of time and effort trying to reach agreement on the exact level of transportation need in Minnesota, it did come to the conclusion that significant funding increases were necessary to bring our transportation system up to an adequate level of service. Further, it concluded that if major transportation projects were to be funded, these projects would require a source of funding that was capable of raising substantial revenue and which did not have an adverse impact on the level of funding needed to maintain our existing system. A description and summary of the revenue options considered is given in the following section.

4. FINANCING ALTERNATIVES

As part of its exploration of how to pay for major transportation projects, the Advisory Council considered a wide variety of revenue sources. In doing so, the Advisory Council began with the broadest possible range of alternatives, gradually reducing them to a manageable number.

The Advisory Council began with this range of options:

Fuel-Based Revenue Sources

- Fuel tax
- Extension of general sales tax to fuels
- Wholesale fuel tax
- Local fuel tax
- Diesel differential
- Indexed fuel tax
- Petroleum gross receipts tax
- Environmental taxes

Vehicle-Based Revenue Sources

- Increased vehicle license taxes
- Indexed vehicle tax rates
- Increased minimum auto tax
- Weight-distance tax
- Motor vehicle sales (excise) tax
- Mileage tax
- Environment-based taxes
- Driver license fees

General Sales Tax Revenue Sources

- Statewide sales tax for transportation
- Sales tax on vehicle repair services
- Metro-area regional sales tax

Property-Based Revenue Sources

- Value-capture financing
- Public-private partnerships
- Transportation benefit districts
- Severance taxes
- Parking taxes

Highway-Based Revenue Sources

- Toll financing
- Road pricing

Credit Financing

- Bonding

Local Revenue Sources

- Tax increment financing
- Transportation impact fees
- Wheelage taxes
- Local sales tax
- Local fuel tax
- Transportation districts

Numerous criteria were used to systematically evaluate these alternatives. The first range of criteria was intended to be as wide-ranging as the revenue alternatives.

FINANCIAL CRITERIA

Revenue yield. What revenues has the alternative yielded in the past? How do these compare with the scope of the needs? Is the alternative likely to be significantly more or less productive in the future?

Revenue certainty. Does the alternative produce a reasonably predictable revenue yield? What fluctuations in revenue yield has it historically experienced? Is it sensitive to inflation? What other factors can affect revenue certainty?

Administrative efficiency. How easy or difficult is the alternative to administer? Does the administrative framework already exist, or would it have to be invented? What is the cost of administration/collection compared to the revenue generated?

State finance. What effect would the alternative have on the state general fund?

Local finance. Would the alternative have an effect on the finances of local governments?

ECONOMIC CRITERIA

Equity. How is collection of the revenue related to use of the transportation facility being financed? Is there a relationship between taxes paid and cost imposed? Does the alternative involve cross-subsidization among facility users? To what extent does the alternative reflect the true overall cost of the transportation improvement?

Progressivity. How is payment of the revenue related to ability to pay? Is it more or less progressive than existing revenue sources?

Transportation efficiency. Does the alternative promote efficiency in the use of transportation systems?

POLITICAL/LEGAL CRITERIA

Public acceptability. How likely is the public to accept the alternative? Can it be explained in readily understandable terms? Is it likely to be perceived by the public as fair and reasonable? Would it be perceived as a "new tax"?

Constitutional status. Does the alternative potentially conflict with any constitutional restrictions? What is the likelihood of having to defend it in court? What would be the likelihood of its constitutionality being sustained?

SOCIAL/ENVIRONMENTAL CRITERIA

Travel behavior. How would the alternative affect travel behavior? Would it affect an overall goal of reducing average peak-hour vehicle occupancy? Would it expand or limit transportation alternatives?

Environmental. What are the alternative's likely environmental effects?

Development. Would the alternative have identifiable effects on development patterns in metropolitan areas, regional centers, or rural areas?

Energy. How would the alternative affect energy consumption?

OTHER CRITERIA

Experience. Has the alternative ever been used in Minnesota, and what were the experiences? Is the alternative being used in other states or regions? Has it ever been used in other jurisdictions? Is their experience with it relevant to Minnesota?

The Advisory Council ranked these criteria in importance, then evaluated the major revenue sources (major in terms of revenue potential) according to the weighted criteria. The leading financial alternatives according to this process were:

- Road pricing
- Motor vehicle sales (excise) tax
- Gasoline tax increase
- Sales tax on gasoline
- General or regional sales tax
- Gasoline tax indexing

Further refinement of these alternatives led to detailed revenue estimates over a five-year period. These estimates are shown in Table 1. Using these revenue estimates, the Advisory Council then developed findings and recommendations on funding.

TABLE 1

Revenue Estimates for Major Financial Alternatives
(in $ millions, for fiscal years)

	1995	1996	1997	1998	1999
One cent gas tax	21.5	24.1	24.6	25.2	25.6
Three cent gas tax	64.6	72.3	73.8	75.6	76.7
Five cent gas tax	107.7	120.4	123.0	126.0	127.9
6.5% Motor vehicle sales tax	362.6	361.1	371.5	389.7	404.5
6.5% Gasoline sales tax	165.3	182.9	184.7	186.6	188.5
.5% Statewide sales tax	205.2	208.8	215.6	224.7	232.4
.5% Metro sales tax (including vehicles)	121.8	154.5	159.5	166.3	172.1

(The assumed effective dates for each of these alternatives is July 1, 1995, except for the metro sales tax which probably could not be implemented before September 1, 1995. Revenue from a gas tax imposed effective July 1, 1995, would not be received until the next month. The gasoline sales tax estimate assumes a pump price of $1.10 per gallon with the entire price taxable.)

5. COUNCIL FINDINGS AND RECOMMENDATIONS

MAJOR TRANSPORTATION PROJECTS -- PLANNING

In general, the priorities for investing in major transportation projects should be:

- Preserve existing levels of highway and transit service
- Reinvest in existing systems to provide the capital necessary to maintain existing service levels
- Improve highway and transit service beyond their present levels
- Undertake major transportation projects

Major transportation projects are those projects that:

- Have a high cost (in excess of $100 million or, in the case of highway projects, exceed 100 percent of a district's annual improvement budget)
- Require several years to plan and construct
- Are critical elements of a regional transportation system
- Are vital to the economic health of the region or state

Major transportation projects must:

- Emerge from a comprehensive planning and selection process that includes the public and local elected officials, following the model of area transportation partnerships and the Metropolitan Council's transportation advisory board
- Support land use planning
- Expand transportation choices
- Reduce highway congestion and improve air quality
- Achieve broad state and local policy goals

In general, the Legislature should have no greater role in selecting major transportation projects than in selecting other projects.

This policy recognizes that the Legislature may need to identify major transportation projects in order to fund them.

The Legislature should examine the state trunk highway system with a view toward reducing the size of the system and placing some trunk highways under local jurisdiction.

One factor complicating highway funding is the cost of providing for Minnesota's large state trunk highway system. Those trunk highways that MnDOT has identified as belonging on the 4,800-mile market artery system clearly serve a statewide function and should be a state responsibility, as do many other miles of state highway. However, testimony before the Advisory Council indicated that some 2,000 miles of trunk highways are potential candidates for turnback to local government. The Legislature should seriously consider how many miles should be turned back, how the process should be handled, whether overall cost savings would result, and what requirements should be imposed as to pre-turnback improvements.

MAJOR TRANSPORTATION PROJECTS – FUNDING

Changing the Constitution as part of a comprehensive transportation funding proposal would be divisive and politically challenging.

Although there is considerable support for either loosening dedication of highway user taxes or for constitutionally dedicating another revenue source for transit, there is also considerable opposition. This controversy has helped to doom transportation funding packages that otherwise had broad support in the Legislature.

The Advisory Council believes that a workable funding package can be assembled without changes in the Constitution.

Although statutory, rather than constitutional, dedication of funds runs the risk of subsequent diversion of revenue for non-transportation purposes, the Advisory Council still believes that avoiding constitutional changes offers the best prospect of assembling a politically viable funding proposal.

A sound transportation funding package must provide for preserving the existing transportation system and making necessary short- and mid-term improvements to it, as well as providing for major transportation projects.

As important as major transportation projects are to the economic vitality of the state, they should not be funded if it means that preserving the public's investment in the present transportation system and making needed improvements in present-day service levels would be neglected. Transportation needs must be seen as a whole, even while they are being addressed with separate measures.

The Advisory Council has identified the most important criteria in evaluating funding options as:

- Revenue potential
- Public acceptability
- Potential for having an impact on travel behavior

RECOMMENDATIONS FOR FUNDING TRANSPORTATION NEEDS

The Legislature should increase the present gasoline tax by five cents per gallon and provide for annual indexing of the tax at the rate of inflation in subsequent years.

A five cent tax increase would make up for declines in purchasing power of the gas tax since the last increase in 1988, and allow the state not only to maintain the present level of highway service but also to make a modest expansion in the highway improvement program. Indexing the gas tax to annual changes in the consumer price index would protect this revenue source from future erosions in its purchasing power.

The Legislature should authorize the Metropolitan Council to impose a sales tax of up to one-half cent within the seven-county area to fund transit improvement projects currently identified by the Metropolitan Council, to replace general fund metro transit appropriations (other than Metro Mobility) and to replace the metro transit property tax currently levied by the Metropolitan Council.

A one-half cent sales tax in the region would generate approximately $150 million per year when fully implemented, assuming that it applied to motor vehicles as well as to other purchases. This revenue would take the place of the $80 million in transit property taxes collected in the region each year as well as most of the present (FY 1995) general fund appropriation of $36 million to metropolitan transit. (Metro Mobility, which is funded at about $15 million per year, is a state-mandated program and therefore should continue to be paid for by state general fund appropriations.) It would also make up a projected $8 million deficit in the metropolitan transit budget and make substantial strides toward funding the Metropolitan Council's "vision for transit" to meet the region's transit needs.

Stability is a major issue in transit funding, and the fear that a dedicated revenue source for transit could be "undedicated" by a future legislature is a widespread one. Delegation of the taxing authority to the Metropolitan Council would diminish the likelihood of this kind of diversion and help to insure long-term continuity in funding transit.

The Legislature, Metropolitan Council, and Department of Transportation should take the necessary steps to authorize and eventually implement a system of road pricing to fund major transportation projects by the year 2000.

"Road pricing" is the collection of payments from motorists for the privilege of using a specific highway. The form of road pricing that most persons are familiar with is toll collection at plazas, but technology is now making it possible to electronically record highway use by a particular vehicle and periodically bill the vehicle owner for that use. Road pricing offers the potential to raise money for funding major transportation projects that cannot be funded by other methods (including the methods recommended

above), while helping to manage the transportation system to achieve greater efficiency and reduce social costs. It may be implemented statewide or in the metro area only.

Much work remains in order to identify the steps needed to implement road pricing and determine the specific policies that will guide its use. The Advisory Council recommends that these general policies be followed in that process:

- Road pricing should eventually be implemented in the metropolitan area on all freeways and expressways and at all major access points to the region.

- Road prices should attempt to recover the actual cost to the system of each class of vehicle, and also to encourage single-occupant drivers to shift to transit or high-occupancy vehicles during peak periods.

- Implementation of road pricing should be preceded by an environmental impact statement. Where there is private involvement in the construction or operation of a road-priced facility, the cost of the EIS should also be shared between the public and private sectors.

- Projects that involve road pricing should have components to increase transit and HOV use, with road pricing revenues helping to support those components.

- Road pricing should first be undertaken on a demonstration-project basis, possibly using a major river crossing.

- The road-pricing study now being done by MnDOT and the Metropolitan Council should guide the decision as to whether road pricing should be in place during the construction of a major highway project or be implemented only after completion of the project.

Initially, road pricing would probably supplement rather than replace existing highway user taxes as a source of road financing. Eventually, however, it is reasonable to expect that for these projects road pricing would eventually replace highway user taxes as a financing source. In the long run, as envisioned in legislation passed in 1994 (Laws 1994, chapter 635, article 1, section 30), highway user taxes would largely be replaced statewide by an electronically-monitored mileage tax where each vehicle would be taxed directly on the basis of actual miles traveled. Road pricing as a means of funding major transportation projects would be integrated into such a system.

Beyond the funding initiatives already proposed by the Advisory Council, the Legislature should identify a funding source or sources, following the recommended priorities established by the Advisory Council, to support the development of major transportation projects until such time as sufficient road-pricing revenues become available to underwrite those projects.

IV. APPENDIX

A. Meeting Agendas.

B. House Information Brief, "Highway Spending in Minnesota 1972 to 1992."

C. Minnesota Department of Transportation, "Minnesota Transportation Scenarios", Fall/Winter 1992-93.

D. Public Testimony/Written Statements.

The appendix to this report is available upon request.

Please call (612) 296-7681 to receive a copy.

St. Paul Pioneer Press
02/06/95

Megadebt. A high-octane committee appointed last year by the Minnesota Legislature has spent much of the past year trying to figure out how to pay for expensive highway and transit projects looming in the next few years. The projects total to well over a billion dollars, maybe 2 billion, and include total reconstructions of I-35W between the Minneapolis loop and Burnsville, I-494 south of Minneapolis, I-94 between St. Paul and Minneapolis, as well as other big-ticket highway projects throughout the state.

Expensive transit proposals are also included, such as the still-controversial light rail transit in the Twin Cities.

Here is a brief outline of the so-called Mega Project Committee's recommendations to the Legislature:

- Increase the current motor fuels tax by 5 cents and provide for annual indexing of the tax at the rate of inflation in subsequent years.
- Authorize the Metropolitan Council to impose a sales tax of up to one half cent within the seven-county metro area to fund transit improvement projects. That would be a replacement for the property tax levy.
- Eventually impose some form of user fee to more directly charge the cost of roads to motorists who use them. The traditional term is road tolls, but the committee is recommending that modern electronic methods be used to identify and charge vehicles that use certain highways.
- The state trunk highway system should be reduced, with some lesser-used roads turned over to local jurisdictions.

5

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Delpriegelaere
Authorized Signature

2/3/95
Date

Board Action Requested

Ratify report of payments for RCRRA

October, 1994, through December, 1994

ACTION IS REQUESTED

Request Justification

See attached: 1) Proposed resolution
2) Memorandum from J. Van Houdt dated January 30, 1995

Budgeting and Accounting Marlene Thompson 2/6/95

County Attorney Dan MacMillan

Risk Manager _____

Documentation certified complete for:

February 14, 1995
Board Date

Bette Kurzyk
Signature

2/9/95
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 October 1, 1994 through December 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.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
John T. Finley	___	___	___
Susan M. Haigh	___	___	___
Hal Norgard	___	___	___
Rafael E. Ortega	___	___	___
Warren W. Schaber	___	___	___
Brenda Thomas	___	___	___
Richard Wedell	___	___	___

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: October-December, 1994

DATE: January 30, 1995

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	$ 78,829.70
59109	Northeast Corridor Maintenance	31,218.15
59110	Central Corridor AA/DEIS	5,755.16
	Total	$115,803.01

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

JVH:VW:dmh/gcl
Attachments

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

#3

BA113 BUDGET CONDITION REPORT — RAMSEY COUNTY — PAGE 451
RFBA113 01 04 95 — ACCOUNTING DEPT
12 31 94 — PCT OF YEAR ELAPSED =100.00

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								
020102 --	52,280.38	0.00	0.00	52,280.38	52,280.38	0.00	1,070.62	
020122 --	2,900.00	1,826.50	0.00	1,073.50	1,073.50	0.00	0.00	62.98
020154 --	25,000.00	19,079.88	3,000.00	5,920.12	2,920.12	0.00	0.00	76.32
020174 --	26,586.00	3,740.58	5,000.00	22,845.42	17,845.42	0.00	0.00	14.07
020176 --	69,942.00	32,618.71	10,000.00	37,323.29	27,323.29	0.00	58.00	46.64
020179 --	13,625.90	2,884.11	2,400.00	10,741.79	8,341.79	0.00	6,374.10	21.17
020185 --	4,211.00	2,847.26	900.00	1,363.74	463.74	0.00	0.00	67.61
020193 --	150,200.00	107,114.86	51,240.38	43,085.14	8,155.24CR	0.00	0.00	71.31
020194 --	30,000.00	25.00	0.00	29,975.00	29,975.00	0.00	0.00	.08
020202 --	5,800.00	1,294.29	500.00	4,505.71	4,005.71	0.00	0.00	22.32
020207 --	380.00	196.23	100.00	183.77	83.77	0.00	0.00	51.64
020208 --	2,040.00	1,816.95	378.61	223.05	155.56CR	0.00	0.00	89.07
020209 --	100.00	28.76	85.62	71.24	14.38CR	0.00	0.00	28.76
020301 --	1,550.00	1,147.71	850.00	402.29	447.71CR	850.00	0.00	74.05
020305 --	800.00	595.67	226.01	204.33	21.68CR	0.00	0.00	74.46
020401 --	8,560.00	0.00	0.00	8,560.00	8,560.00	0.00	0.00	
020501 --	20,800.00	3,012.52	750.00	17,787.48	17,037.48	0.00	0.00	14.48
020611 --	700.00	687.18	0.00	12.82	12.82	0.00	0.00	98.17
020803 --	2,000.00	945.44	150.00	1,054.56	904.56	0.00	0.00	47.27
020906 --	12,883.00	12,882.96	1,073.62	0.04	1,073.58CR	0.00	0.00	100.00
020909 --	1,440.00	864.00	0.00	576.00	576.00	0.00	0.00	60.00

PCT OF YEAR ELAPSED =100.00

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	109.00	171.00	171.00	0.00	0.00	0.00	38.93
021134 --	750.00	500.00	0.00	250.00	250.00	0.00	0.00	66.67
021192 --	0.97	0.97	0.00	0.00	0.00	0.97	0.00	100.00
021226 --	3,000.00	0.00	0.00	3,000.00	3,000.00	0.00	0.00	
021401 --	500.00	286.00	0.00	214.00	214.00	0.00	0.00	57.20
021403 --	6,000.00	3,194.23	0.00	2,805.77	2,805.77	0.00	0.00	53.24
021407 --	20,000.00	6,301.33	2,100.00	13,698.67	11,598.67	0.00	0.00	31.51
021408 --	3,000.00	515.43	0.00	2,484.57	2,484.57	0.00	0.00	17.18
021409 --	5,500.00	2,474.59	500.00	3,025.41	2,525.41	0.00	0.00	44.99
022213 --	34,000.00	30,030.00	0.00	3,970.00	3,970.00	0.00	0.00	88.32
TOTL 02	504,829.25	237,020.16	79,425.24	267,809.09	188,383.85	850.97	7,502.72	46.95
030101 --	2,700.00	1,824.75	300.00	875.25	575.25	0.00	0.00	67.58
030201 --	219.65	219.65	0.00	0.00	0.00	219.65	0.00	100.00
TOTL 03	2,919.65	2,044.40	300.00	875.25	575.25	219.65	0.00	70.02
040302	6,374.10	6,374.10	0.00	0.00	0.00	6,374.10	0.00	100.00
040303	458.00	458.00	0.00	0.00	0.00	58.00	0.00	100.00
090306	40,000.00	0.00	0.00	40,000.00	40,000.00	0.00	0.00	
CURR ORG-TOT	554,581.00	245,896.66	79,725.24	308,684.34	228,959.10	7,502.72	7,502.72	44.34
R93 59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
000000	110,647.00	50,616.93	0.00	60,030.07	60,030.07	0.00	0.00	45.75
ORG-TOT	665,228.00	296,513.59	79,725.24	368,714.41	288,989.17	7,502.72	7,502.72	44.57

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 1 PRELIMINARY ENGINEERING								
020102 --	75,637.68	0.00	0.00	75,637.68	75,637.68	0.00	0.00	
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

PCT OF YEAR ELAPSED =100.00

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
59105 PHASE II PE-MIDWAY CORRIDOR			* CONTINUED *					
020179 --	9,806.30	0.00	0.00	9,806.30	9,806.30	0.00	0.00	
020185 --	498.92	4.01	0.00	494.91	494.91	0.00	0.00	.80
020193 --	122,916.42	120.27	0.00	122,796.15	122,796.15	0.00	100,000.00	.10
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	967,630.96	128,184.37	0.00	839,446.59	839,446.59	0.00	100,000.00	13.25
ORG-TOT	967,630.96	128,184.37	0.00	839,446.59	839,446.59	0.00	100,000.00	13.25
59106 RIGHT-OF-WAY ACQUISITION								
020174 --	1,330.48	1,178.87	0.00	151.61	151.61	0.00	0.00	88.60
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	1,178.87	0.00	5,789.72	5,789.72	0.00	0.00	16.92
ORG-TOT	6,968.59	1,178.87	0.00	5,789.72	5,789.72	0.00	0.00	16.92

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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								
020174	500.00	434.95	65.05	65.05	0.00	500.00	0.00	86.99
020185	300.00	236.39	63.61	63.61	0.00	300.00	0.00	78.80
020193	78,200.00	43,767.11	34,432.89	34,432.89	0.00	0.00	800.00	55.97
020618	100.00	0.00	0.00	100.00	100.00	0.00	0.00	
020804	67,000.00	33,818.66	10,000.00	33,181.34	23,181.34	31,000.00	0.00	50.48

PCT OF YEAR ELAPSED =100.00

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
59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE		* CONTINUED *					
021131	17,000.00	5,488.60	11,511.40	11,511.40	0.00	0.00	0.00	32.29
021183	1,000.00	670.01	0.00	329.99	329.99	1,000.00	0.00	67.00
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
030101	300.00	179.18	0.00	120.82	120.82	300.00	0.00	59.73
030507	29,700.00	3,888.41	14,000.00	25,811.59	11,811.59	0.00	300.00	13.09
040400	47,000.00	0.00	43,500.00	47,000.00	3,500.00	47,000.00	0.00	
040404	0.00	0.00	0.00	0.00	0.00	47,000.00	47,000.00	
CURR ORG-TOT	241,100.00	88,483.31	113,572.95	152,616.69	39,043.74	127,100.00	48,100.00	36.70
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	276,235.64	107,550.00	113,572.95	168,685.64	55,112.69	127,100.00	48,100.00	38.93
59110	CENTRAL CORRIDOR AA/DEIS							
020174 --	1,401.44	0.00	200.00	1,401.44	1,201.44	0.00	0.00	
020176 --	16,789.94	5,013.62	2,000.00	11,776.32	9,776.32	0.00	544.50	29.86
020179 --	2,882.51	0.00	0.00	2,882.51	2,882.51	0.00	0.00	
020185 --	4,432.03	676.23	400.00	3,755.80	3,355.80	0.00	0.00	15.26
020193 --	114,182.06	36,363.66	25,000.00	77,818.40	52,818.40	100,000.00	0.00	31.85
020202 --	500.00	0.00	0.00	500.00	500.00	0.00	0.00	
020401 --	744.50	744.50	0.00	0.00	0.00	444.50	0.00	100.00
020501 --	425.00	256.37	100.00	168.63	68.63	0.00	0.00	60.32
021151 --	160.00	160.00	0.00	0.00	0.00	160.00	0.00	100.00

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
59110 CENTRAL CORRIDOR AA/DEIS			* CONTINUED *					
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	470.00	0.00	370.00	370.00	840.00	0.00	55.95
TOTL 02	142,819.94	43,941.04	27,700.00	98,878.90	71,178.90	101,444.50	1,544.50	30.77
030101	100.00	92.39	0.00	7.61	7.61	100.00	0.00	92.39
ORG-TOT	142,919.94	44,033.43	27,700.00	98,886.51	71,186.51	101,544.50	1,544.50	30.81
59111 CENTRAL CORRIDOR PRELIMINARY ENGINEERING								
020102	12,000.00	0.00	0.00	12,000.00	12,000.00	0.00	0.00	
020193	16,000.00	0.00	0.00	16,000.00	16,000.00	0.00	79,000.00	
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	42,150.00	0.00	0.00	42,150.00	42,150.00	0.00	79,000.00	
ACT-TOT	2,204,472.22	577,460.26	220,998.19	1,627,011.96	1,406,013.77	236,147.22	236,147.22	26.19
5 FC	2,204,472.22	577,460.26	220,998.19	1,627,011.96	1,406,013.77	236,147.22	236,147.22	26.19
FUND CURR TOT	2,058,689.58	507,776.64	220,998.19	1,550,912.94	1,329,914.75	236,147.22	236,147.22	24.67
FUND R93 TOT	145,782.64	69,683.62	0.00	76,099.02	76,099.02	0.00	0.00	47.80
FUND TOTAL	2,204,472.22	577,460.26	220,998.19	1,627,011.96	1,406,013.77	236,147.22	236,147.22	26.19

Ramsey County Regional Railroad Authority
220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

John T. Finley, Chairman
District 3
Dick Wedell, Vice Chairman
District 1
Warren W. Schaber, Secretary
District 6
Susan M. Haigh, Treasurer
District 4
Hal Norgard
District 7
Rafael E. Ortega
District 5
Brenda C. Thomas
District 2

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, FEBRUARY 28, 1995

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

CHAIRMAN'S COMMENTS

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of February 14, 1995

2. Ayd Mill Road Scoping Document and Draft Scoping Decision Document

3. Update on Legislation

* Action is requested

Printed on Recycled Paper

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
BOARD MEETING

February 14, 1995

The Ramsey County Regional Railroad Authority met on Tuesday, February 14, 1995, at 11:00 a.m., in Room 220 of the Ramsey County Courthouse.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Hal Norgard
Commissioner Rafael E. Ortega
Commissioner Warren Schaber
Commissioner Brenda Thomas (entered during item #3)
Commissioner Dick Wedell

MEMBERS ABSENT: Commissioner Susan M. Haigh

OTHERS PRESENT: Eddie Maddox, Terry Schutten, Jim Van Houdt, David MacMillan, Greg Mack, Marlen Johnson, Karen Tero, Fran Sontag, Patrick Harris, Toni Baker, Kathryn DeSpiegelaere, David Sipila, Jill Goski, and Committee Coordinator Bette Kurysh.

Chairman Finley called the meeting to order at 11:15 a.m.

CHAIRMAN'S COMMENTS

Chairman Finley mentioned that Jill Goski, Public Relations and Communications Manager for the Ramsey County Regional Railroad Authority (RCRRA), was awarded a position in the Ramsey County Personnel Department. Chairman Finley said that Ms. Goski excellently performed her duties with the RCRRA, and that many times she was called upon when Ms. DeSpiegelaere was not available. She's been a great help to the Rail Authority and will be missed.

1. Minutes of the Ramsey County Regional Railroad Authority Board Meeting of January 10, 1995.

   Commissioner Warren Schaber moved the following recommendation, seconded by Commissioner Rafael Ortega.

   The Ramsey County Regional Railroad Authority approves the minutes of the Board Meeting of January 10, 1995, as written.

   Roll Call: Ayes - 5, Nays - 0
   Motion Adopted.

2. Metro LRT Joint Powers Board 1994 Annual Report

Chairman Finley, who chairs the Metro LRT Joint Powers Board (JPB), felt that the 1994 Annual Report would be of interest to the RCRRA Board.

Ms. DeSpiegelaere gave a brief summary of the report. She indicated that one of the high points in 1994 by the JPB was sponsoring a visit by St. Louis delegates. One of the events which took place with the St. Louis visitors was at the Minnesota History Center where 200 people came to hear about the St. Louis LRT system, which opened about a year ago.

The JPB also met with the Pioneer Press Editorial Board. The results of this meeting will be published later this month about light rail.

The group supports a cooperative venture called the Metro Transit Education Committee, which educates the general public about the broad spectrum of transit issues, not just light rail.

The JPB also sponsors the Regional LRT Business Partnership, which is a group of business and labor representatives who are supportive of light rail.

The JPB also conducted a survey of people in the metro area. The survey found that 73% of those in the metro area support light rail and think light rail is a good idea.

The JPB assisted in legislative efforts and last year obtained $10 million in bonding for final design of light rail at the state legislature; at the federal level, $4.7 million was appropriated by Congressman Sabo.

The JPB also met with the Metropolitan Council and did a rebuttal to the Citizens League report.

3. Update on Northeast Corridor

Ms. Kathryn DeSpiegelaere gave a brief overview of the Northeast Corridor. She indicated that the corridor is approximately 6.5 miles long and runs from downtown Kellogg Blvd. in downtown St. Paul to Beam Ave. in Maplewood. Ramsey County Regional Railroad Authority purchased the right of way from the Burlington Northern in 1992 at a cost of $1.2 million. The State funded half and the other half was funded by RRA levy.

Before purchasing, there were discussions about a joint use for trail and light rail. The RCRRA, Ramsey County, and St. Paul Parks Departments signed Joint Powers Agreement and are now constructing trails on a portion of the right of way.

The City of White Bear Lake has submitted a grant application and been awarded a grant for a trail on a portion of the right of way. The extension of the right of way into Washington and Chisago Counties has been purchased by those two counties.

A portion of the right of way has not been abandoned by the Burlington Northern. That section is located between Beam Ave. and the City of Hugo. There are two reasons why that section has not been abandoned: (1) Northern States Power Co. has a transformer near the Beam Ave. portion and that needs rail service, and (2) Inter-State Lumber of Hugo is still being served by rail. Ms. DeSpiegelaere said that she and Greg Mack met with the City of White Bear Lake to discuss the intricacies and complications of constructing a trail along this line.

Greg Mack, Ramsey County Director of Parks and Recreation, said that the City of White Bear Lake has indicated that in spite of the loose ends, they want to move ahead because the funding sources are available.

Mr. Mack said that Washington and Chisago Counties are actively involved in developing trail use on the right of way. City of White Bear Lake staff has indicated that they are close to reaching an agreement with Northern States Power Co., but nothing is finalized.

Mr. Mack said that discussions are continuing for finding a solution that will satisfy Inter-State Lumber's needs.

4. Legislative update

Ms. Kathryn DeSpiegelaere summarized the recommendations of the Final Report of the State Advisory Council on Major Transportation Projects for 1995:

1) The Legislature should increase the gas tax $.05 per gallon and index it.
2) Impose a metro area sales tax of one-half cent to fund transit improvements.
3) Congestion pricing - which will cover major transportation projects such as 35W and 494.
4) Consider scaling back the size of the trunk highway system.

No bill has been introduced yet as a result of this report, but there is a presentation February 15 to the Senate Transportation Committee regarding this matter.

Ms. DeSpiegelaere reported that the Metro Joint Powers Board and Commissioner Finley and others are making a presentation February 22 to the Senate Transportation Committee regarding light rail.

Chairman Finley said that the JPB already gave a presentation to the House Transportation Committee. Those who testified were business people from Minneapolis, labor representatives from the state, Sierra Club, Joint Powers Board, and citizens from St. Paul and Minneapolis.

Ms. DeSpiegelaere said that Jerry Seck, legislative representative for the Rail Authority, has been instrumental in securing the time for these presentations.

5. Ratify quarterly report of payments for RCRRA October 1, 1994, through December 31, 1994

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

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

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

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. VanSpiegelaere
Authorized Signature

2/16/95
Date

Board Action Requested

Ayd Mill Road Scoping Document and Draft Scoping Decision Document.

DISCUSSION ONLY

Request Justification

St. Paul has prepared a draft Scoping Document for Ayd Mill Road. A public scoping meeting will be held on March 2, 1995. A copy of the Executive Summary of the document is attached and a presentation about the project will be made at the Railroad Authority meeting.

Ayd Mill Road may have an impact on the Central Corridor alignment proposed for light rail transit and that will be one of the items discussed.

Budgeting and Accounting Marlin Johnson 2/16/95

County Attorney Daniel Mc Smith

Risk Manager _____

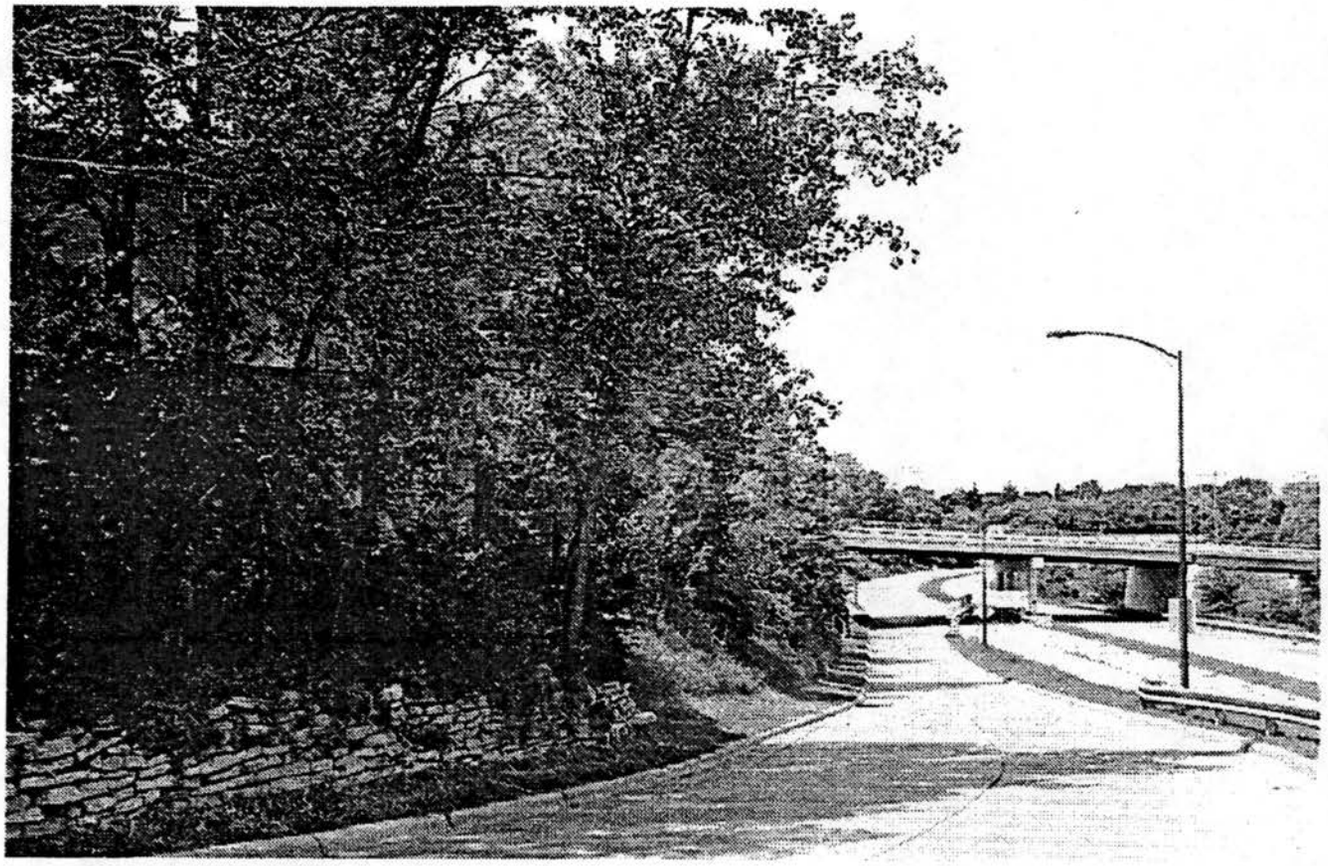
Documentation certified complete for:

February 28, 1995
Board Date

Bette Kurash
Signature

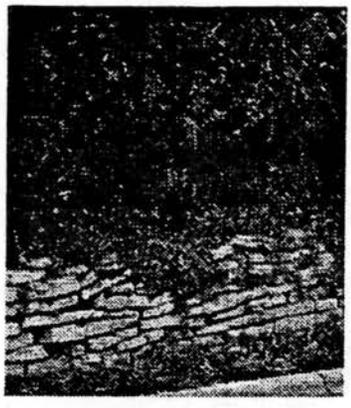
2/23/95
Date

AYD MILL ROAD





SCOPING DOCUMENT AND DRAFT SCOPING DECISION DOCUMENT



Prepared for
CITY OF ST. PAUL, MINNESOTA
DEPARTMENT OF PUBLIC WORKS
DEPARTMENT OF PLANNING & ECONOMIC DEVELOPMENT

Prepared by:
STRGAR-ROSCOE-FAUSCH, INC.
TOLTZ, KING, DUVALL, ANDERSON & ASSOCIATES, INC.

1. EXECUTIVE SUMMARY

Ayd Mill Road is located in the southwestern portion of the City of St. Paul and runs in a northwesterly direction from I-35E near Jefferson Avenue to the intersection of Selby Avenue and Pascal Street. At present there are no direct connections between Ayd Mill Road and I-35E on the south (although a temporary connection was opened for High Occupancy Vehicles (HOVs) during 1992) or I-94 on the north. Ayd Mill Road was constructed as the Short Line Road between 1962 and 1966 by the City of St. Paul. It was built to provide a convenient link between I-94 and I-35E and to keep traffic in the adjacent neighborhoods to a minimum.

A direct connection between I-35E and the south end of Ayd Mill Road was considered in the I-35E Environmental Impact Statement (EIS) in the early 1980s, but this decision was postponed by resolution of the St. Paul City Council until I-35E had been constructed and a connection to I-94 on the north had been studied. An Ayd Mill Road Task Force, comprised of neighborhood representatives, was created in 1987 to assist city staff in studying traffic and traffic-related issues in the corridor. Both the Task Force and the City Planning Commission concluded that issues in the Ayd Mill Road corridor were serious enough to warrant further study in an EIS. The City Council concurred with the Task Force and the Planning Commission in 1989 that an EIS was warranted. The City secured funding to begin preparation of the EIS in 1993.

The City of St. Paul has appointed a citizens advisory task force to work with City staff and consultants to prepare the Environmental Impact Statement. The Ayd Mill Road Task Force consists of 29 members representing affected neighborhood organizations, business groups, and other organizations and agencies with an interest in the project (see Appendix A for task force roster).

The Task Force selected a recommended range of alternatives for detailed study in meetings on November 21, 1994 and December 19, 1994. The Task Force endorsed this Scoping Document and Draft Scoping Decision for release for public review and comment (two nayes) at a meeting on January 23, 1995. For purposes of public comment, the Planning Commission recommended approval of the report on January 27, 1995. On February 1, 1995, the City Council approved the Scoping Document and authorized its release for public comment. A public scoping meeting will be held on March 2, 1995.

PROJECT OBJECTIVES

The following project objectives were developed and adopted by the Ayd Mill Road Task Force on March 21, 1994. During both the scoping process and the development of the Environmental Impact Statement, these objectives will be used to evaluate

alternatives and assess their potential for significant social, economic and environmental impacts.

Transportation Objectives

1. Minimize congestion and provide convenient, safe and efficient movement of traffic throughout the study area.

2. Minimize the impacts of traffic on residential areas.

3. Provide direct, convenient access to area businesses, public buildings and educational facilities.

4. Encourage the use of alternative modes of transportation (transit, bicycle, pedestrian) within and through the area.

5. Improve safety for all modes of transportation.

6. Correct geometric, structural and pavement deficiencies in the existing transportation facilities.

7. Provide capacity and flexibility to meet future transportation needs.

Environmental Objectives

1. Reduce air pollution.

2. Reduce energy consumption.

3. Minimize noise impacts.

4. Minimize impacts on historic, archaeological and cultural resources.

5. Minimize vibration impacts on adjacent buildings.

6. Correct drainage problems including erosion of slopes.

Land Use, Open Space and Aesthetic Objectives

1. Complement existing comprehensive/land use plans (the Metropolitan Council Regional Blueprint, St. Paul Plan, Neighborhood Plans, Small Area Plans).

2. Minimize right-of-way acquisition and relocation of residences and businesses.

3. Maximize recreational opportunities and open space in the study area.

4. Enhance bicycle and pedestrian facilities and bicycle/pedestrian access to recreational facilities.

5. Enhance the aesthetic quality of transportation facilities in the study area.

Economic and Cost Effectiveness Objectives

1. Minimize impact on local tax base (commercial and residential).

2. Support economic development plans (small area plans, etc.).

3. Enhance the economic viability of neighborhood commercial districts (Snelling, Selby, etc.).

4. Enhance the economic viability of residential neighborhoods.

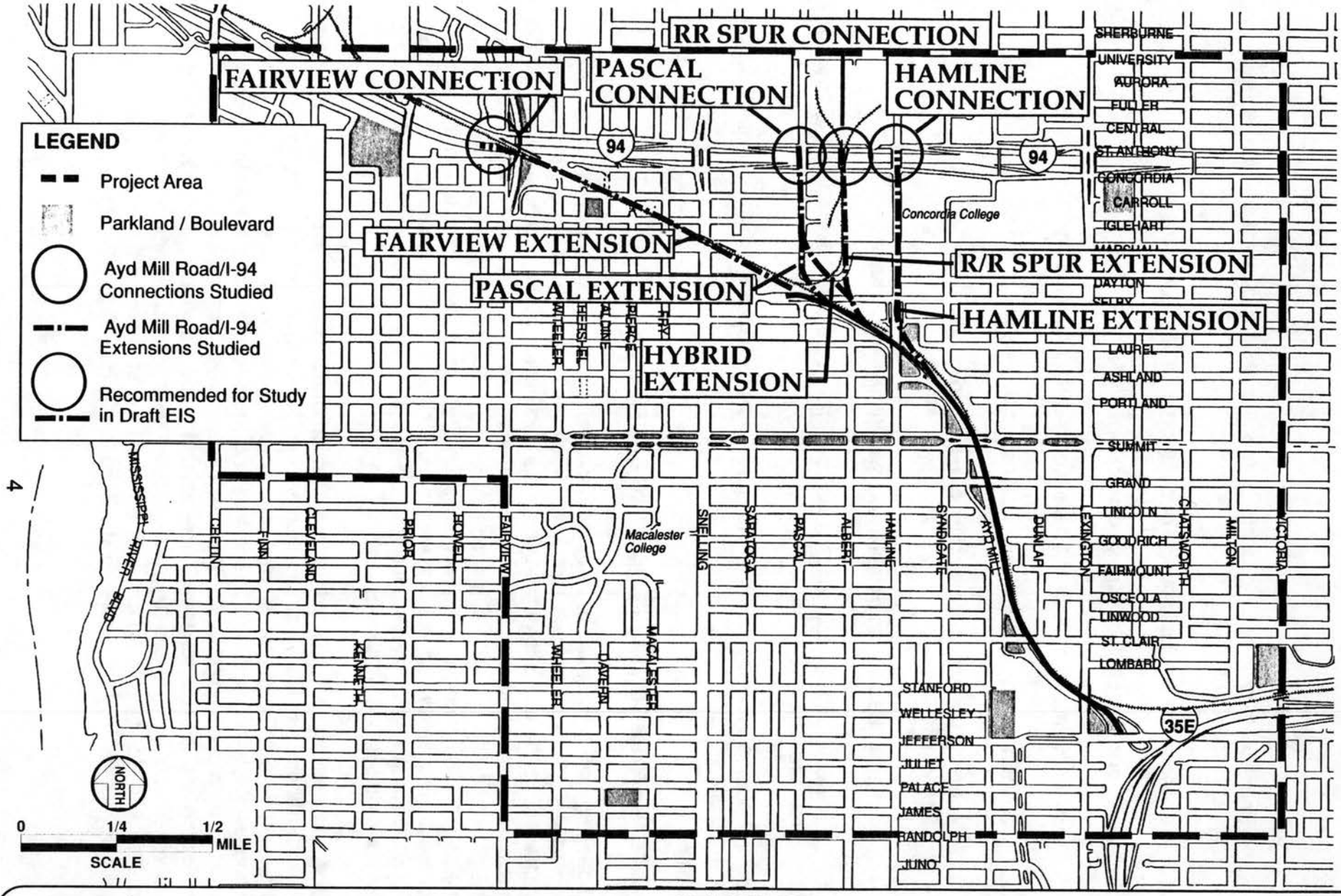
5. Develop roadway designs that are cost effective and within the limits of financial resources.

6. Develop roadway designs that have reasonable operation and maintenance costs.

ALTERNATIVES CONSIDERED DURING SCOPING

Following the discussion of neighborhood issues and the identification of project objectives, the Ayd Mill Road Task Force was asked to work with the organizations they represent to identify alternatives for initial evaluation in the Scoping Phase of the project. The purpose of this exercise was two-fold: 1) to encourage broad neighborhood participation in the identification of alternatives; and 2) to ensure that all neighborhood concerns and preferences for alternatives were reflected in the scoping process. Numerous suggestions were made for alternative alignments, cross-sections, land uses, traffic and travel demand management strategies, access points and specific solutions to specific problem areas.

The suggestions put forward by the District Councils, business groups and other neighborhood interests were grouped by the Task Force into 10 major alternatives, each with a number of sub-alternatives. These alternatives and sub-alternatives were used as the basis for traffic forecasting and the assembly of preliminary information related to project objectives. The major alternatives are cross-section alternatives reflecting the number of lanes, speeds and basic functional characteristics of the alternative group. The sub-alternatives reflect variations in alignment for the extension of Ayd Mill Road north from its current terminus at Selby and variations in access, primarily for the connection of Ayd Mill Road to I-94 (see Figure S-1).



CITY OF ST. PAUL

SRF

POSSIBLE AYD MILL ROAD/ I-94 CONNECTIONS AND EXTENSIONS

AYD MILL ROAD SCOPING DOCUMENT

FIGURE S-1

1/95

The 10 basic cross-section alternatives are:

1. No Build
2. I-35E/I-94 Downtown Connection
3. Transportation System Management/Travel Demand Management (TSM/TDM)
4. Replace Ayd Mill Road with a Linear Park
5. Replace Ayd Mill Road with Residential Development
6. Two-Lane City Street (35 mph)
7. Four-Lane Expressway with Indirect Connection to I-94 (40 mph)
8. Four-Lane Expressway with Direct Connection to I-94 (45 mph)
9. Limited Access Freeway (45 mph)
10. High Occupancy Vehicle (HOV) Lanes

Alternative groups 4, 6, 7, 8, 9 and 10 would also include bicycle/pedestrian facilities.

EVALUATION OF ALTERNATIVES

The evaluation of alternatives for scoping was completed in two phases: First, an initial investigation was undertaken to determine the construction feasibility of the "extension alignment" and "interchange connection" sub-alternatives. Second, the remaining alternatives and sub-alternatives were evaluated based on the project objectives.

The feasibility criteria used to evaluate the extension sub-alternatives included:

1. Keep critical through-streets open and continuous (Marshall, Selby, Snelling, Hamline).
2. Retain or replace access at Selby and/or Marshall.
3. Retain the new Selby Bridge.
4. Retain major community facilities (Concordia College, parks, churches, schools, historic structures, NSP substation).
5. Impacts to Snelling/Marshall intersection.

The feasibility criteria used to evaluate the connection or interchange design sub-alternatives included:

1. Retain or replace critical access at I-94 (Snelling and Lexington).

2. Retain or replace local street bridges over I-94 (Pascal and Hamline)

3. Retain continuous I-94 frontage roads.

4. Extent of reconstruction at I-94.

Based on the review of design concept drawings, discussion of technical information and recommendations from the Design Sub-Committee, the Ayd Mill Road Task Force recommended that:

1. Sub-alternatives using the Pascal and Hamline alignment for the express and freeway alternatives (Groups 7, 8 and 9) be eliminated from further analysis.

2. All interchange connections identified as not feasible to construct be eliminated from further analysis.

3. All sub-alternatives considered questionable or feasible be carried forward for further evaluation based on project objectives.

The results of the construction feasibility evaluation of sub-alternatives are summarized in Table S-1.

The remaining alternatives and sub-alternatives were evaluated based on preliminary information related to the project objectives established early in the planning process. This evaluation focused on the following issues:

- General traffic impacts
- Changes in access
- Enhancements for transit, bicycles and pedestrians
- Number of potentially contaminated sites
- Plan compatibility
- Property acquisition
- Open space/parkland impacts
- Loss of tax base
- General capital costs

TABLE S-1
CONSTRUCTION FEASIBILITY OF SUB-ALTERNATIVES

ALTERNATIVE	SUB-ALTERNATIVES				
	Fairview	Pascal	Hybrid	Railroad Spur	Hamline
1. No Build	No extension or connection				
2. I-35E/I-94 Downtown Connection	See Appendix B				
3. Transportation System Management/Travel Demand Management	No extension or connection				
4. Linear Park	No extension or connection				
5. Residential Development	No extension or connection				
6. Two-Lane City Street • Two Lanes • One-way Pair	□	□	■	■	□
7. Expressway with Indirect Connection					
a. Intersection with frontage road	–	–	■	■	–
b. Split diamond interchange	–	–	■	■	–
c. One-way pair	–	–	□	□	–
8. Expressway with Direct Connection					
a. Diamond interchange	–	–	–	–	–
b. Freeway to freeway	□	–	□	□	–
9. Limited Access Freeway	□	–	□	□	–
10. HOV Alternatives					
• Reversible	□	–	■	■	–
• Diamond Lanes	□	–	■	■	–
• HOV roadway (2-lane)	□	□	■	■	–

■ Feasible
□ Questionable
– Not Feasible

Issues which could not be addressed in detail at this stage in the scoping process, but will be addressed during preparation of the Draft EIS include: traffic concerns at specific intersections; safety; air quality; noise; historic/cultural resources; vibration; drainage/erosion; visual/aesthetic; support of economic vitality; and operation and maintenance costs.

ALTERNATIVES RECOMMENDED FOR STUDY IN THE DRAFT EIS

Based on the preliminary evaluation of alternatives completed during the scoping process and documented in the Scoping Document, the following alternatives have been recommended by the Ayd Mill Task Force for more detailed analysis in the Draft EIS (see Table S-2).

1. Alternative 1 - No Build.

2. Alternative 2 - I-35E/I-94 Downtown Connection.

3. Alternative 3 - TSM/TDM.

4. Alternative 4.- Linear Park (removes Ayd Mill Road).

5. Alternative 6B-2 - Two-lane city street (35 mph) with a direct connection to I-35E on the south and a split-diamond interchange with I-94 via the Hybrid alignment (Figure S-2).

6. Alternative 7B-1 - Four-lane expressway (40 mph) with a direct connection to I-35E on the south and a split-diamond interchange with I-94 via the Hybrid alignment (Figure S-2).

7. Alternative 8C - Expressway (45 mph) with a direct connection to I-35E on the south and a freeway-to-freeway interchange with I-94 on the north via the Railroad Spur alignment (Figure S-3).

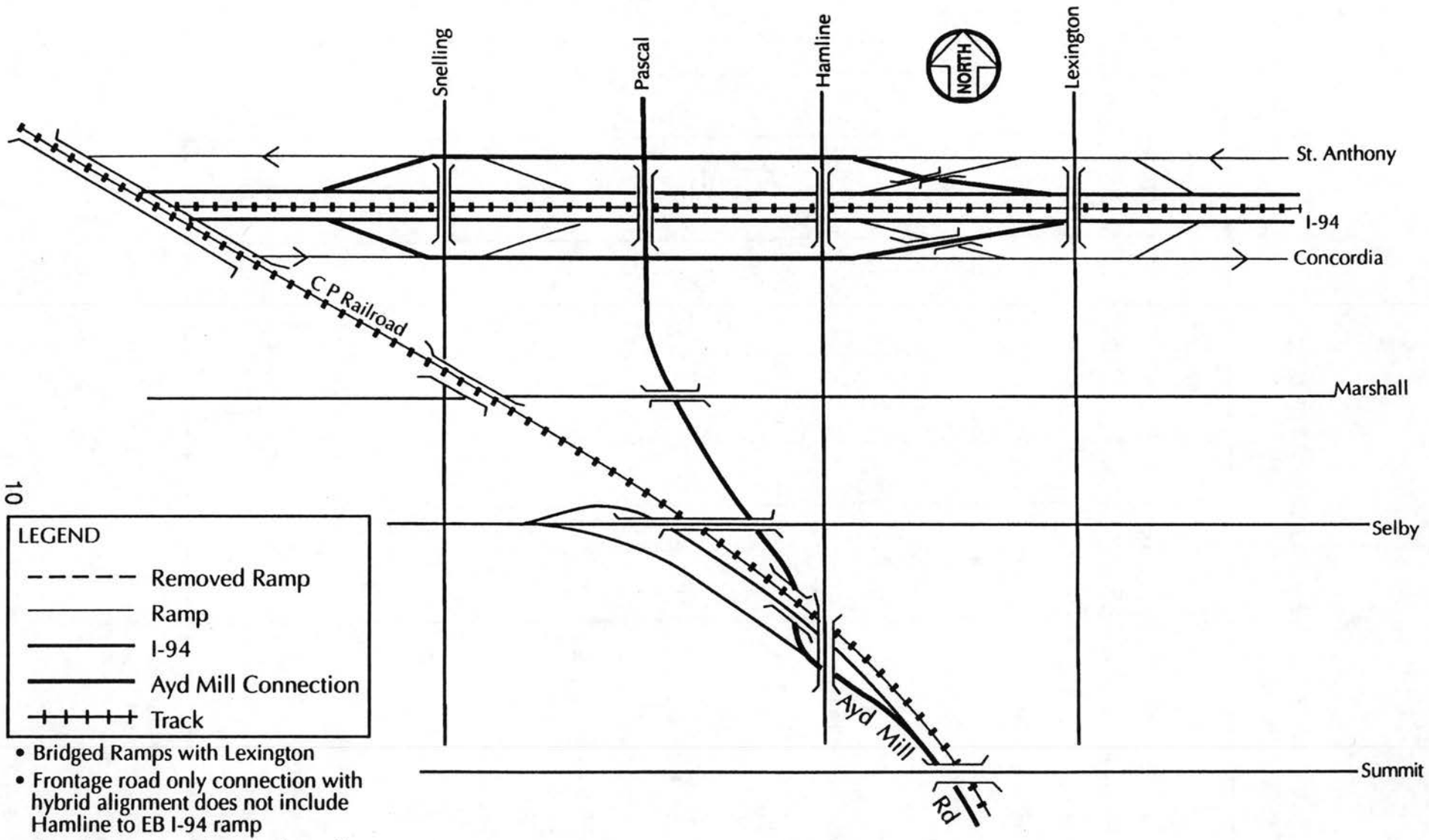
8. Alternative 9A - Limited access freeway (45 mph) with a direct connection to I-35E on the south and a freeway-to-freeway interchange with I-94 via the Fairview alignment (Figure S-4).

9 Alternative 10 - High Occupancy Vehicle (HOV) lanes as sub-alternatives for Alternatives 6B-2, 7B-1, 8C and 9A.

TABLE S-2
AYD MILL ROAD TASK FORCE RECOMMENDATION FOR DRAFT SCOPING DECISION

Alternative	No AMR Extension	Sub-Alternative Alignments				
		Fairview	Pascal	Hybrid	Railroad Spur	Hamline
1. No Build	■					
2. 35E Downtown Connection	■					
3. Transportation System Management/Travel Demand Management	■					
4. Linear Park	■					
5. Residential Development	–					
6A. Two Lane City Street						
• Two Lanes	–	–	–	–	–	–
• One-Way Pair		–	–	–	–	–
6B. Two Lane City Street with Connections to I-35E and I-94		–	–	■	–	
7. Expressway with Indirect Connection						
a. Intersection with frontage road				–	–	
b. Split diamond interchange				■	–	
c. One-Way pair				–	–	
8. Expressway with Direct Connection						
a. Diamond interchange (eliminated previously)						
b. Freeway to freeway		–		–	■	
9. Limited Access Freeway		■		–	–	
10. HOV Alternatives						
• Reversible		□	–	–	–	
• Diamond Lanes		□	–	□	□	
• HOV roadway (2-lane)		–	–	–	–	

■ Carry Forward to Draft EIS
□ Carry Forward as Sub-Alternative
– Eliminated in Scoping Evaluation



10

LEGEND

- Removed Ramp
- Ramp
- I-94
- Ayd Mill Connection
- Track

- Bridged Ramps with Lexington
- Frontage road only connection with hybrid alignment does not include Hamline to EB I-94 ramp
- A grade separated intersection with Marshall is optional

NOT TO SCALE

SRF

CITY OF ST. PAUL

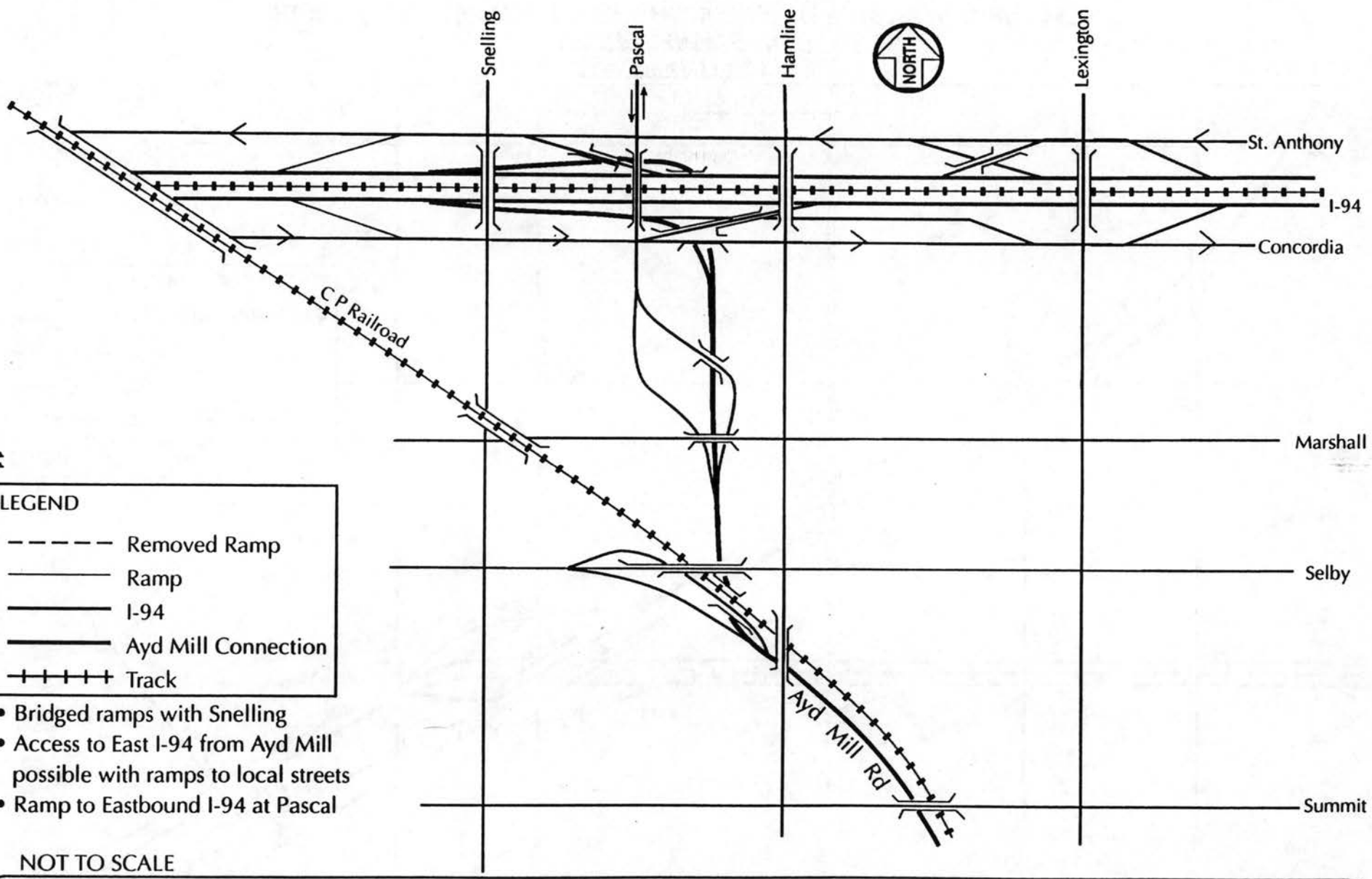
ALTERNATIVES 6B-2 AND 7B-1
SPLIT DIAMOND WITH HYBRID ALIGNMENT

AYD MILL ROAD SCOPING DOCUMENT

FIGURE

S-2

1/95



LEGEND

- Removed Ramp
- Ramp
- I-94
- Ayd Mill Connection
- Track

- Bridged ramps with Snelling
- Access to East I-94 from Ayd Mill possible with ramps to local streets
- Ramp to Eastbound I-94 at Pascal

NOT TO SCALE

11

SRF

CITY OF ST. PAUL

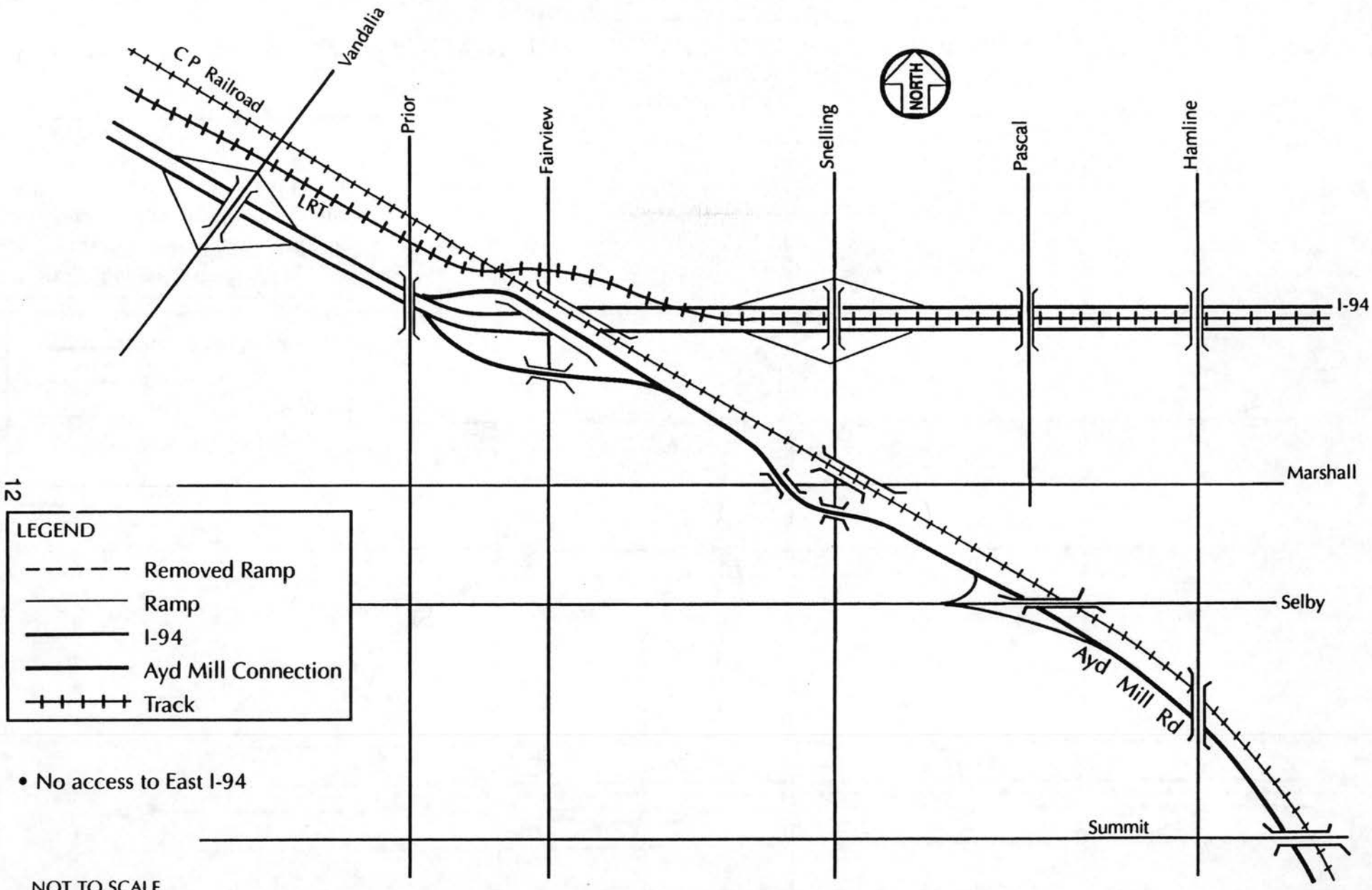
ALTERNATIVE 8C

FREEWAY-TO-FREEWAY INTERCHANGE WITH RAILROAD SPUR ALIGNMENT

AYD MILL ROAD SCOPING DOCUMENT

FIGURE S-3

1/95



NOT TO SCALE

SRF

CITY OF ST. PAUL

ALTERNATIVE 9A
FREEWAY-TO-FREEWAY INTERCHANGE WITH FAIRVIEW ALIGNMENT

AYD MILL ROAD SCOPING DOCUMENT

FIGURE
S-4
1/95

ALTERNATIVES NOT RECOMMENDED FOR FURTHER STUDY

The reasons other alternatives were not recommended by the Task Force for further study in the Draft EIS are summarized below.

Alternative 5 - Residential Development

This alternative was not recommended for further study because the corridor cannot be successfully adapted to residential development due to the close proximity of the railroad, the narrow width of the corridor, the local topography, and the need to retain part of existing Ayd Mill Road to provide property access.

Alternative 6A-1 and 6A-3 - Two Lane Without Connections to I-35E and I-94

These alternatives were not recommended for further study because they do not provide a continuous, connected roadway between I-35E and I-94.

Alternative 6B-1 and 6B-3 - Two Lane City Street With Connections to I-35E and I-94

The Fairview and Railroad Spur alignments were not selected because they would require significantly greater construction activity and right-of-way acquisition, similar to that needed for the four-lane options.

Alternative 7A-1, 7A-2, 7B-2 - Expressway with Indirect Connection

Alternative 7A-1 and 7A-2 (frontage road connection) and 7B-2 (split diamond interchange) are very similar but the split diamond interchange provides better access to I-94. Therefore, the frontage road connection option was not recommended for further study. The one-way pair was not recommended for further study because it would require construction and right-of-way acquisition on two alignments without adding benefits.

Alternative 8A, 8B - Expressway with Direct Connection

Diamond interchange options were eliminated from consideration due to construction feasibility (see Chapter 5). Due to problems associated with a potential intersection at Snelling and the close proximity of the railroad to the future roadway alignment, an expressway design is not considered feasible for the Fairview alignment (8A). While

an expressway design is possible along the Hybrid alignment (8B), the freeway-to-freeway interchange option is more difficult to construct along this alignment than along the Railroad Spur alignment, because it is closer to the Snelling interchange. It also would have more right-of-way acquisition impacts on the adjoining neighborhood.

Alternative 9B, 9C - Limited Access Freeway

The feasibility of the Fairview, Hybrid and Railroad Spur alignment options for a limited access freeway were all determined to be questionable due to the right-of-way impacts and extent of construction required. The Hybrid and Railroad Spur alignment options for a limited access freeway were eliminated from consideration due to higher costs and fewer regional traffic benefits than the Fairview alignment.

ISSUES OF POTENTIAL SIGNIFICANCE

The social, economic and environmental issues that will require more detailed study in the Ayd Mill Road Draft EIS are listed below. A final determination of issues to be studied in the Draft EIS will be made after the Scoping Public Meeting and the official comment period.

Issues requiring special studies (separate reports):

- Cultural resources/Section 106/Section 4(f), if applicable
- Contaminated sites
- 4(f)/6(f) lands (park/recreation), if applicable

Issues requiring detailed analysis in the EIS but not separate reports:

- Traffic impacts
- Right-of-way acquisition and relocation
- Social and economic impacts
- Air quality
- Noise impacts
- Visual impacts and other design issues
- Soils and geologic conditions
- Stormwater runoff
- Impacts on infrastructure/utilities
- Construction impacts

Issues requiring limited discussion in EIS, but not detailed analysis:

- Transit impacts (included in alternatives)
- Bicycle and pedestrian impacts (included in alternatives)
- Compatibility with local and regional plans
- Neighborhood cohesiveness
- Energy impacts
- Access changes to local neighborhoods and adjacent land uses
- Vegetation, wildlife, endangered species
- Safety, including speed

Issues not considered significant:

Based on information available at this time, it appears that the proposed project will not involve the following issues. Therefore, no further analysis will be completed regarding these issues:

- Wastewater
- Water use
- Water-related land use management districts
- Physical or hydrologic alteration of surface water
- Prime or unique farmland
- Stationary sources of air pollution i.e., exhaust stacks

3

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K Diespiegelaere
Authorized Signature

2/16/95
Date

Board Action Requested

Update on legislation

DISCUSSION ONLY

Request Justification

Current transportation legislative topics will be discussed at the meeting.

Budgeting and Accounting Marlene Johnson 2/16/95

County Attorney David MacMillan

Risk Manager _____

Documentation certified complete for:

February 28, 1995
Board Date

Bette Kurzyk
Signature

2/23/95
Date

Ramsey County Regional Railroad Authority
220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

John T. Finley, Chairman
District 3
Dick Wedell, Vice Chairman
District 1
Warren W. Schaber, Secretary
District 6
Susan M. Haigh, Treasurer
District 4
Hal Norgard
District 7
Rafael E. Ortega
District 5
Brenda C. Thomas
District 2

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, MARCH 28, 1995

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

CHAIRMAN'S COMMENTS

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of February 28, 1995

2. Update on Legislation

3. Update on Northeast Corridor

* Action is requested

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1.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
BOARD MEETING

February 28, 1995

The Ramsey County Regional Railroad Authority met on Tuesday, February 28, 1995, at 11:00 a.m., in Room 220 of the Ramsey County Courthouse.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Susan M. Haigh (entered during item #2)
Commissioner Hal Norgard
Commissioner Rafael E. Ortega
Commissioner Warren Schaber (entered during item #2)
Commissioner Brenda Thomas (entered during item #2)
Commissioner Dick Wedell

OTHERS PRESENT: Eddie Maddox, Hugh Faville, Terry Schutten, Jim Van Houdt, Paul Kirkwold, Marlen Johnson, Karen Tero, Bonnie Jackelen, Fran Sontag, Toni Baker, Joan Mishek, Kathryn DeSpiegelaere, Jill Goski, and Committee Coordinator Bette Kurysh.

Chairman Finley called the meeting to order at 11:32 a.m.

1. Minutes of the Ramsey County Regional Railroad Authority Board Meeting of February 14, 1995.

Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Dick Wedell.

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meeting of February 14, 1995, as written.

Roll Call: Ayes - 4, Nays - 0
Motion Adopted.

2. Ayd Mill Road Scoping Document and Draft Scoping Decision Document.

Ms. Kathryn DeSpiegelaere said that Ayd Mill Road has a connection to the Central Corridor light rail transit project and felt a presentation would be appropriate on the various alternatives. Ms. DeSpiegelaere introduced Mike Klassen, St. Paul Public Works Department, who is the project manager for the City.

Mr. Klassen said that the project's goal has been to solve the connection problems to Ayd Mill Road. The question arose, "Is Ayd Mill the answer?" It appears to be the answer, however, some feel that a linear park is a better alternative than a road.

The process began approximately 15 to 16 months ago with a task force comprised of 27 members. Because this is the scoping phase, there was a universe of alternatives. The task force has narrowed the alternatives to nine:

(1) No build

(2) I-35E/I-94 downtown connection
This alternative was studied to determine if full I-35E and I-94 interchanges existed in downtown, would this solve the congestion problems that exist at the approaches to Ayd Mill. The scoping document indicates that the impacts are quite high with very limited relief. The task force voted twice to eliminate this alternative but ultimately decided to recommend that it go forward to allow the City Council to make the final determination.
Cost: Approximately $20 to 30 million

(3) Transportation System Management/Transportation Demand Managerment (TSM/TDM)
A series of techniques that will study both Ayd Mill Road separately and with other city streets.

(4) Linear park
This alternative would replace Ayd Mill Road with a park with bike and pedestrian paths.

(5) Two-lane city street
This is a two-lane street with a landscaped median that connects to I-35E on the south and connects with I-94 at Pascal on the north. Under this alternative, the existing ramps at Jefferson would be removed, and access to Hamline would be provided only on the east side of Ayd Mill Road.
Cost: Approximately $20 to 30 million.
Speed: 35 mph

(6) Four-lane expressway with indirect I-94 connection
Follows the same alignment as alternative five. The original assumption was that Ayd Mill Road would be used as a road heading from Dakota County to downtown Minneapolis, but a screenline showed many of the trips using Ayd Mill are local in nature. Sixty per cent had one end in the study area - a PM rush ... heading from jobs to homes along the road. Jobs/residences play a significant part of travel patterns in the City of Saint Paul. This option opens up the connection to Westgate and Energy Park Drive. Ten percent of the traffic on Ayd Mill Road is through traffic. Not all is downtown Minneapolis-bound. Much of the traffic is Roseville-bound and needs to get up Snelling Avenue.

Ayd Mill Road is not necessarily a freeway corridor that serves the region, but has a regional significance because a number of the trips end outside the area.

This alternative provides a direct connection with I-35E at the south end and a connection to I-94 frontage roads at the north end.
Cost: Approximately $20 to 30 Million
Speed: 40 mph

(7) Four-lane expressway with direct connection to I-94
It connects to I-35E on the south and then has a direct connection to I-94 along the railroad spur near Pascal. All local access points would be retained.
Cost: Approximately $50 to $60 million
Speed: 45 mph

(8) Limited access freeway
It is a four-lane freeway with direct connections at I-35E on the south and connections to I-94 on the north at about Fairview.
Cost: Approximately $30 to $40 million
Speed: 45 mph

(9) HOV lanes
High occupancy vehicle (HOV) lanes would be used along some of the previous alternatives or HOV only lanes on Ayd Mill.

Commissioner Haigh said that the limited access freeway alternative is very distressing to that eight block area of residents and that that may not be added into the cost. This could be in litigation for six to seven years.

Mr. Klassen said that the cost estimates are very preliminary at this stage.

Mr. Klassen said that there is an item that may be of particular interest to the Rail Authority and that is whatever happens at I-94 has to match the regional plan for rail. All of the City's plans allow for rail to fit.

Chairman Finley asked about light rail running down Ayd Mill.

Mr. Klassen said that previous reports by RCRRA had ruled out that alternative and, therefore, this study assumed LRT on I-94.

Commissioner Schaber asked if there is a difference in funding based on the designation of the roadway.

Mr. Klassen said yes. A two-lane would not get much interest as a regional facility. With the current traffic demands, a four-lane road is what is necessary to solve the problems on Lexington and Snelling and to meet the 2015 future traffic needs. A four-lane road would fit federal funding; a two-lane would be questionable - has reasonable planning been done for the future? With the traffic system management (TSM) alternative, a two-lane might receive federal funding.

Commissioner Thomas asked about the number of miles of the Ayd Mill Road project.

Mr. Klassen said it would be approximately one and a half to two miles in length.

Commissioner Norgard asked why I-35E is not opened up to normal traffic. He said he supports a road up to the Montgomery Wards area.

Mr. Klassen said that the traffic on Ayd Mill gets considerably greater and then the north end begins to break down.

Mr. Klassen distributed briefing packets and the full Scoping Document to the Rail Authority Board.

3. Update on Legislation.

Ms. DeSpiegelaere said she received a newspaper indicating that the Republican Chair of the House Transportation and Infrastructure Committee (the same committee of which Martin Sabo is a member) is proposing that mass transit be excluded from budget cuts. This is a bipartisan proposal. In other words, mass transit funds should not be used to offset the deficit.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K Vaslpuegelaere
Authorized Signature

3/20/95
Date

Board Action Requested

Update on legislation

DISCUSSION ONLY

Request Justification

See attached tracking sheet.

Budgeting and Accounting Marlene Johnson 3/24/95

County Attorney Dan Mueller

Risk Manager _____

Documentation certified complete for:

March 28, 1995
Board Date

Bette Kuzyk
Signature

3/23/95
Date

K. DeSpiegelaere
March 21, 1995

1995 TRANSPORTATION LEGISLATION

Bill No.	*Author*	*Subject* - Gas tax increase, metro sales tax	*Status*
SF 832	Flynn	Increases gas tax 5 cents per gallon; imposes 1/2 cent metro sales tax for transit.	Referred to Transportation Committee.
HF 1121	Lieder	Companion to SF 832.	Referred to Transportation Committee.

Bill No.	*Author*	*Subject* - Gas tax increase	*Status*
SF 15	Chmielewski	Increases gas tax three cents per gallon, changes CSAH formula, increases MVET portion for transit.	Referred to Transportation Committee.

Bill No.	*Author*	*Subject* - MVET constitutional amendment	*Status*
SF 53	Johnston	Amends constitution; MVET proceeds allocated 75% to and 25% to transit.	Referred to Transportation Committee.
HF 93	Van Engen	Companion to SF 53.	Referred to Transportation Committee.

Bill No.	*Author*	*Subject* - High speed bus	*Status*
HF 342	Garcia	Establishes high speed bus service pilot project and advisory committee.	Passed in Transportation Committee. Referred to Economic Development Cmte.
SF 615	Riveness	Companion to HF 342.	Referred to Transportation Committee.

Bill No.	*Author*	*Subject* - High speed rail	*Status*
HF 729	Frerichs	Appropriates $630,000 for biennium from general fund for phase II feasibility study of high speed rail in Minnesota, Wisconsin, and Illinois.	Passed in Transportation Committee. Referred To Economic Development Cmte.
SF 696	Morse	Companion to HF 729.	Referred to Transportation Committee.

1995 TRANSPORTATION LEGISLATION

Bill No.	*Author*	*Subject* - Gas tax increase	*Status*
HF 599	Leppik	Increases gas tax to 22 cents from 20 cents per gallon.	Referred to Transportation Committee.

Bill No.	*Author*	*Subject* - Highway user tax	*Status*
HF 931	Wagenius	Constitutional amendment to permit highway user tax use to be used for transit, bikes, and pedestrians. At least 45% of the state's share of revenues must be allocated to Mpls.-St. Paul metro area.	Referred to Transportation Committee.
SF 794	Ranum	Companion to SF 794.	Referred to Transportation Committee.

Bill No.	*Author*	*Subject* - Payroll tax	*Status*
HF 1056	Garcia	Metro Council shall levy 1/10 of 1% payroll tax on metro employers to be used for transit services. The Council shall study coordination of transit services and electric vehicle technology.	Referred to Transportation Committee.
SF 837	Pappas	Companion to HF 1056.	Referred to Transportation Committee.

Bill No.	*Author*	*Subject* - Bonds for transit	*Status*
HF 1073	Simoneau	Increases Metro Council bonding authority by $20 million for transit.	Referred to Transportation Committee.
SF 835	Pappas	Companion to HF 1073.	Referred to Transportation Committee.

Bill No.	*Author*	*Subject* - Bus powered by electric pavement strips	*Status*
HF 395	Marko	Funds $750,000 for demonstration at St. Cloud of electric bus; studies application of electric vehicles to freeways and for Mpls./St. Paul airport.	Passed in Transportation Committee. Referred to Economic Development Cmte.
SF 219	Langseth	Companion to HF 395.	Referred to Transportation Committee.

1995 TRANSPORTATION LEGISLATION

Bill No.	*Author*	*Subject* - 394 parking ramp incentives expanded to other highways	*Status*
HF 1161	Simoneau		Referred to Transportation Committee.
SF 976	Hanson	Companion to HF 1161.	Referred to Transportation Committee.

Bill No.	*Author*	*Subject* - Reduced property tax rates in transit zones	*Status*
SF 998	Flynn	Commercial and industrial property constructed within 1/4 mile of transit route, including LRT, has reduced taxes.	Referred to Taxes.
HF 1173	Wagenius	Companion to SF 998.	Referred to Taxes.

3.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. MacSpiegelaere
Authorized Signature

3/20/95
Date

Board Action Requested

Update on Northeast Corridor

DISCUSSION ONLY

Request Justification

See attached memorandum.

Budgeting and Accounting Marlene Johnson 3/21/95

County Attorney Dirk MacMillan

Risk Manager _____

Documentation certified complete for:

March 28, 1995
Board Date

Bette Kurpik
Signature

3/23/95
Date

Ramsey County Regional Railroad Authority
220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

John T. Finley, Chairman
District 3
Dick Wedell, Vice Chairman
District 1
Warren W. Schaber, Secretary
District 6
Susan M. Haigh, Treasurer
District 4
Hal Norgard
District 7
Rafael E. Ortega
District 5
Brenda C. Thomas
District 2

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning KD

SUBJECT: Northeast Corridor Update

DATE: March 20, 1995

The purpose of this memorandum is to provide you with information on several issues relating to the Northeast Corridor right of way.

The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood, (Figure 1) was acquired by Ramsey County Regional Railroad Authority (RCRRA) from Burlington Northern (BN) on December 27, 1992. It was acquired to preserve the property as an option for a future light rail transit line.

RCRRA has entered into a Joint Powers Agreement with the City of St. Paul and Ramsey County to provide for the planning and development of the Northeast Corridor for joint light rail transit and recreational trail use.

RCRRA has also developed a Northeast Corridor Management Plan which provides management guidelines for the property.

RCRRA is a participant in the Phalen Corridor project which is proposing a roadway along a portion of the NE corridor.

Some of the issues currently being discussed or addressed are:

1. Parks trails. Ramsey County and St. Paul Parks are constructing trails on the right of way this year. The contract for the County's trail, to be built from Frost Avenue to Beam Avenue, was awarded last fall and preliminary survey and excavation work was done at that time. The

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remaining work will be completed this spring. The contract for the City's trail, to be built from 7th Street to north of Johnson Parkway, will be let for bids on May 5th. It is anticipated that construction will commence in August.

Once construction of the trails has commenced, the City and County assume all maintenance responsibility for the property, currently being maintained by RCRRA.

The Joint Powers Agreement specifies that easements will be granted to the City and the County for trail purposes. These easements are presently being negotiated and will be brought to RCRRA at a subsequent meeting for action.

2. Additional Burlington Northern property. A parcel of property located northerly of the Northeast Corridor between Earl and Atlantic Streets in St. Paul has recently been platted as "Trillium Addition." The legal descriptions of the Northeast Corridor and Trillium Addition do not conform, leaving an approximate 14 foot "gap" between the two properties.

This "gap" property is of value to RCRRA, in that the Northeast Corridor narrows to a minimum width of 65 feet in this area, and is less than 100 feet in width for 683 feet easterly of Earl Street. Combining the gap with the current right of way would widen a restricted area and alleviate possible development problems. Figure 2 is an illustration of the area of the gap. The area is approximately .75 acres in size.

RCRRA staff has discussed with Burlington Northern the issue of paid and unpaid assessments levied on the property purchased from BN in 1992. BN has agreed to pay the majority of these assessments, as was required under the terms of the purchase agreement. RCRRA has also paid $11,666.50 of special assessments which should have been BN's obligation. An estimate of the value of the gap, approximated by the valuation of the adjoining Northeast Corridor in RCRRA's 1992 appraisal, is $42,476.

RCRRA is discussing an agreement with BN whereby RCRRA would forgive BN's obligation to pay these assessments in exchange for title to the gap.

This matter would be brought to RCRRA for approval when negotiations are further along.

3. Lease to Ray Anderson and Sons. When the Northeast Corridor was acquired, several leases were assigned to RCRRA by BN. One of the leases was for a roadway, storage, and parking area for Ray Anderson and Sons, a private business located southerly of the Northeast Corridor and westerly of Atlantic Street, Figure 3. The currently-leased roadway, extending from Earl to Duluth Streets, will be removed in order to facilitate the construction of the City of St. Paul's recreational trail this summer. Ray Anderson has requested the continued use of a 30 foot strip of land adjacent to its building, which has been built on the boundary line of the right of way (Figure 4). This strip of land would be used for access to the building and for a designated fire lane. Ray Anderson's use of this strip of land would not adversely affect the City's trail project.

   RCRRA staff is discussing a new lease with Ray Anderson which will provide for the use of this land.

   After terms of the lease are negotiated, the matter will be returned to RCRRA.

4. Leases to Gladstone Lumber Mart and Wanless Construction Co. Another lease which was assigned to RCRRA by BN at the time of purchase was to Gladstone Lumber Mart, as the site for its warehouse and store site at 1870 English Street in Maplewood. This area is not part of the right of way itself, and contains other non-leased property upon which a private building has been built over the property line. The building is owned by an adjoining property owner, Wanless Construction Co.

   RCRRA staff is discussing two new lease agreements. The first, with Wanless Construction Co., would provide for its use of the RCRRA property presently occupied by its building. The second, with Gladstone Lumber Mart, would replace its present lease with a new lease covering the remainder of the non-leased land in this area, exclusive of the right of way itself. These leases would not affect the right of way for trail development. This area is shown in Figure 5.

5. Other encroachments. RCRRA staff is addressing the issue of private encroachment onto the Northeast Corridor. The Northeast Corridor Management Plan provides that all land uses must have a written agreement. The majority of the private encroachments are backyard fences.

While all encroachment issues have not been resolved, several encroachments are scheduled to be removed by the encroaching party this spring. Other encroachments will likely be handled through permits, containing the conditions outlined in the Management Plan.

6. Phalen Corridor. The City of St. Paul is proposing several improvements in the Phalen area, including a roadway along a portion of RCRRA right of way. A recent meeting with neighborhood residents, city staff and county staff included a discussion of leveling the grade of RCRRA right of way from Johnson Parkway to Idaho Street. This subject will be discussed in more detail at a subsequent RCRRA meeting.

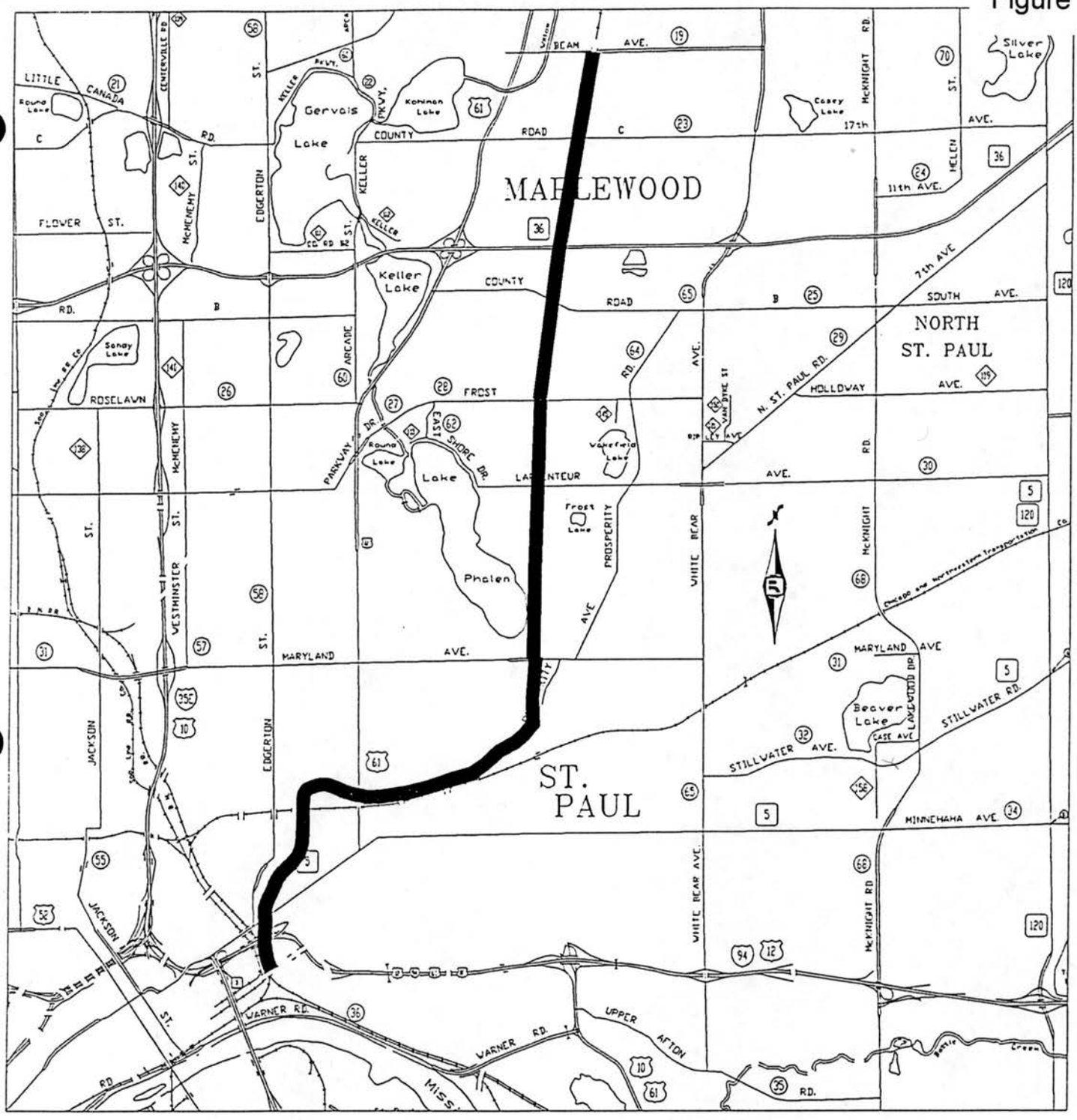
Recommendation:

These items are being brought to your attention for informational purposes.

When specific agreements have been reached, they will be brought to you for approval.

KD/blk
Attachments

Figure 1



RAMSEY COUNTY

Regional Railroad Authority

LOCATION MAP

Northeast Corridor
Kellogg Boulevard to
Beam Avenue

Figure 2

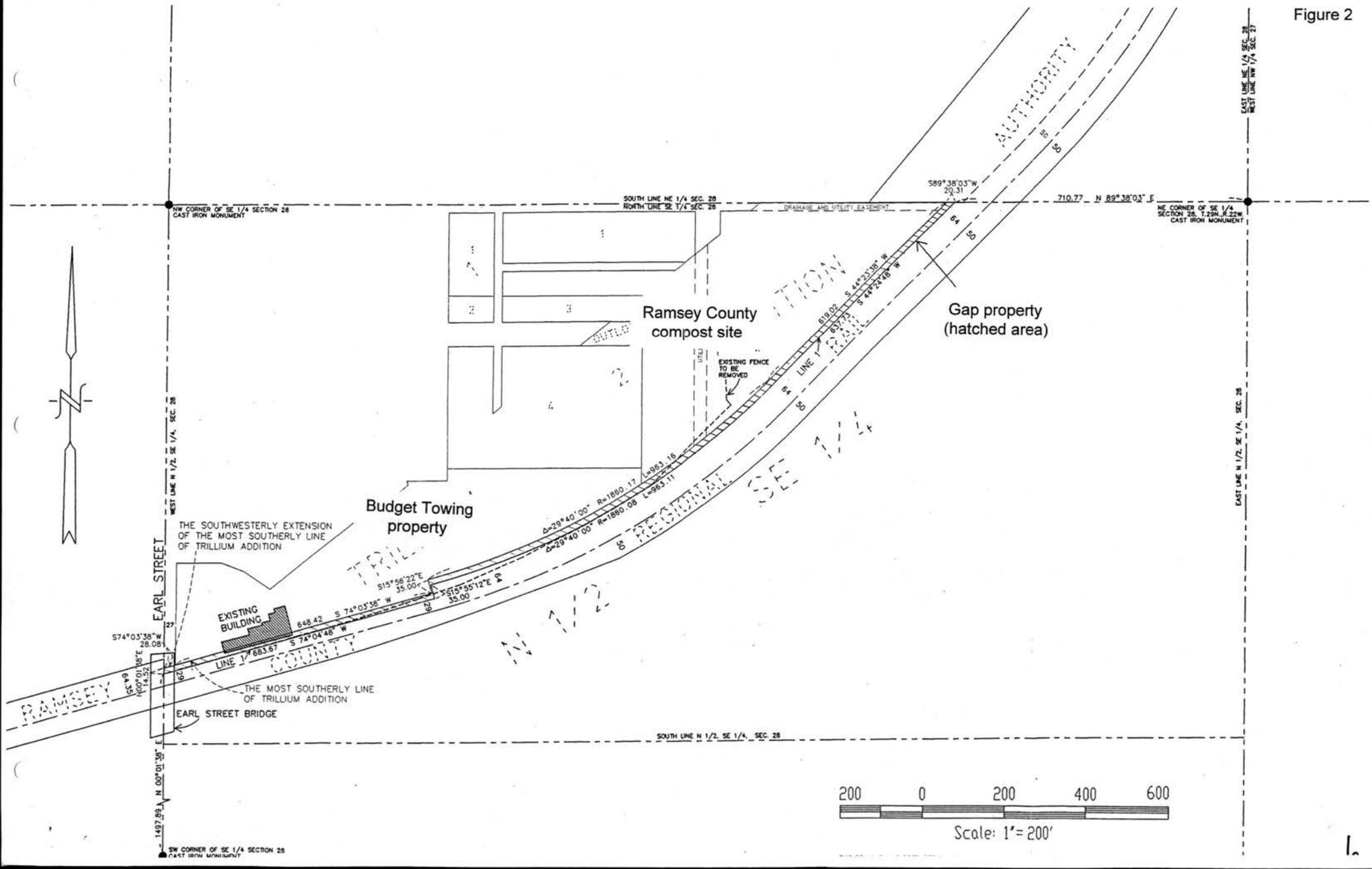

Ramsey County compost site
Gap property (hatched area)
Budget Towing property
THE SOUTHWESTERLY EXTENSION OF THE MOST SOUTHERLY LINE OF TRILLIUM ADDITION
THE MOST SOUTHERLY LINE OF TRILLIUM ADDITION
EARL STREET
EARL STREET BRIDGE
EXISTING BUILDING
EXISTING FENCE TO BE REMOVED
NW CORNER OF SE 1/4 SECTION 28 CAST IRON MONUMENT
NE CORNER OF SE 1/4 SECTION 28, T.29N., R.22W. CAST IRON MONUMENT
SW CORNER OF SE 1/4 SECTION 28 CAST IRON MONUMENT
SOUTH LINE NE 1/4 SEC. 28 NORTH LINE SE 1/4 SEC. 28
SOUTH LINE N 1/2, SE 1/4, SEC. 28
EAST LINE N 1/2, SE 1/4, SEC. 28
EAST LINE NE 1/4 SEC. 28 WEST LINE NW 1/4 SEC. 27
WEST LINE N 1/2, SE 1/4, SEC. 28
DRAINAGE AND UTILITY EASEMENT
S89°38'03"W 20.31
710.77 N 89°38'03" E
S74°03'38"W 28.08
N 00°01'38" E 1497.89
S 74°03'38" W 648.42
S 74°04'48" W 683.67
S15°56'22"E 35.00
S74°55'12"E 35.00
Δ=29°40'00" R=1860.17 L=963.16
Δ=29°40'00" R=1860.08 L=963.11
S 44°23'38" W 619.02
S 44°24'48" W 637.73
LINE 1
200 0 200 400 600
Scale: 1"= 200'

Figure 2

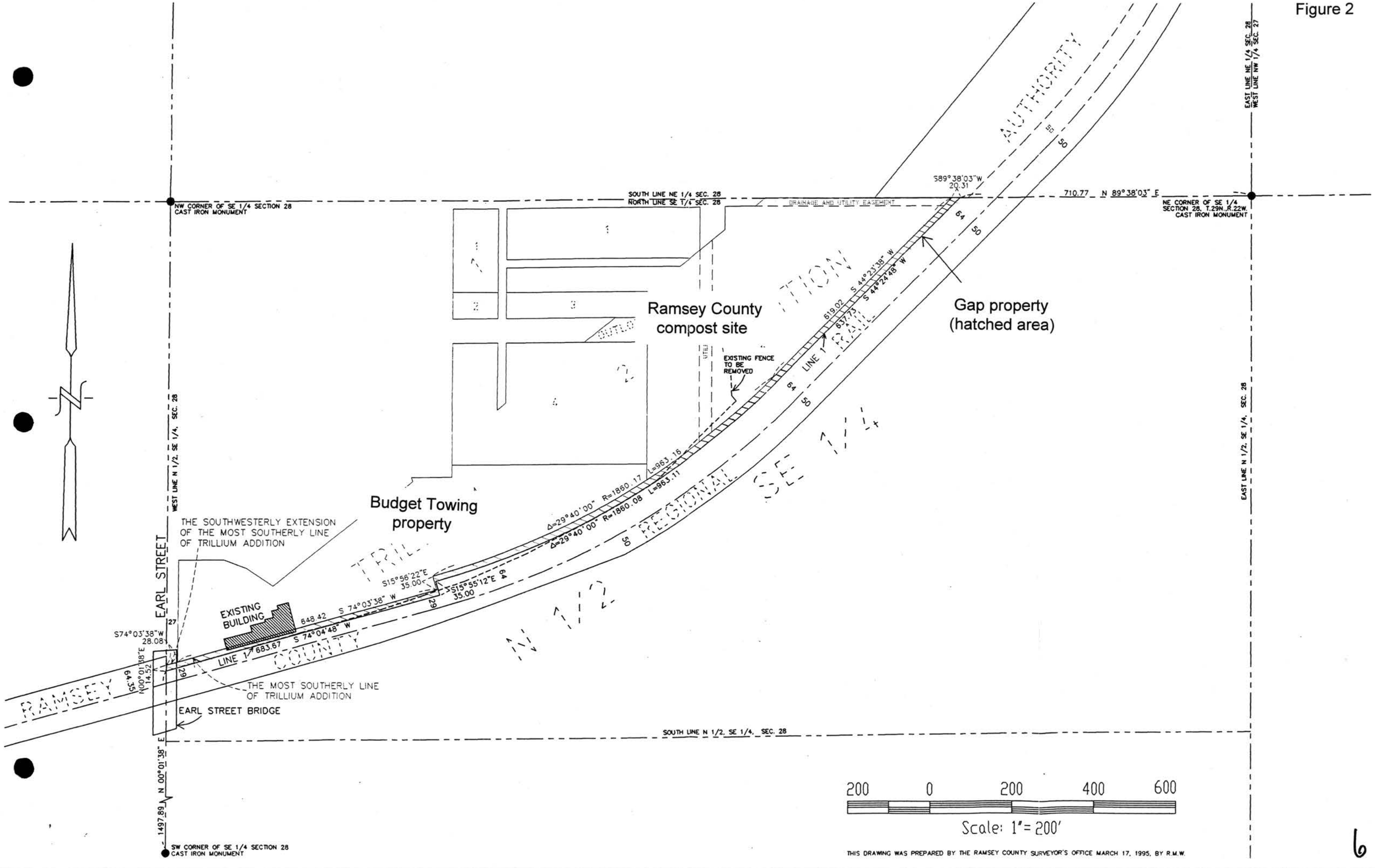

SOUTH LINE NE 1/4 SEC. 28
NORTH LINE SE 1/4 SEC. 28
NW CORNER OF SE 1/4 SECTION 28
CAST IRON MONUMENT
DRAINAGE AND UTILITY EASEMENT
S89°38'03"W
20.31
710.77
N 89°38'03" E
EAST LINE NE 1/4 SEC. 28
WEST LINE NW 1/4 SEC. 27
NE CORNER OF SE 1/4
SECTION 28, T.29N., R.22W.
CAST IRON MONUMENT
AUTHORITY
50
64
Ramsey County
compost site
Gap property
(hatched area)
S 44°23'38" W
619.02
S 44°24'48" W
637.75
LINE 1
EXISTING FENCE
TO BE
REMOVED
UTIL
OUTLO
Budget Towing
property
L=963.16
Δ=29°40'00" R=1860.17
Δ=29°40'00" R=1860.08 L=963.11
50 REGIONAL
TRIL
S15°56'22"E
35.00
S15°55'12"E
35.00
94
72
S 74°03'38" W
648.42
S 74°04'48" W
683.67
EXISTING
BUILDING
S74°03'38"W
28.08
N00°01'38"E
14.52
64.35
27
29
THE SOUTHWESTERLY EXTENSION
OF THE MOST SOUTHERLY LINE
OF TRILLIUM ADDITION
THE MOST SOUTHERLY LINE
OF TRILLIUM ADDITION
EARL STREET BRIDGE
EARL STREET
WEST LINE N 1/2, SE 1/4, SEC. 28
EAST LINE N 1/2, SE 1/4, SEC. 28
RAMSEY
COUNTY
N 1/2
SE 1/4
SOUTH LINE N 1/2, SE 1/4, SEC. 28
N 00°01'38" E
1497.89
SW CORNER OF SE 1/4 SECTION 28
CAST IRON MONUMENT
200 0 200 400 600
Scale: 1"= 200'
THIS DRAWING WAS PREPARED BY THE RAMSEY COUNTY SURVEYOR'S OFFICE MARCH 17, 1995, BY R.M.W.

Figure 3

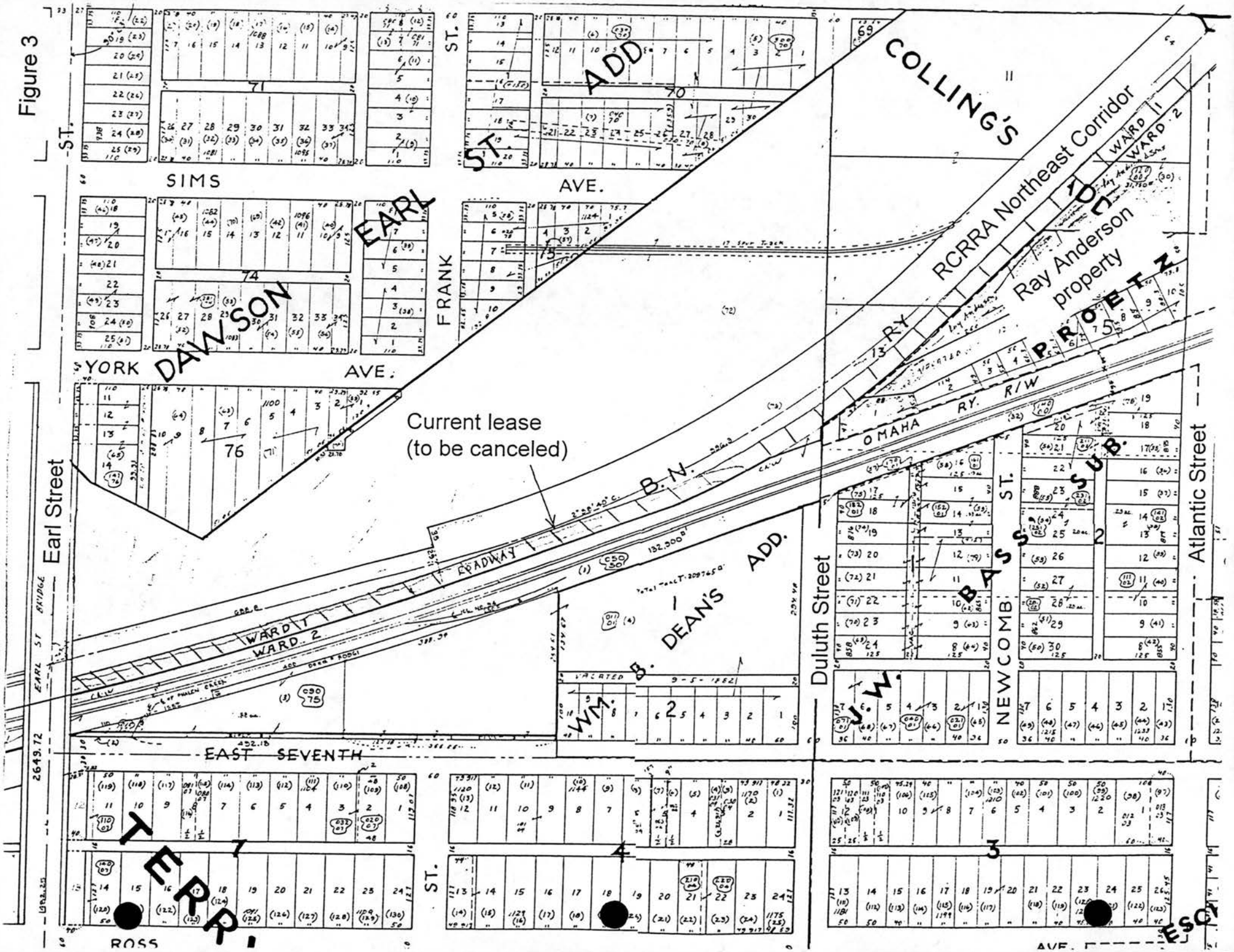
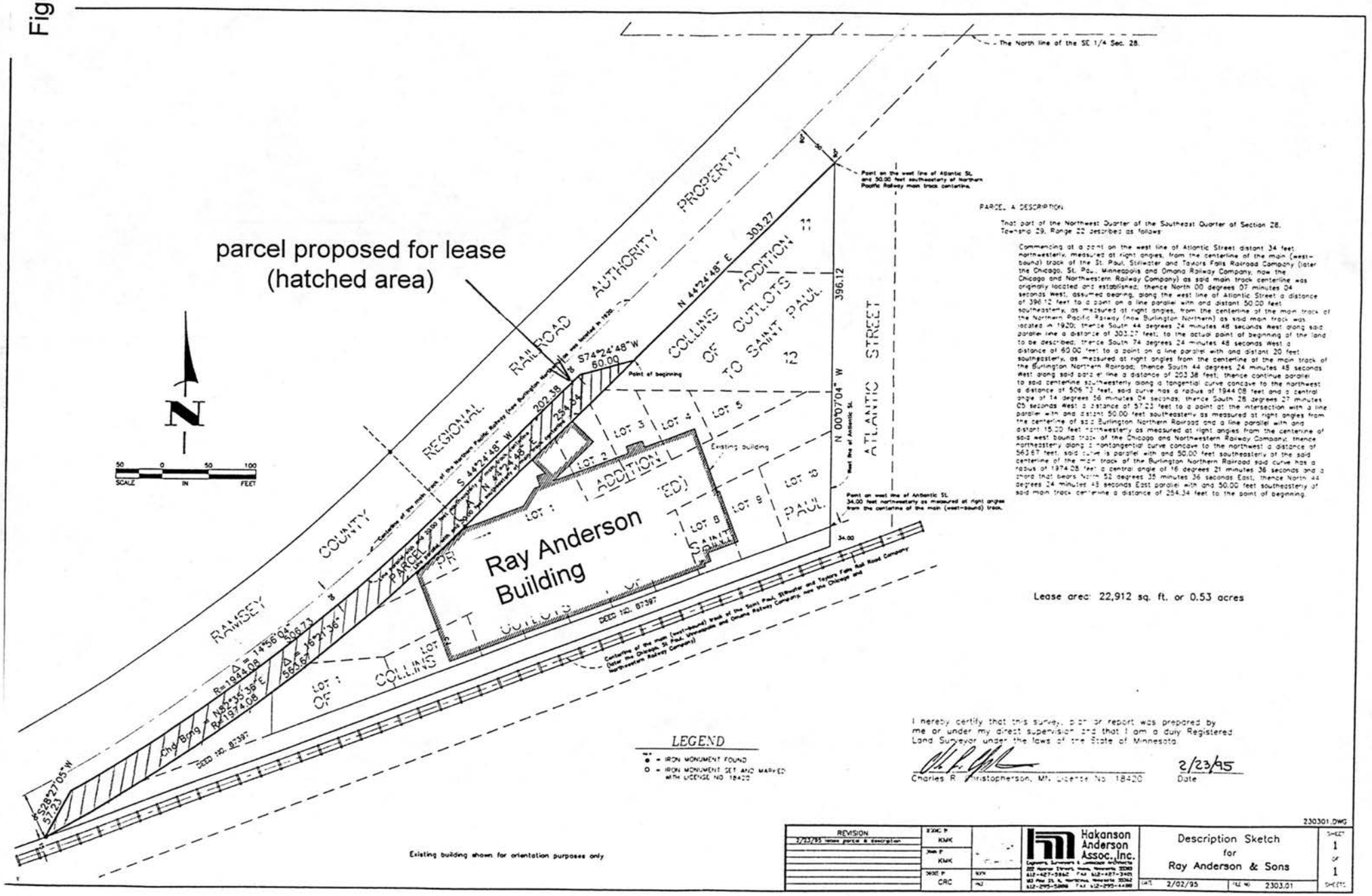

Current lease
(to be canceled)
RCRRA Northeast Corridor
Ray Anderson
property
Earl Street
Atlantic Street
Duluth Street
DAWSON
FRANK
SIMS
YORK
AVE.
ST.
B. N.
O. R. R.
13 RY
OMAHA RY. R/W
B. DEAN'S ADD.
WM.
J. W.
BASS SUB.
NEWCOMB ST.
PROETZ
COLLING'S
ADD
WARD 1
WARD 2
EAST SEVENTH
TERR.
ROSS
EARL ST BRIDGE
2649.72
132.000'
402.18
TOTAL TRACT 209745'
VACATED 9-5-1882

Figure 4



PARCEL A DESCRIPTION

That part of the Northwest Quarter of the Southeast Quarter of Section 28, Township 29, Range 22 described as follows

Commencing at a point on the west line of Atlantic Street distant 34 feet northwesterly, measured at right angles, from the centerline of the main (west-bound) track of the St. Paul, Stillwater and Taylors Falls Railroad Company (later the Chicago, St. Paul, Minneapolis and Omaha Railway Company, now the Chicago and Northwestern Railway Company) as said main track centerline was originally located and established; thence North 00 degrees 07 minutes 04 seconds West, assumed bearing, along the west line of Atlantic Street a distance of 396.12 feet to a point on a line parallel with and distant 50.00 feet southeasterly, as measured at right angles, from the centerline of the main track of the Northern Pacific Railway (now Burlington Northern) as said main track was located in 1920; thence South 44 degrees 24 minutes 48 seconds West along said parallel line a distance of 303.27 feet; to the actual point of beginning of the land to be described; thence South 74 degrees 24 minutes 48 seconds West a distance of 60.00 feet to a point on a line parallel with and distant 20 feet southeasterly, as measured at right angles from the centerline of the main track of the Burlington Northern Railroad; thence South 44 degrees 24 minutes 48 seconds West along said parallel line a distance of 202.38 feet; thence continue parallel to said centerline southwesterly along a tangential curve concave to the northwest a distance of 506.73 feet, said curve has a radius of 1944.08 feet and a central angle of 14 degrees 56 minutes 04 seconds; thence South 28 degrees 27 minutes 05 seconds West a distance of 57.23 feet to a point at the intersection with a line parallel with and distant 50.00 feet southeasterly as measured at right angles from the centerline of said Burlington Northern Railroad and a line parallel with and distant 15.00 feet northwesterly as measured at right angles from the centerline of said west bound track of the Chicago and Northwestern Railway Company; thence northeasterly along a nontangential curve concave to the northwest a distance of 563.67 feet, said curve is parallel with and 50.00 feet southeasterly of the said centerline of the main track of the Burlington Northern Railroad said curve has a radius of 1974.08 feet, a central angle of 16 degrees 21 minutes 36 seconds and a chord that bears North 52 degrees 35 minutes 36 seconds East; thence North 44 degrees 24 minutes 48 seconds East parallel with and 50.00 feet southeasterly of said main track centerline a distance of 254.34 feet to the point of beginning.

Lease area: 22,912 sq. ft. or 0.53 acres

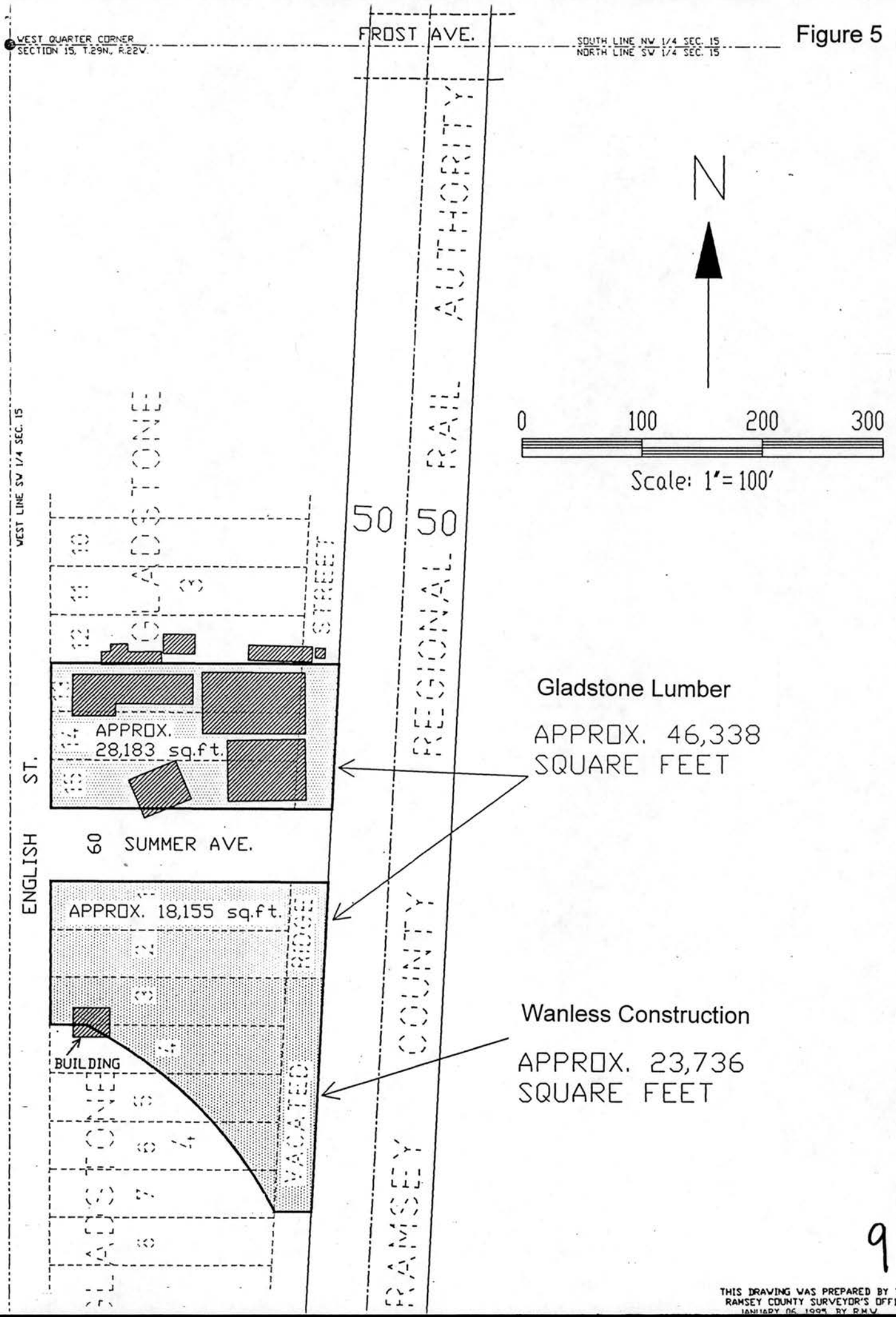
I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota

Charles R. Christopherson, Mn. License No. 18420 — Date 2/23/95

230301.DWG

REVISION	DESIGN BY	Hakanson Anderson Assoc., Inc.	Description Sketch for Ray Anderson & Sons	SHEET 1 OF 1 SHEETS
2/23/95 Moves parcel & description	KMK	Engineers, Surveyors & Landscape Architects 222 Fourth Street East, Minneapolis 55101 612-627-3862 FAX 612-627-3401 140 First St. S, Hopkins, Minnesota 55343 612-295-5888 FAX 612-295-4488		
	DRAWN BY KMK			
	CHECKED BY CRC		DATE 2/02/95	FILE NO 2303.01

Figure 5



THIS DRAWING WAS PREPARED BY T
RAMSEY COUNTY SURVEYOR'S OFFIC
JANUARY 06, 1995 BY RMV

Ramsey County Regional Railroad Authority
220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

John T. Finley, Chairman
District 3
Dick Wedell, Vice Chairman
District 1
Warren W. Schaber, Secretary
District 6
Susan M. Haigh, Treasurer
District 4
Hal Norgard
District 7
Rafael E. Ortega
District 5
Brenda C. Thomas
District 2

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, APRIL 11, 1995

11:00 AM - COUNCIL CHAMBERS - 3rd FLOOR COURTHOUSE

CHAIRMAN'S COMMENTS

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of March 28, 1995

2. Legislative update

3. Phalen Corridor project update

4. Information on St. Louis conference

* Action is requested

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Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
BOARD MEETING

March 28, 1995

The Ramsey County Regional Railroad Authority met on Tuesday, March 28, 1995, at 11:00 a.m., in Room 220 of the Ramsey County Courthouse.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Susan M. Haigh
Commissioner Hal Norgard
Commissioner Rafael E. Ortega
Commissioner Brenda Thomas (entered during item #2)
Commissioner Dick Wedell (entered during item #2)

MEMBERS ABSENT: Commissioner Warren Schaber

OTHERS PRESENT: Eddie Maddox, Hugh Faville, Terry Schutten, Jim Van Houdt, Marlen Johnson, Karen Tero, Dave MacMillan, Darwin Lookingbill, Kathryn DeSpiegelaere, Dave Sipila, and Committee Coordinator Bette Kurysh.

Chairman Finley called the meeting to order at 11:20 a.m.

1. Minutes of the Ramsey County Regional Railroad Authority Board Meeting of February 28, 1995.

Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Rafael Ortega.

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meeting of February 28, 1995, as written.

Roll Call: Ayes - 4, Nays - 0
Motion Adopted.

2. Update on Legislation.

Mr. DeSpiegelaere said that many bills are being considered at the Legislature, however, there has been an impasse regarding transportation until now. The Senate Transportation Finance Subcommittee passed two bills: 1) Senator Chmielewski's bill which includes a gas tax increase of five cents per gallon and which changes the county's state aid highway (CSAH) formula (AMC formula); and 2) Senator Flynn's bill, which resulted from the Major Projects Study Commission. Senator Flynn's bill has several provisions: a five cents per gallon gas tax increase, 1/2 cent metro sales tax to be imposed by the Metro Council for transit (this would replace the property tax funds currently used for transit) and congestion pricing.

Chairman Finley asked if Senator Flynn's bill would replace the state funds which were designated for transit with metro funds. Except for metro mobility and greater Minnesota transit services, it would.

Ms. DeSpiegelaere responded yes with the exception of Metro Mobility. Another provision of the bill is to look at congestion pricing for the long term for the megaprojects such as 35W and 494. There is support for this bill from both urban and rural legislative members.

Chairman Finley introduced Jerry Seck from the law firm of Larkin Hoffman Daly & Lindgren, who serves as the Rail Authority's legislative representative.

Mr. Seck informed the Rail Authority that in conversation with Senator Langseth, there is interest in getting more money for transit, however, it is not certain if the Governor will support it. Mr. Seck said that he had indicated to Senator Langseth that there may be an interest in having a meeting between Senator Flynn and him and representatives of the Rail Authority to discuss concerns regarding the transportation funding package, especially the light rail transit provision.

Chairman Finley asked if Senator Moe is on board regarding the total transportation funding package.

Mr. Seck said no. Senator Moe said that in principle, he would favor funding, but the voters' message is no new taxes. Senator Moe feels that if the bill made it to the Senate floor, it would pass because many feel that there is a need for more transportation funding.

Mr. Seck said that Senator Flynn's strategy is that no funding will be available for major highways or other transit until basic funding needs are met. Senator Flynn's transportation funding package will take care of these needs.

Chairman Finley asked if it is fair to have the metro area pick up the whole cost for metro-wide transit. There is a disproportionate benefit to the outstate people.

Ms. DeSpiegelaere responded that Senator Flynn has tried unsuccessfully for many years to get transit funding and feels she needs to make this concession in order to move ahead. Ms. DeSpiegelaere further commented that the Rail Authority has not taken a position on Senator Flynn's bill. The approach has been to assure that any major transportation bill that passes includes funding for light rail. There currently are state and federal funds for the preliminary engineering phase of the Central Corridor. There is also state and federal funding for the subsequent phase, which is final design. There is no funding for construction. Senator Flynn's bill would provide approximately $10 million per year which is not designated for a specific project.

Mr. Seck said that during the Senate Transportation Committee, Senator Dick Day indicated the need for a long term transit vision. Besides light rail, there are proponents for high speed rail, and their statements have commonalties with those of LRT proponents.

3. Update on Northeast Corridor

Ms. DeSpiegelaere said that some of the guiding principles that influence what occurs with the Northeast Corridor are the Joint Powers Agreement with the City of St. Paul and Ramsey County and the Northeast Corridor Management Plan. One of the issues is that the Parks Departments are nearing construction of a trail on portions of this corridor, which should be completed this summer. An easement with the City and County will be brought before the Board for review and approval relating to the trail.

Mr. Dave Sipila discussed an additional piece of property adjacent to a portion of the Rail Authority's right of way. He said the parcel is a gap of property located adjacent to the Northeast Corridor between Earl and Atlantic Streets in St. Paul. This gap of property resulted from differing legal descriptions between the Northeast Corridor itself and the northerly and adjacent platted Trillium addition. The gap is approximately 14 feet wide and is owned by Burlington Northern. This property may be of value to the Rail Authority in conjunction with its current property because the Northeast Corridor narrows in this area to a minimum width of 65 feet. There is also less than 100 feet width for over 600 feet of length in this area. Combining this gap property with the current land holdings may alleviate future development problems.

Mr. Sipila said also related to this issue are some unpaid special assessments that were levied against the current Northeast Corridor property. The Rail Authority staff has been discussing this issue with Burlington Northern (BN) and BN has agreed to pay a majority of these assessments. There is, however, an amount of $11,666 that was paid by the Rail Authority that should have been paid by BN. An arrangement is being discussed wherein the Rail Authority would forgive BN's obligation to pay these assessments in exchange for title to the gap property. An estimate of the value of this property is over $40,000. This is still in the preliminary stages and any agreement would be returned to the Rail Authority for discussion and approval.

Commissioner Norgard said that this is a good idea. Chairman Finley told Mr. Sipila to proceed with this plan.

Chairman Finley said that the City is addressing certain issues in the Rail Authority's Northeast Corridor with its Phalen Area Small Corridor plan. One of the issues is the removal of the berm near Johnson Parkway and Maryland Avenue making it an at-grade crossing.

Commissioner Wedell said that the City has not taken the Rail Authority's plans and concerns into consideration regarding berm removal with regard to their corridor project.

Ms. DeSpiegelaere said that the City is aware of the Rail Authority's concerns and a letter has been sent to the City asking for a request in writing relating to the berm removal.

Mr. Dave Sipila informed the Rail Authority that there are three leases in the discussion phase regarding right of way use. They are with Ray Anderson and Son, Gladstone Lumber Mart, and Wanless Construction. They will be brought to the Rail Authority for approval when negotiations are concluded.

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

2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K Diedrichsen
Authorized Signature

3/31/95
Date

Board Action Requested

Update on legislation

DISCUSSION ONLY

Request Justification

See attached tracking sheet.

Budgeting and Accounting Marlene Johnson 4/4/95

County Attorney Dan Mc Gillen

Risk Manager _____

Documentation certified complete for:

April 11, 1995
Board Date

Bette Kuryak
Signature

4/4/95
Date

K. DeSpiegelaere
April 3, 1995

1995 TRANSPORTATION LEGISLATION

Bill No.	*Author*	*Subject* - **Gas tax increase, metro sales tax**	*Status*
SF 832	Flynn	Increases gas tax 5 cents per gallon; imposes 1/2 cent metro sales tax for transit.	Passed in Transportation Committee. Referred to Taxes.
HF 1121	Lieder	Companion to SF 832.	Referred to Transportation Committee.

Bill No.	*Author*	*Subject* - **HACA**	*Status*
SF 1131	Runbeck	Homestead and Agricultural Credit Aid eliminated to special taxing districts.	Referred to Taxes.

Bill No.	*Author*	*Subject* - **Gas tax increase**	*Status*
SF 573	Chmielewski	Increases gas tax five cents per gallon, changes CSAH formula.	Passed in Transportation Finance Cmte. Referred to Taxes.
HF 1766	Tunheim	Companion to SF 573	

Bill No.	*Author*	*Subject* - **Transit Governance**	*Status*
HF 1675	Osthoff	Transfers Metro Council transit planning and operations to Mn/DOT.	Referred to Transportation Committee.

Bill No.	*Author*	*Subject* - **High speed bus**	*Status*
HF 342	Garcia	Establishes high speed bus service pilot project and advisory committee.	Passed in Transportation Committee. Referred to Economic Development Cmte.
SF 615	Riveness	Companion to HF 342.	Passed in Transportation Committee.

1995 TRANSPORTATION LEGISLATION

Bill No.	*Author*	*Subject* - **High speed rail**	*Status*
HF 729	Frerichs	Appropriates $630,000 for biennium from general fund for phase II feasibility study of high speed rail in Minnesota, Wisconsin, and Illinois.	Passed in Transportation Committee. Referred To Economic Development Cmte.
SF 696	Morse	Companion to HF 729.	Referred to Transportation Committee.

Bill No.	*Author*	*Subject* - **Gas tax increase**	*Status*
HF 599	Leppik	Increases gas tax to 22 cents from 20 cents per gallon.	Referred to Transportation Committee.

Bill No.	*Author*	*Subject* - **Highway user tax**	*Status*
HF 931	Wagenius	Constitutional amendment to permit highway user tax use to be used for transit, bikes, and pedestrians. At least 45% of the state's share of revenues must be allocated to Mpls.-St. Paul metro area.	Referred to Transportation Committee.
SF 794	Ranum	Companion to HF 931.	Referred to Transportation Committee.

Bill No.	*Author*	*Subject* - **Payroll tax**	*Status*
HF 1056	Garcia	Metro Council shall levy 1/10 of 1% payroll tax on metro employers to be used for transit services. The Council shall study coordination of transit services and electric vehicle technology.	Referred to Transportation Committee.
SF 837	Pappas	Companion to HF 1056.	Referred to Transportation Committee.

Bill No.	*Author*	*Subject* - **Bonds for transit**	*Status*
HF 1073	Simoneau	Increases Metro Council bonding authority by $20 million for transit.	Passed in Transportation Committee. Referred to Economic Development Cmte.
SF 835	Pappas	Companion to HF 1073.	Referred to Transportation Committee.

1995 TRANSPORTATION LEGISLATION

Bill No.	*Author*	*Subject* - **Bus powered by electric pavement strips**	*Status*
HF 395	Marko	Funds $750,000 for demonstration at St. Cloud of electric bus; studies application of electric vehicles to freeways and for Mpls./St. Paul airport.	Passed in Transportation Committee. Referred to Economic Development Cmte.
SF 219	Langseth	Companion to HF 395.	Referred to Transportation Committee.

Bill No.	*Author*	*Subject* - **Reduced property tax rates in transit zones**	*Status*
SF 998	Flynn	Commercial and industrial property constructed within 1/4 mile of transit route, including LRT, has reduced taxes.	Referred to Taxes.
HF 1173	Wagenius	Companion to SF 998.	Referred to Taxes.

Bill No.	*Author*	*Subject* - **Telecommuting Study**	*Status*
SF 1318	Langseth	Authorizes Senate committees to coordinate a study of telecommuting and its effect on transportation.	Referred to Transportation Committee.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K Weisspiegelaew
Authorized Signature

3/3/95
Date

Board Action Requested

Phalen Corridor project update

DISCUSSION ONLY

Request Justification

See attached information sheet.

A video will be shown at the meeting.

Budgeting and Accounting Marla Johnson 4/4/95

County Attorney Dan Mike Miller

Risk Manager _____

Documentation certified complete for:

April 11, 1995
Board Date

Bette Kurash
Signature

4/04/95
Date

PHALEN CORRIDOR INITIATIVE: MAJOR POINTS

WHAT IS IT?

The Phalen Corridor Initiative is a community partnership to enhance, stabilize and sustain the economic, social and physical prosperity of the Phalen Corridor. At its core is the effort to transform an underutilized railroad corridor into a thriving 100-acre industrial park extending eastward from downtown Saint Paul to the Lake Phalen area.

WHY UNDERTAKE THIS EFFORT NOW?

1. Recent (last 10-15 years) socio-economic trends suggest that pockets of the East Side are rapidly dropping into poverty. Substantial, coordinated efforts are needed immediately.

2. There is now a substantial spirit of cooperation among residents, businesses, industry, City/County/State, non-profits and development corporations -- willing to contribute time and resources for a focused redevelopment proposal.

WHAT ARE THE PRIMARY OBJECTIVES OF THE INITIATIVE?

1. Attract new business and retain the existing business
2. Prepare East Side workers for new jobs and new technologies
3. Improve access from the Interstate to industrial sites
4. Continue to build/grow partnerships

WHAT KIND OF "OUTSIDE" HELP IS NEEDED

1. Assistance in funding for contaminated soil cleanup
2. Funding for construction of Phalen Road
3. Funding and expertise in preparing and technically training the East Side workforce
4. Funding for home equity opportunities and housing rehabilitation

WHAT IS THE TIMELINE FOR THE INITIATIVE?

1. Phase I(1995-1997) Completion of contamination soils analysis/preparation of action plan with Pollution Control Agency for cleanup; cleanup of 20% of the land; initial development of industry; minor transportation improvements and new bus service plan implemented

2. Phase II(1998-2000) Cleanup of 65% of the land, industrial development of 35% of the land; begin construction of the roadway

3. Phase III(2001-2005) Cleanup of 95% of the land, industrial development of 75% of the land; roadway and other infrastructure complete

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K Wespiegelaere
Authorized Signature

3/31/95
Date

Board Action Requested

St. Louis LRT

DISCUSSION ONLY

Request Justification

Discussion will occur at the meeting about information obtained at a conference being held in St. Louis April 9 and 10.

Budgeting and Accounting Marilyn Johnson 4/4/95

County Attorney Dan MacKenzie

Risk Manager _____

Documentation certified complete for:

April 11, 1995
Board Date

Bette Kunysh
Signature

4/4/95
Date