

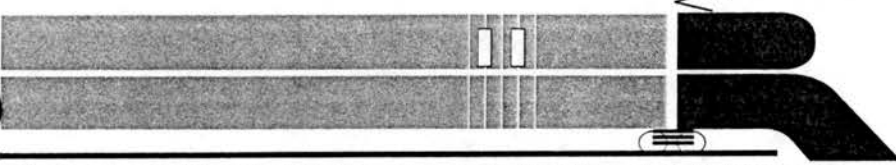


Ramsey County Regional Railroad Authority.
Records.

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*file in 3
ring binder*



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

Hal Norgard, Secretary

District 7

Susan M. Haigh, Treasurer

District 4

Rich O'Connor

District 6

Rafael E. Ortega

District 5

Brenda C. Thomas

District 2

Agenda

Ramsey County Regional Railroad Authority

Tuesday, January 7, 1997

(Immediately following Annual Organizational Meeting)

COUNCIL CHAMBERS -- 3RD FLOOR COURT HOUSE

1. * Appoint Officers for 1997 Ramsey County Regional Railroad Authority and Metropolitan Light Rail Transit Joint Powers Board.

* Action is requested



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. H. Spiegelbauer
Authorized Signature

12/31/96
Date

Board Action Requested

Appoint officers for 1997 for Ramsey County Regional Railroad Authority and Metropolitan Light Rail Transit Joint Powers Board.

ACTION IS REQUESTED

Request Justification

See attached proposed resolution.

Budgeting and Accounting

County Attorney

Risk Manager

Documentation certified complete for:

January 7, 1997

Board Date

Judy Pisci
Signature

1/2/97
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: January 7, 1997 No: R97-01

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 1997:

Rafael Ortega, Chair
Susan Haigh, Vice Chair
Tony Bennett, Secretary
Victoria Reinhardt, Treasurer

and Be It Further

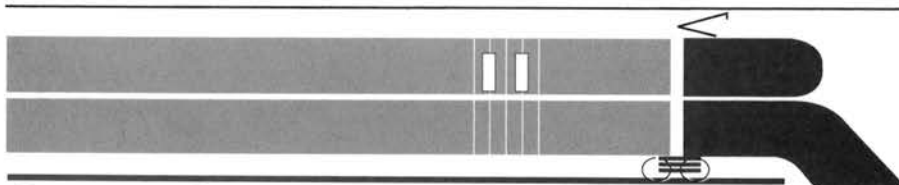
RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Metropolitan Light Rail Transit Joint Powers Board for 1997:

Rafael Ortega (member)
Tony Bennett (alternate)

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	—	—	—
Dino Guerin	—	—	—
Susan M. Haigh	—	—	—
Rafael E. Ortega	—	—	—
Victoria Reinhardt	—	—	—
Jan Wiessner	—	—	—

By: _____
Tony Bennett , Secretary



Ramsey County Regional Railroad Authority

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

Agenda

Ramsey County Regional Railroad Authority

Tuesday, February 4, 1997

Immediately following the 10:00 AM County Board meeting

220 Court House, Large Conference Room

- * 1. Minutes of RCRRA meeting of October 15, 1996.
 - * 2. Minutes of RCRRA meeting of December 17, 1996.
 - * 3. Minutes of RCRRA meeting of January 7, 1997.
 - * 4. Ratify quarterly report of payments for July 1 through September 30, 1996.
 - * 5. Authorization for staff to prepare and Chair of the Railroad Authority to execute a contract with Lunieski and Associates for appraisal of right of way from Beam Avenue to Bald Eagle Junction for a cost not to exceed \$6,000.
 - 6. Discussion of regional transit and economic development issues.
-
- * Action is requested



Office of the County Manager

Terry Schutten, County Manager

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

Tel: 612-266-8000
Fax: 612-266-8039

MEMORANDUM

TO: Commissioner Sue Haigh
Commissioner Tony Bennett
Commissioner Dino Guerin
Commissioner Rafael Ortega
Commissioner Victoria Reinhardt
Commissioner Jan Wiessner
Terry Schutten

FROM: Terry Lindeke *Terry*
Nick Riley *Nick*

DATE: February 4, 1997

SUBJECT: Legislative Update #4

RAMSEY COUNTY'S LEGISLATIVE INITIATIVES

Attached is a final version, as of February 3, 1997, of the legislative initiatives of the Ramsey County Board. This material is now being used in meetings with members of the Ramsey County Legislative Delegation and other legislators to explain the County Board's proposals. By the end of last week, all pieces of legislation that needed drafting, contained within this package of proposals, was in process. We anticipate these matters will be ready for Delegation members to review within the next two weeks.

A Delegation meeting will be scheduled when all pieces of legislation have been drafted.

WELFARE REFORM

Hearings for Minnesota's response to federal welfare reform continued this past week and are intensifying each week. Ramsey County staff testified at two separate hearings, one on child care and the other on legal immigrants. On Wednesday, February 5, at 12:30 p.m., Commissioners Haigh and Ortega are scheduled to testify before the House Transportation and Transit Subcommittee on transit needs for Ramsey County.

Staff from Ramsey County's Human Services Department continue to meet with key legislators to keep them apprised of the County's position on welfare reform. As it now stands, there is a group of six House members and six Senators meeting three to four times per week to work out the differences in the three major welfare reform bills. It is the goal of this group to have legislation on the Governor's desk by the last week in March.

None of the members of this committee are part of the Ramsey County Legislative Delegation, but we are meeting with many of them to express our needs. The next couple of weeks will be critical since this legislation is on such a fast track.

TRANSIT AND TRANSPORTATION

Discussions at the Capitol on transit and transportation have begun to focus on the needs of the metropolitan area. Several legislators, including Alice Hausman and Jean Wagenius, are making the argument that metropolitan area legislators will not support gas-tax increases without a compensatory allocation of funds for transit in the metropolitan area.

In conversations with Representative Hausman, we understand she has been working with Representative Lieder around some options for transit and transportation. We expect to hear more about these ideas, and be involved in discussions about them, over the next week to 10 days. Some of these matters will be discussed during the Regional Rail meeting scheduled for today.

SOIL AND WATER CONSERVATION DISTRICTS

Tom Petersen, district manager for the Ramsey Soil and Water Conservation District, contacted us on February 3rd to inform us that the District was working with Senator Chuck Wiger to modify Ramsey County's supervisor elections. The District board supports electing the five supervisors from within their respective nomination districts, as opposed to the current process of a County-wide ballot. This bill, Senate File 35, will be heard in the Senate Election Laws Committee on February 5, 1997, at noon.

Tom informed us about this legislation and asked whether or not the County Board wishes to take a position and/or testify on it. A copy of his material is attached to this memo.

BROWNFIELDS

Three separate bills have been introduced to earmark more funding for the clean-up and redevelopment of polluted land. Ramsey County Legislators are taking a lead role to get this legislation passed. Hearings should start in the next two weeks on these bills.

Senator Randy Kelly, Senator Sandy Pappas, Representative Betty McCollum, and Representative Sherry Broecker have been strong proponents of this legislation, and they are tying the need for its passage to job creation and welfare reform. On Monday, Senator Kelly initiated a well-attended meeting with Senate leadership to gain their support.

COMMITTEE DEADLINES

Bill deadlines for this legislative session are as follows:

3/26/97	First policy bill
4/09/97	Second policy bill
4/18/97	Third committee deadline for finance bills

LEGISLATOR MEETINGS

The County's legislative team has now met with 26 of the 28 members of the Ramsey County Legislative Delegation. The last two meetings have been rescheduled -- Senator Steve Novak for February 10, 4:00 p.m., and Representative Satveer Chadhaury for February 20, 10:30 a.m.

cam

Attachments

cc: Dennis Greeley
Commissioner Assistants
Legislative Team
Management Team
Department Heads

**1997
Legislative Initiatives
for
Ramsey County**



February 3, 1997

1997 LEGISLATIVE INITIATIVES FOR RAMSEY COUNTY

WELFARE REFORM

- MINNESOTA FAMILY INVESTMENT PROGRAM (statewide)
Adopt a statewide family cash assistance program that has the Minnesota Family Investment Program's (MFIP) anti-poverty principle as primary components. Establish the lifetime benefit limit for family cash assistance at 5 years. Maintain at a minimum 100% of previous year's State's spending for the maintenance-of-effort (MOE) requirement to receive full federal block grant funding. Allow family cash assistance and food stamps for convicted drug felons who have or are participating in treatment and are working on a self-sufficiency plan.
- CHILD CARE (statewide) Increase the funds available for child care, standardize rules and reserve a percentage of the funds for public assistance recipients.
- ACCESS TO AFFORDABLE HEALTH CARE (statewide)
Continue the funding of transitional Medical Assistance for families who leave public assistance due to employment. Expand current access to MinnesotaCare for Minnesota families with low incomes.
- TRANSIT SERVICES (statewide) Support the Metropolitan Council's efforts to obtain increased state funds for improved transit services for access to jobs.
- JOB PREPARATION (statewide) Support welfare-to-work proposals, such as MFIP, which include and fund job search services, basic education and training coupled with a pervasive employment message.
- ENSURE WORK (statewide) Continue the analysis of the following strategies: 1) Creation of new entry level jobs through incentives to hire and incentives to open new or expanded businesses; 2) development of incentives and subsidies to make low paid jobs livable and to provide work for those not able to work competitively; 3) creation of a transitional jobs program, if needed, which will provide participants with opportunities for

training and work; and 4) creation of an unpaid community work experience program as a last resort option.

- SAFETY NET (statewide) Establish clear criteria for whether a caretaker is able to work and provide support for individuals who are unable to work.
- REFUGEES AND LEGAL IMMIGRANTS (statewide) Minnesota should elect to maintain Medical Assistance and cash assistance to legal immigrants. Expand availability of opportunities to achieve citizenship. Create an emergency transition fund for those who lose SSI and Food Stamp benefits.
- UNIFORM ELIGIBILITY CRITERIA AND BENEFITS (statewide) Adopt uniform eligibility criteria and benefit levels across Minnesota.
- NO COST-SHIFTING (statewide) Provide adequate funding for the public assistance program to avoid cost-shifting to counties.
- PROTECTING POOR ADULTS (statewide) Poor adults access to General Assistance (GA), Minnesota Supplemental Assistance (MSA), and GAMC should be maintained. MSA should be amended to allow assistance to legal non-citizens. Transitional assistance should be provided to legal non-citizens who lose eligibility for federal programs.

HUMAN SERVICES

- CITIZENSHIP (statewide) The State of Minnesota allocate \$3 million (for the biennium) for the establishment of a statewide Citizenship Promotion Program.
- ALTERNATIVE CARE WAIVER RATES (Ramsey Co.) Approval to negotiate up to the State rate to pay for homemaker services for residents eligible for the Alternative Care (AC) and Elderly Waiver (EW).
- LONG TERM CARE (Ramsey Co. with statewide implications) Allow families to be financially compensated for caring for related senior family members, for whom care must be purchased.
- LONG TERM CARE (Ramsey Co. with statewide implications) Allow for needs based qualification of eligible consumers, rather than utilize age as the only criteria.

- PRE-ADMISSION SCREENING (Ramsey Co.) Allow Ramsey County to purchase Case Management Services in the Alternative Care (AC) and Elderly Waiver (EW) programs as we currently can in the Community Alternatives for Disabled Individuals, Traumatic Brain Injury, and Developmental Disabilities waiver programs.
- CONSOLIDATED CHEMICAL DEPENDENCY TREATMENT FUND AND LOCAL MAINTENANCE OF EFFORT (Ramsey Co. with statewide implications) Change the Maintenance of Effort (MOE) for the Consolidated Chemical Dependency Treatment Fund (CCDTF) by either eliminating the requirement or changing the way in which it is based .
- JOBS PLUS This is a national demonstration project for which Mount Airy, a public housing development site in St. Paul, is one of ten finalists (for 6 sites). Ramsey County's Human Services Department would be a principal partner in determining the "saturation level" of employment services for residents of Mt. Airy, a public housing site in St. Paul. Legislation is needed to allow for Ramsey County to provide specialized services (work incentives) for this demonstration project.

TRANSIT/TRANSPORTATION

- DEDICATED TRANSIT FUNDING (metro wide) A funding source must be found that will replace the current transit funding which comes from property taxes. A dedicated source of funding is necessary for a comprehensive metropolitan transit system which encompasses light rail transit, buses and other transit services.
- STATE AID BONDS FOR MAINTENANCE FACILITIES (Ramsey Co.) Allow Ramsey County to use State Aid Bonds to build or remodel the facilities necessary to maintain the county state aid highways in the county.
- REMOVE NOISE STANDARD FOR CITIES AND COUNTIES (metro wide) Remove the state noise standard for construction projects on city streets and county roads within a metropolitan area.

- CSHA FORMULA CHANGE (statewide) Change the County State Aid Highway (CSAH) formula to better reflect the needs of the metro area.

REGIONAL GROWTH OPTIONS

- LAND USE FRAMEWORK (statewide) To better control the current and projected sprawl in the metropolitan area, a state-wide land use framework needs to be instituted.

PARKS AND RECREATION

- REGIONAL PARK FUNDING (metro wide) Support Metropolitan Council's proposed level of \$4.6 million per year funding for maintenance and operation of metro regional parks.
- REGIONAL PARK SYSTEM ACQUISITION (metro wide) A balance of \$8.1 million is needed to fully fund metro area parks for system acquisition, redevelopment and development. Support the base state funding of \$3.5 million and Metropolitan Council's match, but seek other funding such as state bonds to fully fund the regional park system.

POLLUTED LANDS

- BROWNFIELDS (statewide) Support efforts by Met Council, the Minnesota Department of Trade and Economic Development (DTED) and others to get adequate funding for the clean-up and redevelopment of polluted lands.

PROPERTY TAX PROPOSALS

- MERGERS AND LEVYS (statewide) Change current statutes to require that only one governmental unit needs to include the estimated tax levy (for a proposed merger) in their certified proposed tax levy.

- CLASS RATE COMPRESSION (statewide) Class rate reform must not shift more of the property tax burden onto homeowners, weaken the tax base for local governments, or result in arbitrary cuts in county revenues.
- SCHOOL FINANCE REFORM (statewide) The reliance on property taxes for funding schools should be reduced. Increases in state funding for schools should be targeted for districts with a high proportion of children with special needs, and school funding formulas should be fully funded to reflect the actual costs of public education.
- HOMESTEAD AND AGRICULTURAL CREDIT AID (HACA) (statewide) Oppose reductions in county HACA or transfers of county HACA to other county programs, unless the transfer of money a) preserves adequate county board flexibility in the use of the state money; b) provides the same or higher level of total state funding for programs controlled by county boards, c) requires no additional county levies or additional spending for new programs; d) maintains property tax relief as the primary purpose of the state funding; and e) any changes should be needs based.
- LOCAL GOVERNMENT SALES TAX (statewide) Eliminate the current state sales tax imposed on local units of government.
- JOINT PROPERTY TAX ADVISORY COMMITTEE (Ramsey Co.) Re-authorizing legislation is needed if this committee is to continue past December 31, 1997. The committee is made up of elected officials from the City of St. Paul, St. Paul Schools and Ramsey County.

PUBLIC SAFETY/CRIMINAL JUSTICE

- WORKLOAD/CASELOAD REDUCTION FUNDING (statewide) Support the Minnesota Department of Corrections request for more funding for Workload/Caseload reduction (an increase over the past year by \$15 million state-wide).
- COMMUNITY CORRECTIONS ACT (CCA) SUBSIDY FUNDING (Ramsey Co.) A \$2 million increase for FY 1998 and a \$3 million increase is needed for 1999 is needed in Ramsey County. The distribution of this money should be needs based.

- FUNDING FOR YSBs (Ramsey Co.) Prevention Diversion Funding for Youth Service Bureaus (YSB's) needs to be increased. Currently, Ramsey County has four YSB's that are experiencing a demand of more than 125% since 1990.
- DIVERSION FUNDING (Ramsey Co.) Additional state funding for diversion and after-care for youth programs.

HEALTH CARE

- COMMUNITY HEALTH SERVICES (statewide) Support a state wide increase of \$6 million in the Community Health Services subsidy. Currently, 75% of all spending in this area comes from local revenue sources.
- PUBLIC HEALTH NURSING (Ramsey Co.) Ramsey County currently is Home Care Licensed as well as being Medicare certified. Since we do not provide Medicare services, we would like a change in statute to allow us to remove this extra layer of cost and regulation that is no longer needed.

SOLID WASTE

- FLOW CONTROL (statewide) Support for state and federal legislation reinforcing designation authority and other waste assurance tools.
- SOLID WASTE MANAGEMENT COORDINATING BOARD (Metro) Support positions of the SWMCB particularly those pertaining to the Select Committee on Recycling and Environment (SCORE) sales tax. This includes a permanent moratorium on under/overpayment, that the sales tax apply only to charges paid to haulers, and that all SCORE revenues be used for solid waste purposes.

PREVENTION

- WILDER/COMMUNITY SCHOOLS PROPOSAL: Support the joint proposal of the St. Paul School District and Wilder Foundation for the operation of extended day and year programs that will be provided by community partners to allow families to

access services directly from the school. State funds for capital improvements and additional sites will also be requested.

- AFTER SCHOOL ENRICHMENT (statewide) Support continued funding for the after-school enrichment grants for agencies and community organizations to provide after-school recreational and instructional support programs for middle school students in distressed neighborhoods.

ECONOMIC DEVELOPMENT

- BROWNFIELDS REDEVELOPMENT (statewide) Initiate efforts to secure substantial state funding to facilitate the redevelopment of polluted land sites after they have been cleaned to state and federal standards. In most cases, funding for the cleanup effort of polluted land is not adequate to address acquisition, preparation and legal costs associated with the redevelopment of that land.
- CITY OF ST. PAUL (Ramsey Co.) Support efforts of the City of St. Paul regarding economic development, including redevelopment of the riverfront, the downtown area and neighborhoods.

PERSONNEL ACT

- CERTIFICATION OF ELIGIBLES (Ramsey Co.) The Ramsey County Board should be delegated the authority to set the number of eligibles to be certified for vacancies.
- PROMOTIONAL EXAMS (Ramsey Co.) During the term of the Joint Powers Agreement between the City of St. Paul and Ramsey County to combine their Health Departments, classified employees of both departments will be considered as employees of Ramsey County for the purposes of promotional and open competitive exams.

Rev. 2/3/97

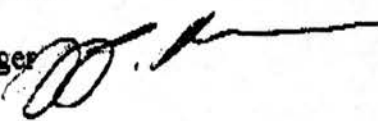
Ramsey Soil and Water Conservation District



2015 Rice Street
Roseville, MN 55113
Fax 612/488-3478
Telephone 612/488-1476

February 3, 1997

To: Ms. Terry Lindeke,
Ramsey County Managers Office

From: Tom Petersen, District Manager 

Subject: Senate File 35

At its January 21, 1997 regular meeting, the Ramsey SWCD Board voted to support Senator Wiger's bill, as introduced on 1/13/97, to modify Ramsey SWCD Supervisor elections (see attached resolution). The District Board supports electing the five district supervisors from within their respective nomination districts as opposed to the current process of a county-wide ballot.

Senator Wiger's office has informed me that the Senate Election Laws Committee will hear his bill on Wednesday, February 5, 1997 at 12:00 noon. The hearing will take place in room 112 of the State Capitol.

cc. Senator Chuck Wiger

Resolution

Board of Supervisors

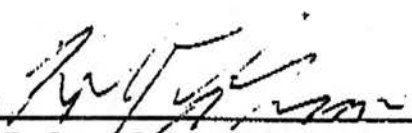
RAMSEY SOIL AND WATER CONSERVATION DISTRICT

Presented by Joseph Fox Date 1-21-97 No. 97-01-06

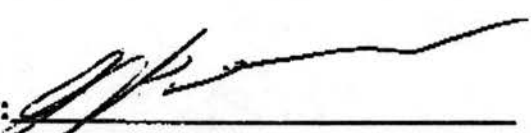
Attention:

=====

Resolved the Board support Senate File #35 and authorize Tom Petersen to testify at the Senate hearing in support of the bill.

By: 

Robert Johnson, Chair

By: 

Tom Petersen, District Manager

DRAFT DRAFT DRAFT DRAFT

Directions from Regional Railroad Authority meeting of
February 4, 1997

1. There is \$7.74 million in federal funds, an 80/20 match, earmarked for the Central Corridor. The Central Corridor is approximately 11 miles in length, with slightly more than half of it located in Ramsey County. The Federal Transit Administration could reappropriate a portion of those funds if a project for their use does not move forward by September 30, 1997.

Ramsey County Regional Railroad Authority's position is:

That a minimum of 60% of the federal funds should be used for transit projects to enhance economic development in Ramsey County.

2. The Central Corridor connecting downtown Minneapolis, the University of Minnesota, State Capitol and downtown St. Paul has been the first priority for light rail transit. The newly revised Metropolitan Council transportation plan advocates for immediate construction of a transitway with bus technology in the Hiawatha Corridor from downtown Minneapolis to the airport. The Metropolitan Light Rail Transit Joint Powers Board in late 1996 took a position supporting immediate construction of light rail transit in the Hiawatha Corridor, followed by LRT in other corridors.

Ramsey County Regional Railroad Authority's position is:

That Metro East, in order to enhance and maintain economic vibrancy, needs to be linked from downtown St. Paul, the Civic Center, and the Science Museum, to the Mall of America, airport and downtown Minneapolis through construction of a major transit improvement in the corridor. Construction of subsequent corridors to build a system of transit should follow. Funding should be sought to meet the federal requirements to develop the Riverview corridor.

3. Ramsey County seeks to enhance the economic base of the County and the metro east area.

Ramsey County Regional Railroad Authority's position is:

- A. That funding for the Riverview corridor should be a high priority project for Ramsey County.
- B. That funding for intermodal transit projects, such as vans to get access for people from their neighborhoods to jobs, should be another priority for the County.

KD
2/4/97

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
BOARD MEETING

OCTOBER 15, 1996

The Ramsey County Regional Railroad Authority met on Tuesday, October 15, 1996, in Council Chambers.

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

MEMBER ABSENT: Commissioner Rich O'Connor

OTHERS PRESENT: Dave MacMillan, Dave Sipila, Terry
 Schutten, Jim VanHoudt, Karen Tero,
 Greg Failor, Marlen Johnson, Greg Mack,
 Terry Lindeke, Nick Riley, Lisa Lee,
 Kathryn DeSpiegelaere, and Judy Procai.

Chairman Finley called the meeting to order at 1:30 PM.

1. Minutes of the Ramsey County Regional Railroad Authority
 Board meeting of May 21, 1996

Commissioner Susan Haigh moved the following
recommendation, seconded by Commissioner Hal Norgard:

The Ramsey County Regional Railroad Authority approves
the minutes of the Board Meeting of May 21, 1996.

Ayes - 6, Nays - 0
Motion adopted.

2. Metropolitan Council Initiatives--Transportation System
 Plan and Transit Legislative Requests

Mr. Nacho Diaz reviewed the transportation policy plan of the
Metropolitan Council and the legislative proposals for
transit. The discussion focused on growth in the next 25
years and the impacts of an inadequate transportation system.
There are five ways to reduce peak traffic. See Attachment
#1.

The whys, functions, key attributes, and implementations of
transitways were discussed. See Attachment #2.

The Metropolitan Council is requesting a significantly higher amount of money than received in the previous biennium to implement three basic strategies:

1. Job accessibility
2. Increase reliability in service
3. Continue diversifying and coordinating services

Chair Finley said there are substantially more federal funds available for transit in the capital budget and asked if these funds could be used for busways or are primarily for innovative improved modes of transportation.

Mr. Diaz felt the Federal government would be flexible.

Chair Finley asked if all or any transitways could be converted easily to light rail or other improved mode of transit.

The Metropolitan Council said that the transitways would be on separated and dedicated right of way and could easily be converted to light rail.

Commissioner Wedell asked if any transitway will be available this century because there will be transportation issues for several thousand additional people in 1997, so the need for transit is imminent.

Mr. Diaz hoped that by the year 2000 there could be more than one transitway in this region. There are transitways and operational improvements that need to be implemented right away. The Metropolitan Council is asking for money now so improvements can be started July 1, 1997.

Commissioner Wedell asked if this is existing money?

Mr. Diaz said yes.

Commissioner Haigh commented it is good to see the growth options looked at as incentives for business and job seekers and commuters. She feels strongly that if money is going to be spent in the Metro area, it has to be linked to putting people on Public Assistance to work and in providing incentives for businesses. She felt \$4 million over a biennium was a small amount of money to provide incentives to get lots of people to work.

Mr. Diaz said the Job Seekers Program is an incentive to use transit and gives a fare break.

Commissioner Haigh said businesses that have made decisions about locating on the periphery of the region need to be rethinking those choices and the costs associated when they look at this.

Commissioner Ortega asked for clarification on funding transitways from existing operating funds.

Mr. Diaz clarified that these were existing funds because he does not want to go to the legislature to ask for special monies, but wants to redirect existing transportation capital monies for these projects. It is not operating funds.

Chair Finley asked why?

Mr. Diaz feels they have been trying to go to the legislature to ask for more money for many things and have not been successful.

Chair Finley feels it may be in the Metro Council's best interest to join the Welfare Reform effort. He thinks this could be a way for a real coordinated effort to increase revenue base and at the same time a great service towards Welfare Reform. It makes it easier for people to get training and a longer term job opportunity that they can access, which means having a commitment. Transit service needs to will keep improving to accommodate those types of service and cutting back on service to save money is not acceptable.

Mr. Diaz is looking forward to working with the counties to address these issues and try to get the most mileage out of the resources available.

Commissioner Thomas agreed with the Chair as long as the state is backing the check so the County will not find itself as the hub of all the people needing those services. She thought another challenge for the Metropolitan Council would be thinking in terms of a 24 hour day for transit service for those who don't have 9 to 5 jobs.

Commissioner Ortega inquired about the transitway selection process.

Mr. Diaz believes transit is obvious in several places: 94E, the Hiawatha corridor, and the connection between Downtown Minneapolis/St. Paul and the U of M. See handout on transitways (Attachment #3).

Chair Finley told Mr. Diaz he looked forward to continuing to work with Metropolitan Council. He specifically suggested that the Metro Council and County explore funding transit needs of social service clients from Human Services funding, rather than Metro Council funding.

3. Request for authorization for staff to solicit proposals and negotiate contracts for review and approval by RCRRA and to work with HCRRA to ascertain Hennepin's interest

in participating in costs for appraisals, surveys, environmental assessments, and title work relative to the sections to be abandoned in each County.

Ms. DeSpiegelaere said Ramsey County previously acquired right of way from BN from downtown St. Paul to Beam Avenue in Maplewood. There have been talks with BN about acquisition of the remainder of that portion to the north county line. BN is interested in selling, but there are various sections of right of way: MN Commercial RR operates on a portion of this, an NSP transformer is located near Kohlman Lake, and White Bear Lake has applied for and received federal funds to construct a trail on a portion of right of way in their city.

Chair Finley said initially Ramsey County wanted to purchase right of way to the north county line but was unable to because BN was not a willing seller. His feeling is to authorize staff to proceed with negotiations relating to the east-west right of way and come back to the Board for approval of a proposed contractor.

Commissioner Norgard asked if MN Commercial RR has an interest in buying the right of way.

Ms. DeSpiegelaere said BN is saying Minnesota Commercial has an interest. She thought Minnesota Commercial could be re-routed along the Soo Line portion and serve their customers that way. She said Mr. Mack, the Parks Director, has some interest in connections to trails in Hennepin County along the east-west right of way.

Commissioner Norgard moved to proceed with both lines.

Commissioner Wedell indicated that the north-south should be first priority because it is ready right now.

Ms. DeSpiegelaere indicated to BN the number one priority is the north-south right of way.

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

WHEREAS, The Ramsey County Regional Railroad Authority's Northeast Corridor alignment study recommends two alignments for light rail transit, both of which make use of Burlington Northern Railroad Company (BN) right of way north of County Road F in White Bear Lake; and

WHEREAS, The portion of the BN right of way extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority on December 27, 1992; and

WHEREAS, The BN right of way from Beam Avenue to Hugo in Washington County has not yet been abandoned;

WHEREAS, On September 26, 1995, Ramsey County Regional Railroad Authority authorized its staff to (1) scope to options for purchase of the right of way north of Beam Avenue and (2) negotiate with Burlington Northern for purchase of the right of way before abandonment occurs; and

WHEREAS, On November 28, 1995, Ramsey County Regional Railroad Authority resolved to take the lead role in negotiations with BN for acquisition of the right of way; and

WHEREAS, The Burlington Northern Railroad Company and the Santa Fe Railroad Company have merged to become the Burlington Northern Santa Fe (BNSF); and

WHEREAS, BNSF has indicated its interest in selling the right of way north of Beam Avenue; and

WHEREAS, BNSF has also indicated that its east-west line from M&D Junction to Broadway Street in Minneapolis may also be available for acquisition; and

WHEREAS, The BNSF east-west line falls within the area designated for the East-West Crosstown LRT corridor as described in the Comprehensive Light Rail Transit Plan for Ramsey County; and

WHEREAS, A portion of the BNSF east-west line is located in Hennepin County; and

WHEREAS, In order for staff to further negotiate the acquisitions of right of way from BNSF, appraisal, surveying, environmental assessment, and title search activities will need to be performed; Now, Therefore, Be It

RESOLVED, That the Director of Light Rail Transit Planning and Ramsey County Attorney are authorized to negotiate with the Burlington Northern Santa Fe Railroad for the acquisition of all or part of the BNSF east-west right of way from M&D Junction to the west County line; and Be It Further

RESOLVED, That the Director of Light Rail Transit Planning and Ramsey County Attorney are authorized to engage one or more private real estate appraisers to determine the value of all or part of the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the issuance of a request for proposals for

selection of a qualified land surveyor to perform a boundary survey and to prepare an accurate certificate of survey and legal description of all or part of the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the issuance of a request for proposals for selection of a consultant to conduct a Phase I environmental assessment of all or part of the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the issuance of a request for proposals for selection of a private title or abstract company to identify all ownership interests in all or part of the following properties, and to provide title insurance for the property upon acquisition: the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes staff of the Railroad Authority to initiate discussions with Hennepin County staff about joint funding of appraisals, surveys, environmental assessment and title work, based on the acreage of the respective units of government.

Ayes - 6; Nays - 0
Motion adopted.

4. Authorize a request for proposal for a consultant to conduct Phase II environmental assessment of the BNSF gap property between Earl and Atlantic Streets in St. Paul.

The Chair asked why a consultant was needed for this.

Ms. DeSpiegelaere said this is a portion of right of way known as the gap property and is not assigned to anyone at this time. There are two underground storage tanks on the right of way.

Commissioner Ortega asked if there is issue of title of who owns it because of the contamination.

Ms. DeSpiegelaere indicated that BN thought they owned it until the discovery of contamination.

Commissioner Susan Haigh moved the following recommendation, seconded by Commissioner Rafael Ortega:

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992; and

WHEREAS, Burlington Northern Santa Fe Railroad (BNSF) is the owner of a strip of land approximately 14 feet wide and 2,290 feet long, amounting to .74 acre, located northerly of and adjacent to the Northeast Corridor right of way easterly of Earl Street in St. Paul; and

WHEREAS, Combining this strip of land with the current Northeast Corridor right of way would widen a restricted area and alleviate possible future development problems; and

WHEREAS, Acquisition of this property now may best serve the long-range goals for which the corridor was acquired; and

WHEREAS, BNSF has indicated a willingness to sell this property to Ramsey County Regional Railroad Authority; and

WHEREAS, Based on site surveys and known past uses of the property, there is reason to question the environmental condition of the site; and

WHEREAS, It is prudent to assess the environmental condition of the property prior to conducting further negotiations; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the issuance of a request for proposals for selection of a consultant to conduct a Phase II environmental assessment of the BNSF property.

Ayes - 6; Nays - 0
Motion adopted.

5. Approve a Permit to US West Communications for the continued location of an underground wire line.

Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Susan Haigh:

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992; and

WHEREAS, The Northeast Corridor was acquired to preserve the property as a future option for a light rail transit line; and

WHEREAS, At the time of acquisition, several areas of the Northeast Corridor right of way were subject to

unauthorized encroachment; and

WHEREAS, One of the pre-existing encroachments is an underground wire line located easterly of Forest Street, St. Paul; and

WHEREAS, The encroaching party, US West Communications, Inc., has requested a permit for their continued use of this portion of the RCRRA property; and

WHEREAS, The granting of a permit for the continued use of this property will not affect the present or future development potential of the corridor for light rail transit or trail use; and

WHEREAS, The consideration for this permit will be \$240 per year, with the permit fee based on fair market value of the property being occupied, and the permit may be canceled upon 30 days written notice by RCRRA; Now, Therefore, Be It

RESOLVED, That the permit is hereby approved; and Be It Further

RESOLVED, That the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the permit on behalf of Ramsey County Regional Railroad Authority.

Ayes - 6; Nays - 0
Motion adopted.

6. Approve the Easement to Kevin G. and Darla R. Stebbins for the continued location of a portion of a garage and authorize Chair to sign the Easement.

Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Susan Haigh:

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992; and

WHEREAS, The Northeast Corridor was acquired to preserve the property as a future option for a light rail transit line; and

WHEREAS, At the time of acquisition, several areas of the Northeast Corridor right of way were subject to unauthorized encroachment by neighboring property owners; and

WHEREAS, One of the pre-existing encroachments is a portion of a garage attached to the residence at 1426 Kohlman Avenue, in Maplewood; and

WHEREAS, The encroaching parties, Kevin G. and Darla R. Stebbins, have requested the continued use of this portion of the RCRRA property; and

WHEREAS, This section of the Northeast Corridor is not needed for public use at this time; and

WHEREAS, An easement agreement has been negotiated to provide for the continued location of the encroachment onto the Northeast Corridor; and

WHEREAS, The granting of this easement will not affect the future development potential of the corridor for light rail transit or trail use; Now, Therefore, Be It

RESOLVED, That the easement is hereby approved; and Be It Further

RESOLVED, That the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the easement on behalf of Ramsey County Regional Railroad Authority.

Ayes - 6; Nays - 0
Motion adopted.

7. Ratify the Permit between RCRRA and Douglas L. Tomhave for the continued location of a fence.

Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Susan Haigh:

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992; and

WHEREAS, The Northeast Corridor was acquired to preserve the property as a future option for a light rail transit line; and

WHEREAS, At the time of acquisition, several areas of the Northeast Corridor right of way were subject to unauthorized encroachment by neighboring property owners; and

WHEREAS, One of the pre-existing encroachments is a fence adjacent to the residence at 1421 McAfee Street in St. Paul; and

WHEREAS, The encroaching party, Douglas L. Tomhave, has requested a permit for his continued use of the RCRRA property; and

WHEREAS, This section of the Northeast Corridor is not needed for public use at this time; and

WHEREAS, The granting of a permit for the continued use of this property will not affect the present or future development potential of the corridor for light rail transit or trail use; and

WHEREAS, A permit was drafted and executed by the Rail Authority and Mr. Tomhave in July, 1996, in order to resolve the encroachment issue and allow for the marketing and sale of the Tomhave property; Now, Therefore, Be It

RESOLVED, That the Permit dated May 17, 1996 between the Rail Authority and Douglas L. Tomhave is hereby ratified.

Ayes - 6; Nays - 0
Motion adopted.

8. Ratify quarterly report of payments for April 1 through June 30, 1996

Chair Finley indicated these are payments made by the Rail Authority to various departments within the County.

Commissioner Haigh asked about the lobbying effort for transit and transportation issues and some of the issues identified with the Metropolitan Council plan.

Ms. DeSpiegelaere said the lobbyist's contract expired June 30, 1996, but there is a staff lobbyist.

Commissioner Wedell informed Committee Members of installation of low wattage broadcast terminals in lieu of cellu-lars about every mile in the suburbs. He said they are trying to run parallel to the right of way and thinks this might be an issue for the Rail Authority because of the long corridor it owns.

Ms. DeSpiegelaere said she is aware of the issue.

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

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period April 1, 1996 through June 30, 1996, 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.

Ayes - 6; Nays - 0
Motion adopted.

There being no further matters to come before this Board,
Chairman Finley declared the meeting adjourned at 3:25 PM.

SOCIOECONOMIC GROWTH TWIN CITIES METROPOLITAN AREA

GROWTH IN: 1970 - 1995 1995 - 2020

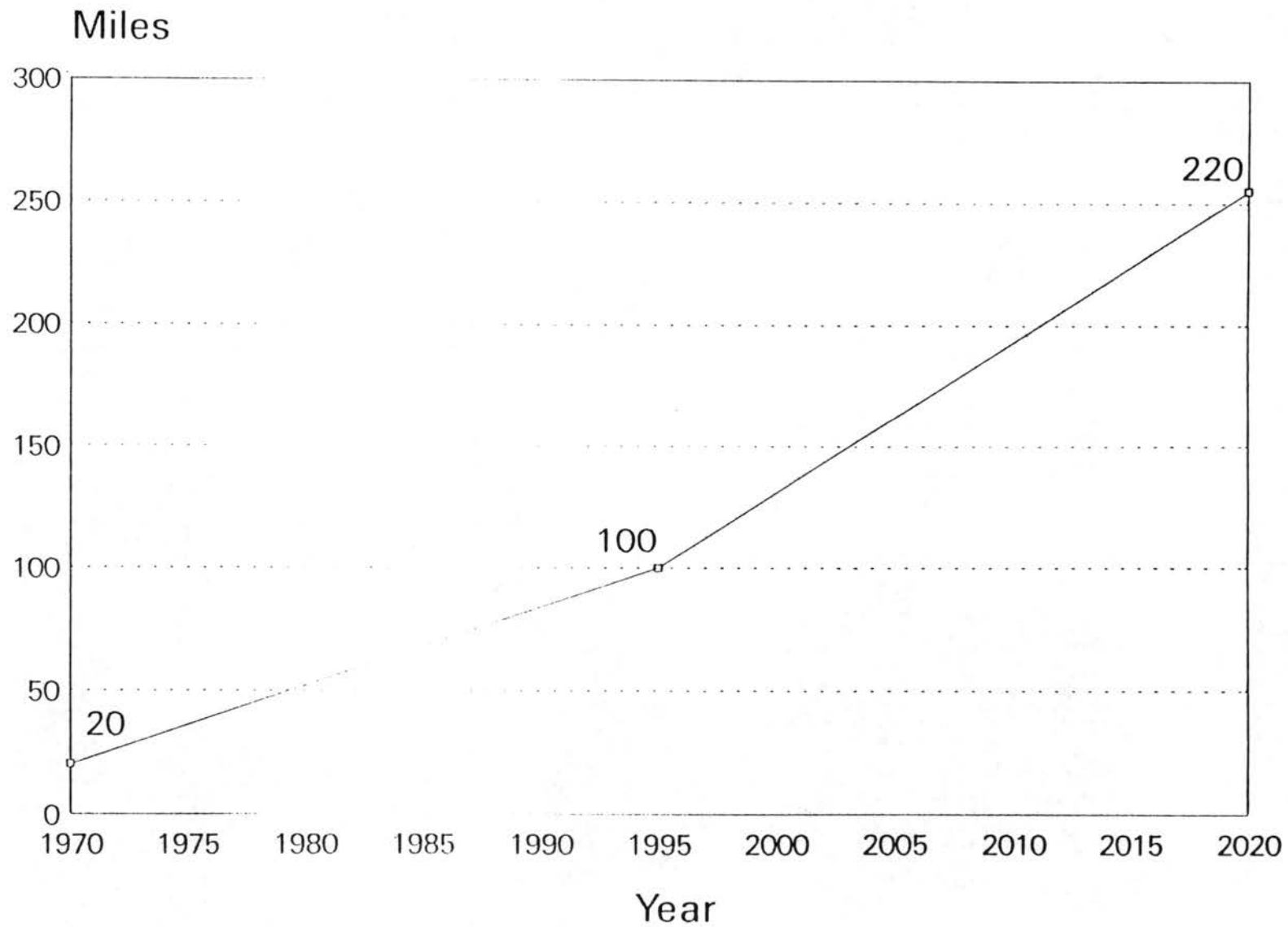
POPULATION	575,000	696,000
HOUSEHOLDS	367,000	337,000
EMPLOYMENT	640,000	401,000

HIGHWAY AND TRAFFIC CHANGES

1970 - 1995 1995 - 2020

METRO HIGHWAYS ADDED	200 MILES	25 MILES
CONGESTED HIGHWAYS	20 - 100 MILES	100-220 MILES

Congested Miles



IMPACTS OF INADEQUATE TRANSPORTATION SYSTEM

- Travel Time Increases/Delays
- Accidents
- Productivity Losses
- Employee Recruitment
- Employee Retention
- Behavioral Impacts (Stress,
Reliability, Tardiness...)

Actions to Accommodate Growing Transportation Demand

- Reduce Demand
- Increase Capacity through Management
- Increase Capacity through Removal of Bottlenecks
- Improve Transit
- Build Roadway Capacity

1 Decrease Peak Traffic by Reducing Demand:

- Increasing telecommuting opportunities
- Encouraging staggered work hours
- Promoting balance of housing/jobs
- Promoting modes other than SOV (Rideshare, matching, etc..)
- Using pricing incentives/disincentives

2 Increasing Capacity through Management:

- Better manage traffic flow through:
 - Better signal timing
 - Increased use of ramp metering and HOV bypasses
 - Fast removal of stalled vehicles and accidents
 - Enhanced traveler information systems
 - Better roadway access control

3 Increasing Capacity through Removal of Bottlenecks:

- Removal of bottlenecks caused by:
 - Freeway lane drops
 - Narrow bridges without shoulders
 - Short sections with poor geometric design

4 Improving Transit:

- Build exclusive transitways to increase speed of transit vehicles
- Enhance access to transit with capital improvements
- Restructure localized service
- Provide enhanced reverse-commute services
- Better coordinate services
- Improve security
- Apply technological advances to transit

5 Building Roadway Capacity:

- Build additional lanes and interchanges:
 - Improve minor arterial system
 - Replace signalized intersections with grade separated interchanges
 - Add shoulder bus lanes
 - Add HOV lanes
 - Add mixed use lanes

TRANSITWAYS: WHY?

- Provide a transit advantage
- Help promote higher densities along corridors
- Improve access to jobs

TRANSITWAYS: BY FUNCTION

- Major economic centers connectivity
- Urban connectivity
- Urban to suburban connectivity
- Suburban to suburban connectivity

TRANSITWAYS: KEY ATTRIBUTES

- Incremental Approach
- Design Flexibility
- Upgrading Capability
- Integration with other capital facilities

TRANSITWAYS: IMPLEMENTATION

- Strong Policy Guidance
- Strong MN/DOT Role
- Strong Local Involvement

NEW DIRECTION FOR REGIONAL TRANSIT

The 1997-2020 Regional Transit Concept

The 1997-2020 Regional Transit Concept includes two primary objectives:

1. To develop a regional network of dedicated transitways to provide a travel time advantage for transit vehicles, improve transit service reliability, and increase accessibility to jobs via transit.
2. To match the most appropriate transit services to different transit market areas.

Transitways

One of the key objectives of a transitway strategy is to facilitate development of an effective express transit route network connecting transit hubs and major economic activity centers. Dedicated transitways, where transit vehicles would not mix with other vehicular traffic, are essential in order to provide a travel time advantage over the single-occupant vehicle and to improve transit service reliability. A regional transitway network would build upon existing transit advantages (e.g., shoulder bus lanes, signal preemption,.....) and would be coordinated with other transit capacity facilities (e.g., park/ride lots, transit hubs, transit stations,....)

Transitways have been widely developed in North America in the last 20 years. Notable examples include exclusive busways (e.g., Ottawa and Pittsburgh) and light rail transit (LRT) lines (e.g., San Diego, Sacramento, Portland, St. Louis, Pittsburgh, Buffalo, Denver, San Jose,....). In addition, many high occupancy vehicle (HOV) lanes (e.g., Houston, Seattle, Santa Clara County, Washington D.C., Boston, Sacramento,....) which accommodate both transit and ridesharing vehicles have been built.

In the Twin Cities, the best examples are the University of Minnesota Transitway, connecting the Minneapolis and St. Paul campuses, and the Nicollet Mall. Other simpler design, such as shoulder bus lanes, are also being used to provide a dedicated right-of-way and a travel time advantage for buses. Finally, the region has also built HOV lanes on I-394 and I-35W.

For many years, LRT has been a major part of the transportation debate in the Twin Cities Metropolitan Area with strong leadership from the county regional railroad authorities in cooperation with the Council, Mn/DOT and affected cities. Several LRT proposals have been included in previous regional transportation plans. The I-35W and the Central Corridors were identified as the two corridors with the best potential for LRT in the region and other corridors were identified as potential LRT lines as well. After many years of debate and study, however, it has become evident that the funds to implement LRT are not available and might not be for many years.

The focus should be on creating the exclusive transit corridors as expeditiously as possible, with the choice of technology and vehicle secondary. For this reason, the Council supports an incremental approach to transitway implementation. The initial applications will begin with bus technology, but this does not preclude different types of technology in the future (e.g., LRT, commuter rail,....) either as an evolution of an existing transitway or as an entirely new initiative. Those applications of technologies other than buses would be predicated on their cost-effectiveness and the availability of adequate funding for implementation.

Transitway Investment Priority

The Council identifies four categories of regional transportation system investments in priority order:

preservation, management, replacement/enhancement and expansion. Transitways are consistent with the key concept of management, which is to provide a travel time incentive to encourage people to share rides. Therefore, the Council will give transitways the same high investment priority as system management projects, second only to projects aimed at preserving the existing system.

Transitway Facility Identification/Project Development

The Council expects the facility identification and project development to be a cooperative process involving local units of government, Mn/DOT, transit operators and the Council, to be jointly defined in more detail once this transitway policy is officially adopted. Transitway implementation will be primarily funded from existing transportation funding sources.

Key criteria for the identification of potential transitways within transportation corridors are:

- Development/redevelopment opportunities
- Potential for revitalization of the region's core
- Local involvement and commitment
- Congestion levels
- Transit service levels/service structure
- Employment and housing concentrations
- Right-of-way availability

A lot of good transportation corridor planning has been carried out in this region over the past 20 years. This information should be fully utilized in the identification and development of transitways.

Three corridors are currently under consideration for potential transit improvements: Hiawatha Avenue between downtown Minneapolis, MSP International Airport and the Mall of America; the Northeast Corridor between downtown Minneapolis and the Northtown Transit Hub; and the Central Corridor between downtown Minneapolis and downtown St. Paul. In addition, the 1997-2000 Transportation Improvement Program (TIP) includes a funding commitment to extend the interim HOV lanes on I-35W north of I-494.

The socioeconomic development of a transitway along the Hiawatha Avenue Corridor should be pursued immediately because T.H. 55 is currently being reconstructed by Mn/DOT. Transitway construction in conjunction with the highway project would offer unique opportunities for efficiencies and minimizing impacts. The right-of-way for a separate transitway has been already preserved for the majority of the corridor. The characteristics of the corridor would contribute to its success as a transitway. The corridor connects three of the largest economic centers in the region: downtown Minneapolis, MSP International, and the Mall of America. Economic redevelopment opportunities exist along the corridor. The region has recently made the decision, endorsed by the legislature, to maintain MSP International Airport at its current location.

The Council and Mn/DOT, in cooperation with the City of Minneapolis, Hennepin County, the Metropolitan Airports Commission, and the City of Bloomington, should develop a plan for implementation of the Hiawatha Transitway to be included in the 1997-2000 Transportation Improvement Program.

In addition, the Council and Mn/DOT, working with the affected local units of government as discussed in Policy 5, should also pursue other transitway type of improvements not only in the Northeast, Central and I-35W Corridors previously mentioned, but also throughout the entire system as opportunities arise and funds become available. Specific recommendations should also be developed for inclusion in the Transportation Improvement Program.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
BOARD MEETING

DECEMBER 17, 1996

The Ramsey County Regional Railroad Authority met on Tuesday, December 17, 1996, in Council Chambers.

MEMBERS PRESENT: Chairman John T. Finley
 Commissioner Susan M. Haigh
 Commissioner Hal Norgard
 Commissioner Rich O'Connor
 Commissioner Rafael Ortega
 Commissioner Dick Wedell

MEMBER ABSENT: Commissioner Brenda Thomas

OTHERS PRESENT: Dave MacMillan, Terry Schutten, Jim
 VanHoudt, Karen Tero, Marlen Johnson,
 Steven Kuhn, Harry McPeak, Mary Lou
 Egan, Denise Beigbeder, Joe Barrett,
 Kathryn DeSpiegelaere, and Judy Procai.

Chairman Finley called the meeting to order at 9:10 AM.

1. Approve the proposed 1997 budget for the Ramsey County Regional Railroad Authority in the amount of \$326,864.

Chairman Finley announced that this would be the last meeting for several committee members on the Regional Rail Authority. He said the current Commissioners support LRT and the entire transit system throughout the area. He believes the LRT issue is going to be long-term because of urban growth and Welfare Reform issues and feels Ramsey County should remain a player in the metropolitan development. The Chair said the staff and the issues will remain the same during the transition but that Kathy DeSpiegelaere, who handles the planning function for the Regional Rail Authority, is premier and most knowledgeable in the transit area. He said Ms. DeSpiegelaere has always been aided on the financial side by Marlen Johnson and Jim Van Houdt, and he thanked them for their budget presentations throughout the years and in making sure everything was handled properly.

Commissioner Hal Norgard stated the roads are crowded and the speeds are high. He talked about the importance of preserving the line from Beam Avenue to the north county line and in dealing with various government agencies and the railroad.

Chair Finley concurred this gap to the north county line, which will be under public ownership, is important for the County to acquire even if it remains a park trail. He believes it is the County's best interest that funds be available for acquisition.

Chair Finley indicated the funds in this budget are from balances of previous years with no tax levy. The Chair asked if there were any questions on the budget itself.

Commissioner Dick Wedell commented that there is clearly a transit issue in Ramsey County. He heard a presentation by Neal Pierce that LRT was on the agenda five years ago and that other communities have been successful while the Twin Cities is still talking about it. He said this region is not ready to make a commitment.

Chair Finley said the federal government is dedicated to the improvement of the transit systems as evidenced by an 8% increase in the capital funds made available to the local units of government throughout the country. He said money at the federal and state levels have been appropriated to the Twin Cities area, but that the Governor had not released the local share. He said next year the money at the federal level may be reappropriated.

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

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, wishes 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 Metropolitan Council and other county regional railroad authorities; Now Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby approves the 1997 budget as follows:

1997 Approved Budget	\$326,864
Less estimated revenue	\$326,864
Tax levy	0

And Be It Further

RESOLVED, That appropriations of \$2,147,670 or the remaining balance from 1996 for cost center 59112, to fund acquisition of additional right of way in the Northeast Corridor from Beam Avenue to the North County Line, be continued into 1997.

Ayes - 6; Nays - 0
Motion adopted.

There being no further matters to come before this Board, Chairman Finley declared the meeting adjourned at 9:30 AM.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
BOARD MEETING

JANUARY 7, 1997

The Ramsey County Regional Railroad Authority met on Tuesday, January 7, 1997, in Council Chambers.

MEMBERS PRESENT: Commissioner Tony Bennett
Commissioner Dino Guerin
Commissioner Susan M. Haigh
Commissioner Rafael E. Ortega
Commissioner Victoria Reinhardt
Commissioner Jan Wiessner

OTHERS PRESENT: Dave MacMillan, Terry Schutten, Jim VanHoudt, Karen Tero, and Kathryn DeSpiegelaere.

Commissioner Rafael Ortega called the meeting to order at 3:21 PM.

1. Appointment of officers to the Ramsey County Regional Railroad Authority and to the Metropolitan Light Rail Transit Joint Powers Board for 1997.

Commissioner Susan Haigh moved the following recommendation, seconded by Commissioner Dino Guerin:

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 1997:

Rafael Ortega, Chair
Susan Haigh, Vice Chair
Tony Bennett, Secretary
Victoria Reinhardt, 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 1997:

Rafael Ortega (member)
Tony Bennett (alternate)

Ayes - 6; Nays - 0
Motion adopted.

There being no further matters to come before this Board, Chairman Finley declared the meeting adjourned at 3:23 PM.

4

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Haspel
Authorized Signature

1/29/97
Date

Board Action Requested

Ratify quarterly report of payments for
July 1 through September 30, 1996.

ACTION IS REQUESTED

Request Justification

- See attached:
- 1) Proposed resolution
 - 2) Memorandum from J. Van Houdt dated October 31, 1996.
 - 3) Budget condition report as of September 30, 1996.
 - 4) Detail disbursement report for July through September, 1996.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

February 4, 1997

Board Date

Judy M. Proctor
Signature

1/30/97

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: February 4, 1997 No: R97-02

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period July 1, 1996 through September 30, 1996, 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
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Tony Bennett	—	—	—
Dino Guerin	—	—	—
Susan M. Haigh	—	—	—
Rafael E. Ortega	—	—	—
Victoria Reinhardt	—	—	—
Jan Wiessner	—	—	—

Rafael E. Ortega, Chairman

By: _____
Tony Bennett, 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

MEMORANDUM

TO: Terry Schutten, County Manager
FROM: *JVH* James Van Houdt, Director-Budgeting & Accounting
DATE: October 31, 1996
SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payment: July-September, 1996

Ramsey County Regional Railroad Authority Resolution of October 5, 1987, authorized the Budgeting & 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 \$38,712.13

I am attaching a report of Detail Disbursements made from the Regional Railroad Authority budget for the period July through September 30, 1996, and a copy of the Budget Condition Report as of September 30, 1996.

JVH:MH:dmh
Attachments

cc: K. DeSpiegelaere, Director
Ramsey County Regional Railroad Authority Planning

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							
	CONSULTING SERVICES							
020102	61,000.00	0.00	0.00	61,000.00	61,000.00	0.00	0.00	
--								
	STATE AUDITOR							
020122	3,502.00	2,003.25	0.00	1,498.75	1,498.75	0.00	0.00	57.20
--								
	LEGISLATIVE REPRESENTATIVE							
020154	25,000.00	20,000.00	0.00	5,000.00	5,000.00	0.00	0.00	80.00
--								
	COUNTY ATTORNEY SERVICES							
020174	13,787.00	1,390.20	0.00	12,396.80	12,396.80	0.00	0.00	10.08
--								
	BUDGETING AND ACCOUNTING SERVICES							
020179	8,000.00	0.00	0.00	8,000.00	8,000.00	0.00	0.00	
--								
	DATA PROCESSING SERVICES-MTCE							
020185	7,106.00	3,130.75	0.00	3,975.25	3,975.25	0.00	0.00	44.06
--								
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	183,807.00	78,001.39	0.00	105,805.61	105,805.61	0.00	0.00	42.44
--								
	POSTAGE							
020202	3,000.00	497.10	0.00	2,502.90	2,502.90	0.00	0.00	16.57
--								
	TELEPHONE LONG DISTANCE CHARGES							
020207	380.00	17.67	0.00	362.33	362.33	0.00	0.00	4.65
--								
	TELEPHONE-LOCAL SERVICE							
020208	2,100.00	1,297.50	0.00	802.50	802.50	0.00	0.00	61.79
--								
	TELEPHONE-EQUIPMENT RENTAL							
020209	200.00	94.26	0.00	105.74	105.74	0.00	0.00	47.13
--								
	TRANSPORTATION ALLOWANCE							
020301	500.00	0.00	0.00	500.00	500.00	0.00	0.00	
--								
	MESSENGER SERVICE							
020305	850.00	147.50	0.00	702.50	702.50	0.00	0.00	17.35
--								
	PRINTING & STATIONERY							
020501	12,000.00	1,190.03	0.00	10,809.97	10,809.97	0.00	0.00	9.92
--								

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 *				
020611	LIABILITY & PROPERTY DAMAGE 850.00	709.00	0.00	141.00	141.00	0.00	0.00	83.41
020803	EQUIPMENT & MACHINERY REPAIRS 2,000.00	102.00	0.00	1,898.00	1,898.00	0.00	0.00	5.10
020906	BUILDINGS & OFFICE SPACE 12,883.00	9,508.50	0.00	3,374.50	3,374.50	0.00	0.00	73.81
020909	PARKING SPACE 500.00	324.00	0.00	176.00	176.00	0.00	0.00	64.80
021101	BOOKS, PERIODICALS, SUBSCRIPTIONS 500.00	136.08	0.00	363.92	363.92	0.00	0.00	27.22
021134	TUITION 1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
021192	INTEREST 0.00	1.61	0.00	1.61CR	1.61CR	0.00	0.00	
021401	MEMBERSHIP & DUES 500.00	222.00	0.00	278.00	278.00	0.00	0.00	44.40
021403	CONFERENCE & SEMINAR EXPENSES 6,000.00	140.00	0.00	5,860.00	5,860.00	0.00	0.00	2.33
021407	OTHER TRAVEL 10,000.00	0.00	0.00	10,000.00	10,000.00	0.00	0.00	
021409	CED MEETING EXPENSES ACCOUNT 3,000.00	530.57	0.00	2,469.43	2,469.43	0.00	0.00	17.69
022213	TRANSIT JOINT POWERS 16,453.00	0.00	0.00	16,453.00	16,453.00	0.00	0.00	
TOTL 02	374,918.00	119,443.41	0.00	255,474.59	255,474.59	0.00	0.00	31.86
030101	OFFICE SUPPLIES 2,700.00	848.96	0.00	1,851.04	1,851.04	0.00	0.00	31.44

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APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT YTD	EXPD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								
	COMPUTER OPERATING SUPPLIES								
030201	1,000.00	100.27	0.00	899.73	899.73	0.00	0.00	10.03	
TOTL 03	3,700.00	949.23	0.00	2,750.77	2,750.77	0.00	0.00	25.65	
CURR ORG-TOT	378,618.00	120,392.64	0.00	258,225.36	258,225.36	0.00	0.00	31.80	

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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 YTD	EXPD
R95 59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								

000000	61,243.18	51,898.97	0.00	9,344.21	9,344.21	0.00	0.00	84.74	
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ORG-TOT	439,861.18	172,291.61	0.00	267,569.57	267,569.57	0.00	0.00	39.17	
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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	CONSULTING SERVICES							
--	75,637.68	0.00	0.00	75,637.68	75,637.68	0.00	0.00	
020174	COUNTY ATTORNEY SERVICES							
--	4,278.06	0.00	0.00	4,278.06	4,278.06	0.00	0.00	
020176	COUNTY MANAGER-SERVICES							
--	1,134.14	0.00	0.00	1,134.14	1,134.14	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES							
--	1,202.17	0.00	0.00	1,202.17	1,202.17	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE							
--	78.92	0.00	0.00	78.92	78.92	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES							
--	17,223.70	0.00	0.00	17,223.70	17,223.70	0.00	0.00	
020194	PUBLIC INFORMATION SERVICES							
--	1,051.68	0.00	0.00	1,051.68	1,051.68	0.00	0.00	
020202	POSTAGE							
--	10.98	0.00	0.00	10.98	10.98	0.00	0.00	
020305	MESSENGER SERVICE							
--	49.05	0.00	0.00	49.05	49.05	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES							
--	179.90	0.00	0.00	179.90	179.90	0.00	0.00	
020501	PRINTING & STATIONERY							
--	12.11	0.00	0.00	12.11	12.11	0.00	0.00	
021192	INTEREST							
--	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	COMMITTEE COMPENSATION							
--	100.00	0.00	0.00	100.00	100.00	0.00	0.00	
021407	OTHER TRAVEL							
--	0.36	0.00	0.00	0.36	0.36	0.00	0.00	

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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 *				
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	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	

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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							
O20102	CONSULTING SERVICES 626,936.61	0.00	0.00	626,936.61	626,936.61	0.00	0.00	
--								
O20174	COUNTY ATTORNEY SERVICES 46,640.56	0.00	0.00	46,640.56	46,640.56	0.00	0.00	
--								
O20176	COUNTY MANAGER-SERVICES 2,728.59	0.00	0.00	2,728.59	2,728.59	0.00	0.00	
--								
O20179	BUDGETING AND ACCOUNTING SERVICES 9,806.30	0.00	0.00	9,806.30	9,806.30	0.00	0.00	
--								
O20185	DATA PROCESSING SERVICES-MTCE 494.91	0.00	0.00	494.91	494.91	0.00	0.00	
--								
O20193	COUNTY PROJECT MANAGEMENT SERVICES 122,796.15	0.00	0.00	122,796.15	122,796.15	0.00	0.00	
--								
O20202	POSTAGE 3,412.81	0.00	0.00	3,412.81	3,412.81	0.00	0.00	
--								
O20401	PUBLISHING MINUTES & NOTICES 3,976.60	0.00	0.00	3,976.60	3,976.60	0.00	0.00	
--								
O20501	PRINTING & STATIONERY 9,832.06	0.00	0.00	9,832.06	9,832.06	0.00	0.00	
--								
O21192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
--								
O21226	COMMITTEE COMPENSATION 1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
--								
O21407	OTHER TRAVEL 10,906.20	0.00	0.00	10,906.20	10,906.20	0.00	0.00	
--								
O21408	VOLUNTEER/COMMITTEE MEETING EXPENSE 915.80	0.00	0.00	915.80	915.80	0.00	0.00	
--								
TOTL O2	839,446.59	0.00	0.00	839,446.59	839,446.59	0.00	0.00	
ORG-TOT	839,446.59	0.00	0.00	839,446.59	839,446.59	0.00	0.00	

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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 YTD
59106	RIGHT-OF-WAY ACQUISITION							
020174	COUNTY ATTORNEY SERVICES							
--	151.61	0.00	0.00	151.61	151.61	0.00	0.00	
020176	COUNTY MANAGER-SERVICES							
--	1,344.24	0.00	0.00	1,344.24	1,344.24	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES							
--	163.92	0.00	0.00	163.92	163.92	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE							
--	329.96	0.00	0.00	329.96	329.96	0.00	0.00	
020192	SURVEYING SERVICE							
--	95.63	0.00	0.00	95.63	95.63	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES							
--	3,608.31	0.00	0.00	3,608.31	3,608.31	0.00	0.00	
020202	POSTAGE							
--	96.05	0.00	0.00	96.05	96.05	0.00	0.00	
021192	INTEREST							
--	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TOTL 02	5,789.72	0.00	0.00	5,789.72	5,789.72	0.00	0.00	
ORG-TOT	5,789.72	0.00	0.00	5,789.72	5,789.72	0.00	0.00	

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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	CONSULTING SERVICES 1,416.40	0.00	0.00	1,416.40	1,416.40	1,416.40	0.00	
020174	COUNTY ATTORNEY SERVICES 0.55	0.00	0.00	0.55	0.55	0.55	0.00	
020176	COUNTY MANAGER-SERVICES 66.45	0.00	0.00	66.45	66.45	66.45	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 197.97	0.00	0.00	197.97	197.97	197.97	0.00	
020185	DATA PROCESSING SERVICES-MTCE 114.58	0.00	0.00	114.58	114.58	114.58	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 263.24	0.00	0.00	263.24	263.24	263.24	0.00	
020202	POSTAGE 5.43	0.00	0.00	5.43	5.43	5.43	0.00	
020305	MESSENGER SERVICE 25.00	0.00	0.00	25.00	25.00	25.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 8.57	0.00	0.00	8.57	8.57	8.57	0.00	
020501	PRINTING & STATIONERY 81.88	0.00	0.00	81.88	81.88	81.88	0.00	
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	COMMITTEE COMPENSATION 100.00	0.00	0.00	100.00	100.00	100.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 100.00	0.00	0.00	100.00	100.00	100.00	0.00	
ORG-TOT	2,380.07	0.00	0.00	2,380.07	2,380.07	2,380.07	0.00	

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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							
020193	COUNTY PROJECT MANAGEMENT SERVICES 9,534.00	0.00	0.00	9,534.00	9,534.00	0.00	0.00	
020802	IMPROVEMENTS OTHER THAN BUILDINGS 34,891.00	0.00	0.00	34,891.00	34,891.00	0.00	0.00	
020804	GROUNDS-REPAIRS 5,000.00	0.00	0.00	5,000.00	5,000.00	0.00	0.00	
021131	ASSESSMENTS 5,000.00	3,302.22	0.00	1,697.78	1,697.78	0.00	0.00	66.04
021183	TREE TRIMMING & REMOVAL 1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CURR ORG-TOT	55,425.00	3,302.22	0.00	52,122.78	52,122.78	0.00	0.00	5.96

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APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT YTD	EXPD
R95 59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE								
000000	26,478.80	11,617.62	0.00	14,861.18	14,861.18	0.00	0.00	43.88	
ORG-TOT	81,903.80	14,919.84	0.00	66,983.96	66,983.96	0.00	0.00	18.22	

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APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT YTD
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R95 59110 CENTRAL CORRIDOR AA/DEIS

000000	19,314.32	0.00	0.00	19,314.32	19,314.32	19,314.32	0.00	
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ORG-TOT	19,314.32	0.00	0.00	19,314.32	19,314.32	19,314.32	0.00	
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APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT YTD
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R95 59111 CENTRAL CORRIDOR PRELIMINARY ENGINEERING

000000	142,100.00	0.00	0.00	142,100.00	142,100.00	142,100.00	0.00	
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ORG-TOT	142,100.00	0.00	0.00	142,100.00	142,100.00	142,100.00	0.00	
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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
59112	NE CORRIDOR BEAM TO N CD LINE							
	CONSULTING SERVICES							
020102	10,000.00	0.00	0.00	10,000.00	10,000.00	0.00	0.00	
	SURVEYING SERVICE							
020192	40,000.00	0.00	0.00	40,000.00	40,000.00	0.00	0.00	
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	47,670.00	0.00	0.00	47,670.00	47,670.00	0.00	0.00	
	GROUNDS-REPAIRS							
020804	30,000.00	0.00	0.00	30,000.00	30,000.00	0.00	0.00	
	INTEREST							
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	SIGNS & SIGN REPAIRS							
030507	20,000.00	0.00	0.00	20,000.00	20,000.00	0.00	0.00	
	LAND ACQUISITION-RIGHT OF WAY							
040103	2,000,000.00	0.00	0.00	2,000,000.00	2,000,000.00	0.00	0.00	
ORG-TOT	2,147,670.00	0.00	0.00	2,147,670.00	2,147,670.00	0.00	0.00	
ACT-TOT	3,779,424.70	187,211.45	0.00	3,592,213.25	3,592,213.25	163,794.39	0.00	4.95
5 FC	3,779,424.70	187,211.45	0.00	3,592,213.25	3,592,213.25	163,794.39	0.00	4.95
FUND CURR TOT	3,530,288.40	123,694.86	0.00	3,406,593.54	3,406,593.54	2,380.07	0.00	3.50
FUND R95 TOT	249,136.30	63,516.59	0.00	185,619.71	185,619.71	161,414.32	0.00	25.49
FUND TOTAL	3,779,424.70	187,211.45	0.00	3,592,213.25	3,592,213.25	163,794.39	0.00	4.95

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REGIONAL RAILROAD QTRLY REPORT
PERIOD JUL 1, 1996 THRU SEP 30, 1996.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
RAMSEY COUNTY REGIONAL RAILROAD AUTH								
	020122	STATE AUDITOR						
59101	020122	CA		17028	071996	00767196	889.00	MINNESOTA STATE AUDITORS
	020122						889.00	
	020154	LEGISLATIVE REPRESENTATIVE						
59101	020154	CA		15821	070596	00755085	5,000.00	LARKIN HOFFMAN
	020154						5,000.00	
	020174	COUNTY ATTORNEY SERVICES						
59101	020174	IC		54898	070596	00754544	92.68	IC TRNSF PMT 400 40601 300908 MO0611 01
		IC		54898A	070596	00754544	880.46	IC TRNSF PMT 400 40601 300908 MO0616 01
		IC		548988	070596	00754544	69.51	IC TRNSF PMT 400 40601 300908 MO0623 01
		IC		54898C	070596	00754544	231.70	IC TRNSF PMT 400 40601 300908 MO0628 01
		IC		54899	070596	00754544	119.85	IC TRNSF PMT 400 40601 300908 MO0638 01
	020174						1,390.20	
	020185	DATA PROCESSING SERVICES-MTCE						
59101	020185	IC		39946	081696	00765282	125.00	IC TRNSF PMT 574 57401 301385 C06549 01
		IC		41998	092096	00810807	159.98	IC TRNSF PMT 574 57401 301385 C06764 01
		IC		54900	070596	00754544	291.06	IC TRNSF PMT 574 57401 301385 C06539 01
		IC		55077	090696	00802142	723.41	IC TRNSF PMT 574 57401 301385 C06695 01
	020185						1,299.45	
	020193	COUNTY PROJECT MANAGEMENT SERVICES						
59101	020193	IC		39960	081696	00786282	44.85	IC TRNSF PMT 400 40301 300908 A00817 01
		IC		39960A	081696	00786282	179.40	IC TRNSF PMT 400 40301 300908 A00817 02
		IC		54901	070596	00754544	44.85	IC TRNSF PMT 400 40301 300908 A00815 01
		IC		54902	070596	00754544	6,383.81	IC TRNSF PMT 400 47101 300434 B03659 01
		IC		54902A	070596	00754544	1,783.71	IC TRNSF PMT 400 47101 300155 B03659 02
		IC		54944	071996	00767034	67.25	IC TRNSF PMT 400 40301 300908 A00816 01
		IC		54990	080296	00776575	4,354.22	IC TRNSF PMT 400 47101 300434 B03679 01
		IC		54990A	080296	00776575	1,356.33	IC TRNSF PMT 400 47101 300166 B03679 02
		IC		55078	090696	00802142	8,353.47	IC TRNSF PMT 400 47101 300434 B03750 01
		IC		55078A	090696	00802142	2,333.25	IC TRNSF PMT 400 47101 300434 B03750 02

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PERIOD JUL 1, 1996 THRU SEP 30, 1996.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME			
			020193				25,421.17				
		020202	POSTAGE								
59101	020202	IC	41992	092096	00810807		0.24	IC TRNSF PMT 521 52104	350323	W02998	01
		IC	41992A	092096	00810807		9.37	IC TRNSF PMT 521 52104	350323	W02998	02
		IC	41992B	092096	00810807		0.16	IC TRNSF PMT 521 52104	350323	W02998	03
		IC	41992C	092096	00810807		4.60	IC TRNSF PMT 521 52104	350323	W02998	04
		IC	54945	071996	00767034		0.92	IC TRNSF PMT 521 52104	350323	W02964	01
		IC	54945A	071996	00767034		23.37	IC TRNSF PMT 521 52104	350323	W02964	02
		020202					30.68				
		020207	TELEPHONE LONG DISTANCE CHARGES								
59101	020207	IC	41994	092096	00810807		1.50	IC TRNSF PMT 578 57801	301601	Y01926	02
		IC	54903A	070596	00754544		3.04	IC TRNSF PMT 578 57801	301601	Y01783	02
		IC	54946A	071996	00767034		1.06	IC TRNSF PMT 578 57801	301601	Y01817	02
		IC	55079	090696	00802142		0.69	IC TRNSF PMT 578 57801	301601	Y01856	02
		020207					6.29				
		020208	TELEPHONE-LOCAL SERVICE								
59101	020208	IC	41994A	092096	00810807		129.75	IC TRNSF PMT 578 57801	301602	Y01926	01
		IC	54903	070596	00754544		369.25	IC TRNSF PMT 578 57801	301602	Y01783	01
		IC	54946	071996	00767034		129.75	IC TRNSF PMT 578 57801	301602	Y01817	01
		IC	55079A	090696	00802142		129.75	IC TRNSF PMT 578 57801	301602	Y01856	01
		020208					778.50				
		020209	TELEPHONE-EQUIPMENT RENTAL								
59101	020209	CA	17029	071996	00767107		7.19	ST PAUL CITY OF FIN/TREAS DIV			
		020209					7.19				
		020501	PRINTING & STATIONERY								
59101	020501	CA	17030	071996	00767428		264.60	CDP IMAGING SYSTEMS			
		CA	17979	080296	00777295		31.92	DESPIEGELAERE			
		020501					316.62				
		020906	BUILDINGS & OFFICE SPACE								

KATHY

RAMSEY COUNTY
BUDGET ACCOUNTING

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REGIONAL RAILROAD QTRLY REPORT
PERIOD JUL 1, 1996 THRU SEP 30, 1996.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
	59101	020906	IC	39967	081696	00766282	948.00	IC TRNSF PMT 576 57601	360513 Y00939 01
			IC	39967A	081696	00766282	108.50	IC TRNSF PMT 576 57604	360513 Y00939 02
			IC	42000	092096	00810807	948.00	IC TRNSF PMT 576 57601	360513 Y00957 01
			IC	42000A	092096	00810807	103.50	IC TRNSF PMT 576 57604	360513 Y00957 02
			IC	54947	071996	00767034	948.00	IC TRNSF PMT 576 57601	360513 Y00920 01
			IC	54947A	071996	00767034	108.50	IC TRNSF PMT 576 57604	360513 Y00920 02
		020906		3,169.50					
		020909	PARKING SPACE						
	59101	020909	CA	15822	070596	00754588	35.00	WELSH COMPANIES	
			CA	17980	080296	00775685	35.00	WELSH COMPANIES	
			CA	20567	090696	00802557	35.00	WELSH COMPANIES	
		020909		108.00					
		021101	BOOKS, PERIODICALS, SUBSCRIPTIONS						
	59101	021101	CA	17031	071996	00767961	5.00	MINNESOTA ENVIRONMENTAL INITIT	
			CA	21997	092096	00811450	50.00	DESPIEGELAERE	KATHRYN M.
		021101		55.00					
		021401	MEMBERSHIP & DUES						
	59101	021401	CA	39964	081696	00766916	50.00	CITIZEN'S LEAGUE	
		021401		50.00					
		021403	CONFERENCE & SEMINAR EXPENSES						
	59101	021403	CA	39969	081696	00766917	20.00	UNIVERSITY OF MN - REGISTRAR	
		021403		20.00					
		030101	OFFICE SUPPLIES						
	59101	030101	CA	15823	070596	00754545	74.75	ST PAUL CITY OF FIN/TREAS DIV	
			CA	17981	080296	00777297	72.19	SILHOUETTE IMAGING CORP	
		030101		146.94					
		030201	COMPUTER OPERATING SUPPLIES						
	59101	030201	CA	39968	081696	00766913	15.51	GENERAL OFFICE PRD CO-8	

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RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
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	030201			15.51				
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RAMSEY COUNTY REGIONAL RAILROAD AUTH					36,712.13			
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R A M S E Y C O U N T Y
B U D G E T A C C O U N T I N G

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REGIONAL RAILROAD QTRLY REPORT
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RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
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FUND 591 TOTAL							38,712.13	
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RAMSEY COUNTY
BUDGET ACCOUNTING

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REGIONAL RAILROAD QTRLY REPORT
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RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
RAMSEY COUNTY REGIONAL RAILROAD AUTH								
		020122	STATE AUDITOR					
59101	020122	CA	17028	071996	00767196		889.00	MINNESOTA STATE AUDITORS
		020122					889.00	
		020154	LEGISLATIVE REPRESENTATIVE					
59101	020154	CA	15821	070596	00755085		5,000.00	LARKIN HOFFMAN
		020154					5,000.00	
		020174	COUNTY ATTORNEY SERVICES					
59101	020174	IC	54898	070596	00754544		92.68	IC TRNSF PMT 400 40601 300908 M00611 01
		IC	54898A	070596	00754544		880.46	IC TRNSF PMT 400 40601 300908 M00616 01
		IC	54898B	070596	00754544		69.51	IC TRNSF PMT 400 40601 300908 M00623 01
		IC	54898C	070596	00754544		231.70	IC TRNSF PMT 400 40601 300908 M00628 01
		IC	54899	070596	00754544		115.85	IC TRNSF PMT 400 40601 300908 M00638 01
		020174					1,390.20	
		020185	DATA PROCESSING SERVICES-MTCE					
59101	020185	IC	39946	081696	00786282		125.00	IC TRNSF PMT 574 57401 301385 C06599 01
		IC	41998	092096	00810807		159.98	IC TRNSF PMT 574 57401 301385 C06764 01
		IC	54900	070596	00754544		291.06	IC TRNSF PMT 574 57401 301385 C06539 01
		IC	55077	090696	00802142		723.41	IC TRNSF PMT 574 57401 301385 C06695 01
		020185					1,299.45	
		020193	COUNTY PROJECT MANAGEMENT SERVICES					
59101	020193	IC	39960	081696	00786282		44.85	IC TRNSF PMT 400 40301 300908 A00817 01
		IC	39960A	081696	00786282		179.40	IC TRNSF PMT 400 40301 300908 A00817 02
		IC	54901	070596	00754544		44.85	IC TRNSF PMT 400 40301 300908 A00815 01
		IC	54902	070596	00754544		6,383.81	IC TRNSF PMT 400 47101 300434 B03659 01
		IC	54902A	070596	00754544		1,783.71	IC TRNSF PMT 400 47101 300166 B03659 02
		IC	54944	071996	00767034		67.28	IC TRNSF PMT 400 40301 300908 A00816 01
		IC	54990	080296	00776575		4,854.22	IC TRNSF PMT 400 47101 300434 B03679 01
		IC	54990A	080296	00776575		1,356.33	IC TRNSF PMT 400 47101 300166 B03679 02
		IC	55078	090696	00802142		8,368.47	IC TRNSF PMT 400 47101 300434 B03750 01
		IC	55078A	090696	00802142		2,338.25	IC TRNSF PMT 400 47101 300434 B03750 02

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RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
		020193		25,421.17				
		020202	POSTAGE					
59101	020202	IC	41992	092096	00810807	0.24	IC TRNSF PMT 521 52104	350323 W02998 01
		IC	41992A	092096	00810807	9.37	IC TRNSF PMT 521 52104	350323 W02998 02
		IC	41992B	092096	00810807	0.18	IC TRNSF PMT 521 52104	350323 W02998 03
		IC	41992C	092096	00810807	4.60	IC TRNSF PMT 521 52104	350323 W02998 04
		IC	54945	071996	00767034	0.92	IC TRNSF PMT 521 52104	350323 W02964 01
		IC	54945A	071996	00767034	23.37	IC TRNSF PMT 521 52104	350323 W02964 02
		020202		38.68				
		020207	TELEPHONE LONG DISTANCE CHARGES					
59101	020207	IC	41994	092096	00810807	1.50	IC TRNSF PMT 578 57801	301601 Y01926 02
		IC	54903A	070596	00754644	3.04	IC TRNSF PMT 578 57801	301601 Y01783 02
		IC	54946A	071996	00767034	1.06	IC TRNSF PMT 578 57801	301601 Y01817 02
		IC	55079	090696	00802142	0.69	IC TRNSF PMT 578 57801	301601 Y01896 02
		020207		6.29				
		020208	TELEPHONE-LOCAL SERVICE					
59101	020208	IC	41994A	092096	00810807	129.75	IC TRNSF PMT 578 57801	301602 Y01926 01
		IC	54903	070596	00754644	389.25	IC TRNSF PMT 578 57801	301602 Y01783 01
		IC	54946	071996	00767034	129.75	IC TRNSF PMT 578 57801	301602 Y01817 01
		IC	55079A	090696	00802142	129.75	IC TRNSF PMT 578 57801	301602 Y01896 01
		020208		778.50				
		020209	TELEPHONE-EQUIPMENT RENTAL					
59101	020209	CA	17029	071996	00767107	7.19	ST PAUL CITY OF FIN/TREAS DIV	
		020209		7.19				
		020501	PRINTING & STATIONERY					
59101	020501	CA	17030	071996	00767428	284.80	CDP IMAGING SYSTEMS	
		CA	17979	080296	00777296	31.82	DESPIEGELAERE	KATHY
		020501		316.62				
		020906	BUILDINGS & OFFICE SPACE					

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RAMSEY COUNTY
BUDGET ACCOUNTING

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RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
	59101	020906	IC	39967	081696	00786282	948.00	IC TRNSF PMT 576 57601 360513 Y00939 01
			IC	39967A	081696	00786282	108.50	IC TRNSF PMT 576 57604 360513 Y00939 02
			IC	42000	092096	00810807	948.00	IC TRNSF PMT 576 57601 360513 Y00957 01
			IC	42000A	092096	00810807	108.50	IC TRNSF PMT 576 57604 360513 Y00957 02
			IC	54947	071996	00767034	948.00	IC TRNSF PMT 576 57601 360513 Y00920 01
			IC	54947A	071996	00767034	108.50	IC TRNSF PMT 576 57604 360513 Y00920 02
		020906		3,169.50				
		020909		PARKING SPACE				
	59101	020909	CA	15822	070596	00754588	36.00	WELSH COMPANIES
			CA	17980	080296	00776585	36.00	WELSH COMPANIES
			CA	20567	090696	00802657	36.00	WELSH COMPANIES
		020909		108.00				
		021101		BOOKS, PERIODICALS, SUBSCRIPTIONS				
	59101	021101	CA	17031	071996	00767961	5.00	MINNESOTA ENVIRONMENTAL INITIT
			CA	21997	092096	00811450	50.08	DESPIEGELAERE KATHRYN M.
		021101		55.08				
		021401		MEMBERSHIP & DUES				
	59101	021401	CA	39964	081696	00786916	50.00	CITIZEN'S LEAGUE
		021401		50.00				
		021403		CONFERENCE & SEMINAR EXPENSES				
	59101	021403	CA	39969	081696	00786917	20.00	UNIVERSITY OF MN - REGISTRAR
		021403		20.00				
		030101		OFFICE SUPPLIES				
	59101	030101	CA	15823	070596	00754546	74.75	ST PAUL CITY OF FIN/TREAS DIV
			CA	17981	080296	00777297	72.19	SILHOUETTE IMAGING CORP
		030101		146.94				
		030201		COMPUTER OPERATING SUPPLIES				
	59101	030201	CA	39968	081696	00786918	15.51	GENERAL OFFICE PRDD CO-8

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RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
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030201

15.51

RAMSEY COUNTY REGIONAL RAILROAD AUTH

38,712.13

RAMSEY COUNTY
BUDGET ACCOUNTING

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RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
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FUND 591 TOTAL

38,712.13

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Authorized Signature

Date

K. DeSpiegelaere

1/29/97

Board Action Requested

Authorize staff to prepare and Chair of the Railroad Authority to execute a contract with Lunieski and Associates for appraisal of right of way from Beam Avenue to Bald Eagle Junction for a cost not to exceed \$6,000.

ACTION IS REQUESTED

Request Justification

- See attached:
- 1) Proposed resolution approving adjustment.
 - 2) Memorandum from Kathryn DeSpiegelaere, dated January 28, 1997.

Budgeting and Accounting

County Attorney

Risk Management

Mark J. Hays *1/29/97*
Bill Martin

Documentation certified complete for:

February 4, 1997

Board Date

Judy M. Pocar
Signature

1/30/97

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, The Ramsey County Regional Railroad Authority adopted a resolution on October 15, 1996 that authorized staff to solicit proposals for an independent private appraiser to determine the fair market value of property owned by Burlington Northern/Santa Fe Railroad from Beam Avenue in Maplewood to Bald Eagle Junction in White Bear Lake; and

WHEREAS, The lowest responsible bid received in response to a request for proposals was from Lunieski & Associates in the amount of \$6,000; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority authorizes staff to negotiate a contract with Lunieski & Associates for a cost not to exceed \$6,000 to appraise the property; and Be It Further

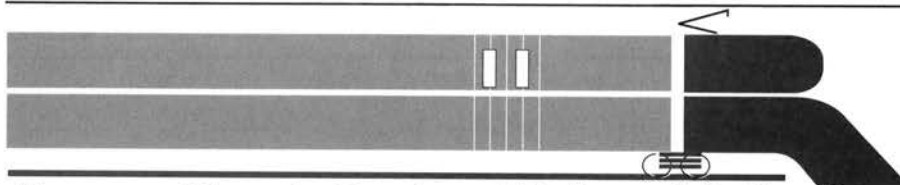
RESOLVED, That the Ramsey County Regional Railroad Authority authorizes its Chair to execute the contract.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
---	-----	-----	-------

Tony Bennett	_____	_____	_____
Dino Guerin	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Jan Wiessner	_____	_____	_____

Rafael E. Ortega, Chairman

By: _____
Tony Bennett, Secretary



Ramsey County Regional Railroad Authority

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

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

From: Kathryn DeSpiegelaere, Director *KD*

Subject: Appraisal Services
Burlington Northern/Santa Fe Railroad Right of Way

Date: January 28, 1997

On October 15, 1996, Ramsey County Regional Railroad Authority adopted a resolution authorizing staff to solicit proposals for an independent private appraisal to establish the fair market value of property that Burlington Northern Santa Fe Railroad proposes to abandon from Beam Avenue in Maplewood to Bald Eagle Junction in White Bear Lake. This property connects to right of way already owned by Ramsey County Regional Railroad Authority.

Requests for proposals were sent to five firms. Three proposals were received:

- (1) Lunieski & Associates.....\$6,000
- (2) Herman Appraisal Services, Inc.....\$9,500
- (3) Kramer, Geisler, Strand & Dayton, Inc.....\$15,000

Staff recommends that a contract be awarded to Lunieski & Associates, Edina. Staff further recommends that Commissioners authorize staff to negotiate a contract and authorize the Chair of the Railroad Authority to execute a contract for appraisal services in an amount not to exceed \$6,000 with Lunieski & Associates.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

REGIONAL RAILROAD AUTHORITY  Authorized Signature <u>1/29/97</u> Date

Board Action Requested

Discussion of transit issues.

DISCUSSION ONLY

Request Justification

See attached:

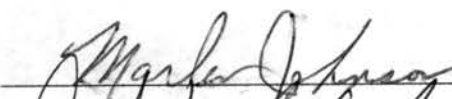
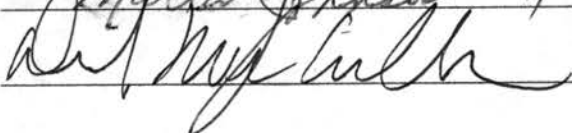
- 1) Memorandum from Kathryn DeSpiegelaere and attachments.

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Budgeting and Accounting

County Attorney

Risk Management

 1/29/97


Documentation certified complete for:

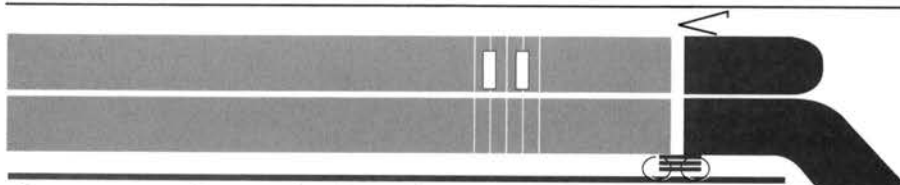
February 4, 1997

Board Date


Signature

1/30/97

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 *KD*

Subject: Transit Discussion

Date: January 27, 1997

It has been requested that the Regional Railroad Authority discuss transit issues at its meeting on February 4.

The outline for discussion will be:

1. BACKGROUND INFORMATION

Transit terminology (A)
What LRT is and is not (B)
History of LRT in this region (C)
LRT in other cities (D)
Why LRT has been considered (E)
Regional transit planning (F)
Regional LRT planning (G)
Ramsey County LRT planning and engineering (H)
Transit responsibilities (I)
Status of LRT in the region
Costs and funding considered for LRT (J)
What others are doing on transit issues, including
Metropolitan Council, counties and cities
Factors in determining where LRT is located (K)
Public opinion poll results (L)
Metropolitan Light Rail Transit Joint Powers Board members
(M)
Regional Railroad Authority right of way (N)

2. DISCUSSION

3. DIRECTION

GLOSSARY OF TRANSIT-RELATED TERM

1. Transportation -- a term that encompasses roads, bridges, planes, trains and public transit
2. Transit -- shared public ride, including buses, carpools, vanpools, light rail, heavy rail, commuter rail
3. Light rail transit -- a vehicle that operates on overhead electrical wires in tracks on predominately reserved rights of way. There is no LRT line in Minnesota. Cities with LRT include Portland, San Diego, Sacramento, San Jose, Dallas, Denver, St. Louis, Buffalo, Calgary and Edmonton. Older systems are in existence in Boston, Cleveland, New Orleans, San Francisco.
4. Busway -- reserved lanes for buses only. The busway between the St. Paul and Minneapolis campuses of the University of Minnesota is an example.
5. Transitway -- reserved lanes for transit vehicles only. A busway is one example of a transitway.
6. Commuter rail -- a rail system operating on freight tracks to serve commuters; Chicago has some commuter rail.
7. Heavy rail -- a rail system operating on its own tracks powered by an electrified third rail. San Francisco's BART, Washington's METRO, Miami, Atlanta, New York, Boston and Chicago subways are examples.
8. High occupancy vehicle lanes -- lanes reserved for vehicles carrying more than one person. I-394 is an example.
9. Personal rapid transit -- small shared ride electrically powered vehicles operating on overhead infrastructure. Dr. Ed Anderson at the University of Minnesota is the inventor of PRT. No system is currently in place, although a short demonstration system is being constructed in Rosemount, Illinois.

WHAT is LRT



LRT stands for light rail transit. It is a form of mass transit that essentially consists of three elements: a rail line, a rail vehicle, and a power source to move the rail vehicle over the rail line.

LRT draws power from overhead electrical wires. Since LRT runs on electricity, the ride is noticeably quiet. LRT also produces less pollution than motor vehicles. Traveling at maximum speeds of 55 mph, LRT is a quicker travel alternative than freeways during peak rush hours. LRT is not impeded by snow, ice or heavy rain and performs well in all types of

weather. LRT also provides a smoother and more comfortable ride than a car or a bus.

Light rail vehicles (LRVs) can operate singly or linked together in short trains. It only takes one person to drive an LRT train, which is manually done from an operator's cab at the front of each train. Passengers buy tickets from vending machines at LRT stations and platforms. And there will be no steps to climb in LRT boarding, because plans call for the LRV floors to be at the same level as the boarding platform.

LRT is a quicker travel alternative than congested freeways during peak rush hours and provides a quieter ride.



The National Transportation Research Board defines LRT as follows:

"Light rail transit is a metropolitan electric railway system characterized by its ability to operate as single cars or short trains along exclusive rights-of-way at ground level, on aerial structures, in subways, or, occasionally, in streets and to board and discharge passengers at track or car-floor level."

LRT is *not* the same as the subways found in New York City, Chicago or San Francisco's BART system. This is perhaps the most common misconception people have about LRT. These subway systems use heavy rail transit technology. Heavy rail typically features long trains, always travels along its own right-of-way, and runs on a third rail which serves as the electrical power source. Heavy rail's requirement of running on a completely exclusive right-of-way is one of the main reasons why its construction costs are about three times more than LRT.

LRT can run on preferential rights-of-way, in reserved lanes, or share roadway surfaces right alongside streets and sidewalks. The flow of cross traffic isn't significantly altered by LRT because the overhead electrical lines are safely out of the way of cars and pedestrians. Flashing signal lights, crossgates, signage and pavement markings are ways of ensuring LRT's safe operation with motorized traffic. Rail lines can also be placed in existing highway medians or abandoned, or lightly used, railroad rights-of-way. Underground tunnels or aerial structures can be built where there is congested traffic or limited rights-of-way. LRT construction is adaptable to the surrounding environment.

LRT shouldn't be compared to our old streetcars or trolleys, San Francisco's cable cars, a Manhattan subway, or even the monorail ride at the Minnesota State Zoo. LRT is in a class of its own among modern transportation technologies. As proven in more than a dozen cities across the nation, it is suited for meeting the changing transit needs of growing metropolitan areas.

Passengers buy tickets from vending machines at LRT stations and platforms.



History of LRT in the Region

- 1967: Metropolitan (Met) Council and the Metropolitan Transit Commission (MTC) conduct analysis of alternative transit technologies.
- 1975: Minnesota Legislature prohibits rail transit planning.
- 1980: Minnesota Legislature lifts prohibition of rail transit planning.
LRT is selected as preferred alternative in Hiawatha Avenue Environmental Impact Statement (EIS).
State legislation enables counties to establish regional railroad authorities.
Hennepin County establishes first regional railroad authority.
- 1981: "Light Rail Transit Feasibility Study" (Met Council, Mn/DOT and MTC).
- 1984: Minnesota Legislature creates Regional Transit Board (RTB).
- 1985: "University/Southwest Alternatives Analysis" (Met Council).
Minnesota Legislature prohibits expenditures of public funds on LRT.
- 1986: "A Study of Potential Transit Capital Investments in Twin Cities Corridors -- Long Range Transit Analysis" (Met Council).
- 1987: Minnesota Legislature removes 1985 prohibition, gives regional railroad authorities ability to conduct rail transit planning, and sets maximum levy limit for railroad authorities.
- 1988: Comprehensive LRT System Plan for HCRRA.
Light Rail Transit Planning Analysis for the Midway Corridor (RTB and Ramsey County Regional Railroad Authority (RCRRA)).
Legislature appropriates funds for railroad authorities for engineering design and construction of LRT.
- 1989: Comprehensive LRT Plan for Anoka County Regional Railroad Authority (ACRRA) and for RCRRA.
Minnesota Legislature clarifies roles of RTB, Met Council and regional railroad authorities concerning planning, implementation and financing of LRT.
- 1990: Comprehensive LRT Plan for Dakota County Regional Railroad Authority (DCRRA) and Washington County Regional Railroad Authority (WCRRA).
Preliminary Design and EIS for LRT in Hennepin County.
Preliminary Engineering and EIS for LRT in Midway Corridor (RCRRA and HCRRA).
Regional LRT Development and Financial Plan (RTB).
- 1991: Regional LRT Coordination Plan (RTB).
Preliminary Design and Final Environmental Impact Statement for Northeast Corridor (ACRRA and HCRRA).
- 1992: Metropolitan LRT Joint Powers Board formed.
Regional Transit Facilities Plan (Met Council).
I-35W Draft Environmental Impact Statement (Mn/DOT and Met Council).
HCRRA, RCRRA and Mn/DOT begin Federal Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) on Central Corridor.
- 1993: I-35W DEIS: Mn/DOT selects LRT as part of preferred alternative.
Legislature clarifies LRT Governance structure.

LRT in North America

- Cities throughout North America have recently constructed light rail transit. The list includes:

Baltimore, Maryland	Portland, Oregon
Buffalo, New York	Sacramento, California
Calgary, Alberta, Canada	St. Louis, Missouri
Dallas, Texas	San Diego, California
Denver, Colorado	San Jose, California
Edmonton, Alberta, Canada	Los Angeles, California
- Every city that has light rail transit is planning for additions.
- Many other cities are in planning or engineering phases of LRT, including: Seattle, Salt Lake City, Columbus (Ohio), Milwaukee, Kansas City, Hartford (Connecticut), Norfolk, Chicago, New York, Newark, Austin (Texas), and St. Paul-Minneapolis.

A few excerpts from cities' own publications:

Portland, Oregon

The 15 mile MAX (LRT) line is a major part of a regional strategy to balance the Portland area's transportation system, reduce air pollution and relieve traffic congestion.

MAX will be the strong backbone of eastside transit services well into the 21st century. Along the line, some \$800 million in development has occurred since the decision to build it. Another \$400 million is under construction or on the drawing boards.

The Portland area has a strong tradition of using transportation investments to meet larger community goals for clean air and a healthy economy that respects the region's famous quality of life.

San Jose, Santa Clara County, California

The development of an interconnected local and regional rail transit system has been a great asset to the community; not only has the rail system been well used but it has helped to focus growth and maintain the economic vitality of the County.

Older activity centers have become revitalized urban centers; designed for the pedestrian, served by rail transit, and containing homes, businesses and shops, these centers now distinguish the character of Santa Clara County and are critical to the County's further growth and vitality.

WHY

LRT



The current regional transit system lacks a method of rapid transit for moving high volumes of people. Over the past two decades, research conducted at all levels of government has consistently shown that LRT is a moderate cost, rapid transit technology well-suited to meet the transit needs of the Twin Cities metropolitan area. There are several major reasons why.

A three-car LRT train can easily move 500 people per trip — almost as many as seven buses filled to capacity.



Growing travel demands from a growing population

While other states are losing residents, Minnesota is gaining them. The U.S. Census Bureau reports that Minnesota, largely because of the Twin Cities area, is the only midwestern state that keeps pace with the national growth rate. That's not too surprising. The Twin Cities area frequently appears in Top Ten lists of American cities for the positive aspects of life, work and recreation available here. Some 2.3 million people live in the seven-county metropolitan area, but as the population grows, travel demands will also increase. Today's households typically have more than one car. Zero-car families are almost nonexistent. Contemporary lifestyles include multiple trips per household. That's why the regional transit system must keep pace with population growth. A three-car LRT train can easily move up to 500 people per trip. That's almost as much as seven buses at full capacity. LRT is most successful when it operates along heavily traveled routes, with less heavily traveled routes served by buses and smaller transit vehicles, which connect with or "feed" the LRT lines.

Relieves traffic congestion

Local roadway travel is increasing at average annual rates of between 2 and 4 percent according to the Metropolitan

Council. Money for freeway and highway improvements is becoming more and more scarce. In addition, communities are becoming increasingly reluctant to give up land for highway expansions. LRT can play an important part in relieving auto and bus congestion, particularly during peak rush hours. A three-car LRT train has the capability of replacing between 350 and 400 automobiles. LRT, which has the proven ability to attract riders who would normally drive to work, could eliminate some 3,600 automobiles from our freeways each hour in each direction. That translates into enough cars to fill nine miles of I-94 during a peak rush hour.

Many LRT passengers may still need their cars to get to LRT stations; however, motorists will find the convenience of "park and ride" lots and passenger drop-off points an appealing aspect of LRT system design. LRT can reduce the need for more and expensive downtown parking.

Better for the environment

LRT is more beneficial than motor vehicles for overall metropolitan area air quality. Each motor vehicle is an individual source of pollution. On the other hand, electricity for LRT is generated from power plants which are under stringent federal air quality regulations. It's much easier

LRT stations with park-and-ride lots can reduce the need for expensive downtown parking.



E-1

WHY continued



LRT can be attractively designed to enhance local surroundings, as shown before (left) and after (right) LRT was added to the business district.

enhance local surroundings, as shown before (left) and after (right) LRT was added to the business district.



and more cost-effective to clean the effluent of a large, centralized source (i.e., a power plant) than the emissions of thousands of motor vehicles on roadways throughout the metropolitan area. An enjoyable side benefit is that electricity also makes LRT's ride pleasantly quiet.

Decreases regional dependency on petroleum fuels

Our nation is heavily dependent on foreign oil imports. Fuel prices and supplies are influenced by political strife among oil-producing countries, U.S. foreign policy, and oil spills. However, LRT's use of electricity reduces the public transit system's dependency on petroleum fuels. This will help the metropolitan region and state in times of low fuel supply. The savings can translate into millions of gallons in fuel for the region each year. LRT is the most energy-efficient public transit mode when consumer gasoline prices become prohibitively high.

Strong public support

Public support is essential for the successful development and operation of LRT. According to polls conducted in 1990, a majority of people want LRT built in the seven-county metropolitan area. (For

more information on the public's strong support of LRT, see page 24.)

Accessibility

Regional LRT will be accessible for people who have limited mobility, such as senior citizens, those with small children, and persons with disabilities. The accessibility method chosen for LRT in the Twin Cities area is the "high platform loading option" where the station platform is level with the floor of each light



LRT in the Twin Cities will be accessible.

rail vehicle. This feature will eliminate the need to climb steps in order to board LRT.

All-weather reliability

During bouts with Minnesota's harsh winter weather, riding LRT is a safe and reliable transportation alternative. Unlike cars and buses, LRT isn't impeded by a sudden burst of December snow, the icy conditions of February, or slick road surfaces caused by an April rainstorm. In cities such as Boston, Calgary, and Edmonton, LRT's steel-wheels-on-rail have



As proven in other northern cities such as Boston and Calgary, LRT is safe and reliable in all weather conditions.

proven dependable all year long and in any weather condition.

A safe way to travel

LRT is reliable, provides a quality ride, and significantly decreases travel time in comparison to buses and cars during peak hours. Because it travels along preferential rights-of-way, LRT, as with all public transit, is much safer than personal automobiles.

Affordability and cost-effectiveness

LRT is a practical and cost-effective investment for Minnesota. Construction costs for an LRT line in the Twin Cities metropolitan area will average \$25 million per mile (1990 dollars); depending on the degree of construction requirements. This includes the right-of-way, guideway, rails, electrification, stations, vehicles and maintenance facilities. In comparison, I-394, the most recent metro area freeway project, averaged about \$40 million per mile, and that price does not include the vehicles — the autos and buses required — or vehicle maintenance facilities. LRT is more cost-effective than an all-bus system in moving large numbers of people because LRT is less labor intensive. One LRT driver operating a three-car train can move up to 500 passengers.

E-2

WHY *continued*

Helps focus retail, office and residential development

LRT can complement existing or planned developments. The close proximity of LRT in business districts can positively influence customer traffic. Likewise, the convenient, nearby location of an LRT station can positively affect residential real estate values. Many people think LRT is a desirable enhancement for their neighborhoods. And unlike freeways, LRT can be attractively designed to enhance local surroundings.

And there are more reasons why LRT is a transit option that is needed in the seven-

county metropolitan area. Construction is adaptable to the surrounding environment. As proven elsewhere in places like San Diego and Calgary, LRT enhances ridership on existing transit, thereby increasing the percentage of the regional transit system that pays for itself — the “farebox recovery rate.” The addition of LRT will give the metropolitan area a balanced transportation system that offers people choices. Also, in the event of a national emergency such as a war, oil embargo or economic depression, LRT provides very large reserve capacity for handling sharp increases in ridership, should the need arise.

LRT can help focus retail, office and residential development.



BENEFITS *of LRT*

- Reduces freeway congestion to more manageable levels
- Reduces air pollution by running on electricity, helps conserve petroleum fuels, and moves large numbers of people with high energy efficiency
- Runs reliably in all types of weather
- Reduces our dependence on foreign petroleum resources
- Provides a smooth, safe and excellent quality ride
- Carries more people with a single operator than buses, reducing operating costs
- Reduces travel time between destinations
- Higher farebox recovery than other public transit options, requiring less public operating subsidy per passenger
- Provides easy and convenient access for persons with disabilities, seniors, and those with small children via high platform loading option (no steps)
- Improves suburb-to-suburb bus service by integrating the bus system and LRT and providing additional services through feeder buses
- Operates quietly.
- Costs less per mile and is significantly less disruptive to neighborhoods than equivalent increases in highway construction
- As an alternative to automobiles, reduces wear on freeways, thereby reducing demands for freeway construction and maintenance in the metro area
- Facilitates business development by directing and stimulating consumer traffic

draft F-1
approved

Transportation

Development Guide\Policy Plan

December 16, 1996

traffic, lessening levels of roadway congestion on major streets and highways. And in turn, increased use of transit will reduce the need for added roadway capacity.

An Attractive Alternative to the Single Occupant Auto

As traffic congestion builds, alternative travel modes will become more attractive. Multi occupant vehicles will be more advantageous in travel speed, cost, and convenience over the single-occupant automobile. Transit is already an attractive travel alternative for many people, a mode of choice for those who do not want to rely solely on an automobile. As the region provides more transit choices and availability of transit in particular neighborhoods, people may choose a lifestyle where owning a car is optional.

A Necessity in Many Peoples' Lives

Transit provides for basic travel needs for many people. It serves people who are dependent upon transit as their sole or primary means of transportation. Transit-dependent people must rely on various forms of transit because an automobile is not available, or because of age-related, economic or physical or mental limitations. If transit was not available, many people would be severely affected economically and socially by a lack of basic mobility to a variety of activities.

Sustaining the Region's Environment and Economy

Good regional transit adds to a high quality of life. Transit preserves and enhances community and neighborhood livability and access to activity centers. Transit conserves energy resources, pollutes less, and produces fewer negative impacts on the environment than solo driving. Finally, good regional transit helps maintain regional mobility in the event of energy shortages and ensures a healthy urban economy despite high dependence on foreign energy resources.

NEW DIRECTION FOR REGIONAL TRANSIT

The new direction for regional transit includes two key objectives:

1. Develop a regional network of dedicated transitways to provide a travel time advantage for transit vehicles, improve transit service reliability, and increase accessibility to jobs via transit.
2. Match the most appropriate transit services to different transit market areas.

★ Transitways

One of the key objectives of a transitway strategy is to facilitate development of an effective express transit route network connecting transit hubs with major economic activity centers. Dedicated transitways, where transit vehicles would not mix with other vehicular traffic, are essential in order to provide a travel time advantage over the single-occupant vehicle and to

Transitway Facility Identification/Project Development

The Council expects the facility identification and project development to be a cooperative process involving local units of government, Mn/DOT, transit operators and the Council, to be jointly defined in more detail once the transitway policy is officially adopted. Transitway implementation will be funded primarily from existing transportation funding sources.

Key criteria to identify of potential transitways within transportation corridors are:

- Development/redevelopment opportunities
- Potential for revitalization of the region's core
- Local involvement and commitment
- Congestion levels
- Transit service levels and structure
- Employment and housing concentrations
- Right-of-way availability

Good transportation corridor planning has taken place over the past 20 years. This information should be used to identify and develop transitways.

Three corridors are currently under consideration for potential transit improvements: Hiawatha Avenue between downtown Minneapolis, MSP International Airport and the Mall of America; the Northeast Corridor between downtown Minneapolis and the Northtown Transit Hub; and the Central Corridor between downtown Minneapolis and downtown St. Paul. In addition, the 1997-2000 Transportation Improvement Program (TIP) includes a funding commitment to extend the interim HOV lanes on I-35W north of I-494.

Transitway development along the Hiawatha Avenue Corridor should be pursued immediately because T.H. 55 is currently being reconstructed by Mn/DOT. Transitway construction in conjunction with the highway project would offer unique opportunities for efficiencies and minimizing impacts. The right-of-way for a separate transitway has already been preserved for the majority of the corridor. The characteristics of the corridor would contribute to its success as a transitway. The corridor connects three of the largest economic centers in the region: downtown Minneapolis, MSP International, and the Mall of America. Economic redevelopment opportunities exist along the corridor. The region has recently made the decision, endorsed by the legislature, to maintain MSP International Airport at its current location.

The Council and Mn/DOT, in cooperation with the City of Minneapolis, Hennepin County, the Metropolitan Airports Commission, and the cities of Bloomington and Richfield should develop a plan for implementation of the Hiawatha Transitway to be included in the 1997-2000 Transportation Improvement Program.

improve transit service reliability. A regional transitway network would build upon existing transit advantages (e.g., shoulder bus lanes, signal preemption) and would be coordinated with other transit support facilities (e.g., park/ride lots, transit hubs, transit stations).

Transitways have been widely developed in North America in the last 20 years. Notable examples include exclusive busways (e.g., Ottawa and Pittsburgh) and light rail transit (LRT) lines (e.g., San Diego, Sacramento, Portland, St. Louis, Pittsburgh, Buffalo, Denver, San Jose). In addition, many high occupancy vehicle (HOV) lanes have been built (e.g., Houston, Seattle, Santa Clara County, Washington D.C., Boston, Sacramento) which accommodate both transit and ridesharing vehicles.

In the Twin Cities, the best examples are the University of Minnesota Transitway, connecting the Minneapolis and St. Paul campuses, and the Nicollet Mall. The region has also built HOV lanes on I-394 and I-35W. Other simpler designs, such as shoulder bus lanes, are also being used to provide a dedicated right-of-way and a travel time advantage for buses.

For many years, LRT has been a major part of the transportation debate in the Twin Cities Metropolitan Area with strong leadership from the county regional railroad authorities in cooperation with the Council, Mn/DOT and affected cities. Several LRT proposals have been included in previous regional transportation plans. The I-35W and the Central Corridors were identified as the two corridors with the best potential for LRT in the region and other corridors were identified as potential LRT lines as well. After many years of debate and study, however, funds to implement LRT are not available and might not be for many years.

The focus should be on creating the exclusive transit corridors as expeditiously as possible, with the choice of technology and vehicle secondary. For this reason, the Council supports an incremental approach to transitway implementation. The initial applications will begin with bus technology, but this does not preclude different technology in the future (e.g., LRT, commuter rail) either as an evolution of an existing transitway or as an entirely new initiative. Technology applications of technologies other than buses would be predicated on their cost-effectiveness and the availability of adequate funding for implementation.

Transitway Investment Priority

The Council identifies four categories of regional transportation system investments in priority order: preservation, management, replacement/enhancement and expansion. Transitways are consistent with the key concept of management, which is to provide a travel time incentive to encourage people to share rides. Therefore, the Council will give transitways the same high investment priority as system management projects, second only to projects aimed at preserving the existing system.

★ In addition, the Council and Mn/DOT, working with the affected local units of government as discussed in Policy 5, should also pursue other transitway type of improvements not only in the Northeast, Central and I-35W Corridors previously mentioned, but also throughout the entire system as opportunities arise and funds become available. Specific recommendations should also be developed for inclusion in the Transportation Improvement Program.

Transit Markets

A second objective is to better match the types and levels of transit services to different transit market throughout the region. The market area framework developed in *Transit Redesign* was used as the building block for developing the concept. In each market area shown in Map 12 Figure 10, transit will be more responsive to the particular needs of persons in those areas (see Table 4-1). (*Transit Redesign's* Transit Service Design Standards and Performance Standards provide more detail on the service characteristics and performance guidelines appropriate for different markets.)

This Transit Plan takes the market area framework one step further. Four transit service zones have been defined that will be increasingly more responsive to the markets they serve as the region grows and redevelops. Each of the zones are described below and depicted in Map 13 Figure 11.

Core Transit Zone

This area has the highest concentrations of activity, both housing and jobs., where the most frequent, most intensive levels of transit are available 18-24 hours a day. Living and working in the core transit zone will be so convenient from a transportation choice standpoint that this area will be attractive to residents, workers and businesses. Those who live and work in the zone will have the most convenient transit in the region for trips made within the zone. Service will be easily understood; transit access to multiple destinations within the zone will be obvious. More people will be persuaded to use the service for all trips (work, shopping, school, business trips) given the ease of system access, low cost, visible destinations, preferential treatment for transit and its users, and a safe, secure, high quality pedestrian environment. People will be able to live in the core transit zone without a car and use transit for all trips. The core transit zone would expand only in areas where development is intensified to a significant degree, and destinations become highly concentrated. Key improvements in the core zone include faster service (with dedicated transitways, signal preemption for buses and skip-stop operation), expanded service frequencies (15 minute frequencies for 18 hours a day) and enhanced security and pedestrian amenities within 1/4 mile of stations and stops.

Table 4-2
TRANSIT SERVICE ZONE FEATURES AND IMPROVEMENTS

TRANSIT SERVICE AREA	LAND USE PATTERN	TRANSIT SERVICE FEATURES			
		Service Options	Frequencies	Span	Spacing
Core Zone	<u>Concentrated Development Area:</u> Highest concentrations of activity and highest density housing and jobs (Transit Redesign Area I)	Regular route locals, all-day expresses, small vehicle circulators, specialized paratransit, ridesharing	5-15 minute local and circulator frequencies	18-24 hours 7 days/week	Locals spaced 1/4-1/2 mile apart
InnerUrban/ Suburban Zone	<u>Moderate Density Development Area:</u> Higher concentration of jobs, housing and activities (Transit Redesign Area II & III)	Regular route locals, all-day expresses, small vehicle circulators, specialized paratransit, ridesharing	15-30 minutes frequencies in Transit Redesign area II and 30-60 minutes frequencies in Transit Redesign area III	12-20 hours/day 7 days/week	Locals spaced 1/2-1 mile apart
Outer Suburban Zone	<u>Low Density Area:</u> Generally lower density areas with intermittent pockets of moderate density housing and employment (Transit Redesign Pockets and Area IV inside MUSA; pockets would receive highest service levels	Peak-only express, small vehicle dial-a-ride, mid-day circulators, paratransit, ridesharing	Peak period only expresses, 1-2 hour mid-day frequencies, dial-a-ride advance registration	10-14 hours/day weekdays and limited weekends	Services tied to park & rides and hubs
Rural Transit Zone	<u>Rural Densities:</u> Lowest concentrations of housing & jobs (Transit Redesign Area IV outside MUSA)	Rotating-day, dial-a-ride, volunteer driver programs, ridesharing	As needed	8-10 hours/days weekdays	Services tied to park & pool lots

TRANSIT SERVICE AREA	TRANSIT IMPROVEMENTS:										
	Improved Access to Transit					Faster Service with Preferential Treatment: Transit Advantages			Improved Safety:	Technological Advances:	
	Transit Stations	Park/Ride Lots	Park & Pool Lots	Pedestrian Amenities 1/4 mile zone around station/stops	Access improvements to transit for persons with disabilities	Dedicated Transitways (Busways, HOV lanes, Bus shoulder lanes)	HOV bypasses (meters & bottlenecks)	Bus Signal Preemption	Security Measures (including camera surveillance)	Automated schedule info at stations/hubs	Electronic Vehicle Tracking
Core Zone	X			X	X	X	X	X	X	X	X
Inner Urban/ Suburban Zone	X	X			X	X	X	X	X	X	X
Outer Suburban Zone	X	X	X		X	X	X		X	X	X
Rural Transit Zone			X								



(how often a transit vehicle would arrive), span (hours and days of operation) and spacing (distance between routes or stops). The lower portion of the matrix offers guidance on the types of access improvements (such as park-ride and stations), preferential treatment improvements (to improve speed of transit vehicles) and other types of improvements that are essential in each of the service zones.

Transit Capital Facilities



In addition to transitways, the region will make transit capital investments in:

- Bus fleet acquisition and replacement
- Public facilities (park/ride lots, transit hubs and stations,...)(how often a transit vehicle would arrive), span (hours and days of operation) and spacing (distance between routes or stops). The
- Support facilities (garages, bus turnarounds, layover facilities, signs,...)
- Computer and communications systems

Timely replacement of the fleet is essential to maintain reliable, quality service. A 12-14 year life span is assumed for 40-foot and articulated buses and 4-5 years for small buses.

Public facilities are essential for transit redesign, to provide coordination among different types of transit vehicles and among different types of transportation modes. They are also a critical complement to the development of transitways.

Transit hubs and stations will provide climate-controlled, convenient transfer opportunities between different components of the system. Large park/ride lots, primarily located on the periphery of the fully developed area (e.g., near the I-494/694 beltway) will provide an opportunity for intercepting vehicles before they reach the most congested portions of the metropolitan highway system.

Support facilities and computer/communication systems are also very important investments for smooth, reliable and coordinated operations.

Capital investment requirements for all regional transit providers is estimated to average about \$48 million per year. About half of those funds are expected to come from federal funding and the other from local sources. The sub-allocation by major project category is:

THE LONG RANGE PLAN



PRIORITY CORRIDORS

- Central Corridor** Includes two downtown distribution systems and a central operations and maintenance facility. Will provide transit service to the University of Minnesota, the State Capitol area, the Metrodome, the Westgate commercial area and the two metropolitan centers. 11 miles long. Estimated 33,700 daily riders.
- I-35W** Extends southwest of Minneapolis along or near I-35W to about 96th Street in Bloomington, 8.8 miles. Estimated 31,000 daily riders. This corridor would eventually be extended across the Mississippi River to Burnsville in Dakota County.

ADDITIONAL CORRIDORS

- Northeast Corridor** Extends north out of Minneapolis along University Avenue in Anoka County, to the Northtown Shopping Center in Blaine. 10.7 miles long. Estimated 18,300 riders.
- Northwest Corridor** Extends northwest out of Minneapolis along Highway 55 and the Burlington Northern railroad to 63rd Avenue in Brooklyn Park. 10.2 miles long. Estimated 21,900 riders.
- Hiawatha Corridor** Extends southeast out of Minneapolis to the General Services Administration building. 7.4 miles long. Estimated 17,500 riders. This corridor would eventually be extended to the Twin Cities International Airport and to the Mall of America in Bloomington.
- St. Paul South Corridor** Extends south along Highway 110 from St. Paul to Eagan in Dakota County. 6.7 miles long. Estimated 11,300 riders.

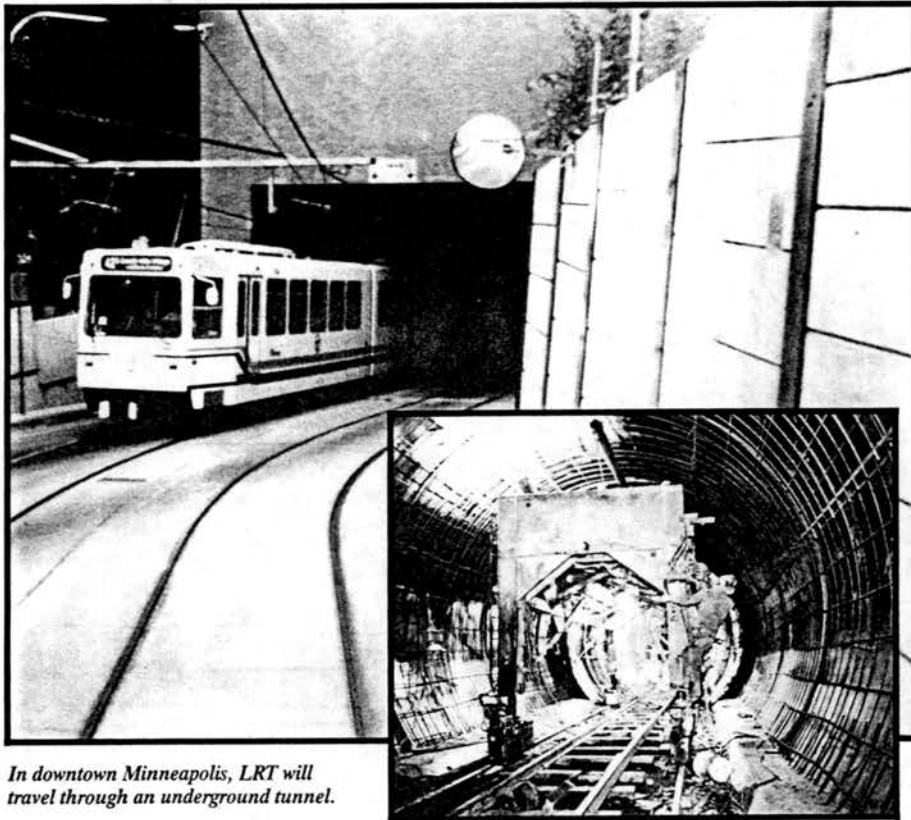
Additional corridors have been evaluated for their long-range potential.

PROPOSED

LRT routes

Planning for LRT has been underway for more than ten years. LRT lines must be conveniently located and follow routes that will serve many people. Candidate corridors were selected based on a num-

ber of criteria, such as potential ridership levels, costs per passenger, costs per mile and coordination with highway construction projects. LRT construction has been carefully planned in phases.



In downtown Minneapolis, LRT will travel through an underground tunnel.

P H A S E A

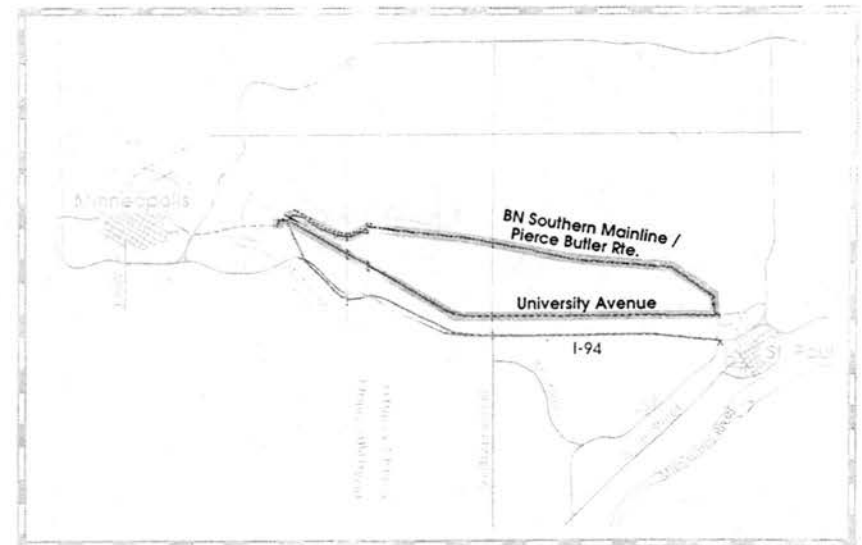
The Central Corridor

The future of LRT depends a great deal on the success of the first rail line that becomes operational. After years of research and debate among various levels of government, it was decided that the most effective location for the first LRT line will be a route linking the downtowns of Minneapolis and St. Paul. This proposed LRT line is called the *Central Corridor*.

The Central Corridor will connect the two city centers by way of the University of Minnesota campus and the State Capitol grounds. There were originally three possible alignments for the Central Corridor:

- 1) along Interstate 94 and the Soo Line Railroad;
- 2) along University Avenue; or
- 3) along the Pierce-Butler arterial streets.

In mid-November, the Ramsey County Regional Railroad Authority (RCRRA) selected the Interstate 94 and Soo Line Railroad alignment to be published in the draft Environmental Impact Statement. This alignment is still subject to public review and comment and may change as it is further evaluated. Two public forums will be held in December 1990 and two public hearings in February 1991 to solicit public input. The RCRRA will then make its final decision on the alignment and forward it to the City of St. Paul for approval. The RTB must also approve the alignment for consistency with regional LRT plans.



C-2

The Central Corridor is part of a first phase of LRT construction which includes light rail for the downtown areas and the necessary yards and shops for LRT operations and maintenance. St. Paul has selected the Cedar and 4th Street alignment as the preferred surface alignment downtown for the draft Environmental Impact Statement. Phase One also includes a 1.1-mile underground tunnel in downtown Minneapolis. This initial LRT

route is sometimes referred to as the "demonstration corridor" because it will show, or "demonstrate" the actual benefits and costs of LRT.

The current estimated cost of this first phase of LRT is approximately \$400 million (1990 dollars). Construction, which is contingent on obtaining this funding, could start in 1993 and be completed in 1997. Revenue service would begin in 1997/1998.



P H A S E B

Phase B will include an extension of the downtown Minneapolis tunnel and five additional corridors. The **Hiawatha Corridor** will eventually link Minneapolis with the Twin Cities' International Airport. Phase B calls for construction of the first leg of this route, which parallels Hiawatha Avenue and ends near the Government Services and Administration Building at Fort Snelling.

The **Minneapolis Northeast Corridor** will connect downtown Minneapolis with the Northtown Shopping Center in Anoka County. This LRT line will travel through northeast Minneapolis, Columbia Heights, Fridley, Spring Lake Park and Blaine.

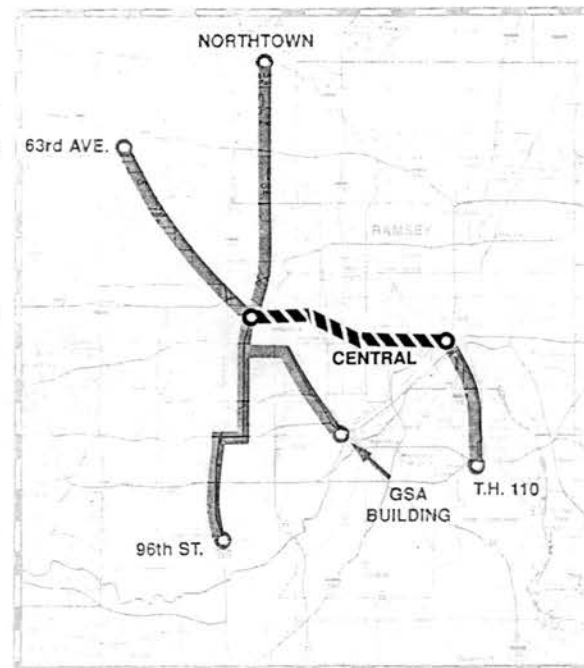
The **Minneapolis Northwest Corridor** will connect downtown Minneapolis to 63rd Avenue North in the northern suburb of Osseo. This LRT line will travel through Golden Valley, Robbinsdale,

Crystal and Brooklyn Park. Alignments that are under consideration are the median of Olson Memorial Highway and the Burlington Northern Railroad.

The **Minneapolis South Corridor** will extend south out of downtown Minneapolis. This LRT line will utilize the median of I-35W. The eventual termination point will be beyond the I-494 interchange at 96th Street in Bloomington. The route may change in Richfield, where it could parallel the Soo Line Railroad, rather than continue in the I-35W freeway median.

The **St. Paul South Corridor** will extend south out of downtown St. Paul into Dakota County running parallel with Robert Street and the Lafayette Freeway and connecting with Interstate I-494 in northern Inver Grove Heights.

The current estimated cost of Phase B is \$750 million in 1990 dollars.

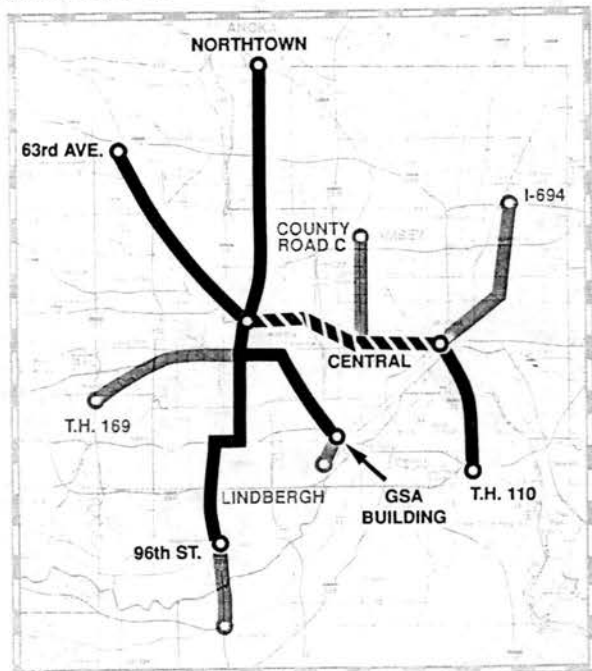


P H A S E C

Three additional LRT lines and two extensions of existing LRT routes, are featured in Phase C of construction.

The **Minneapolis Southwest Corridor** will serve passengers who travel to and from downtown Minneapolis, St. Louis Park and Hopkins. The corridor will terminate at State Highway 169. The alignment for most of this route is an abandoned rail line now owned by the Hennepin County Regional Railroad Authority.

The **St. Paul Northeast Corridor** will link downtown St. Paul with I-694 in Vadnais Heights by way of Maplewood. The Maplewood Mall will be the termination point of this LRT corridor.



The **St. Paul Northwest Corridor** will branch off from the Central Corridor at the Midway area near Snelling Avenue. It will extend north through Falcon Heights and up to County Road C in Roseville, near the Rosedale Center.

The **Hiawatha Corridor** will be extended to the main airport terminal so that a Twin Cities area airport route is complete. This LRT line may also be extended to the Mall of America in Bloomington.

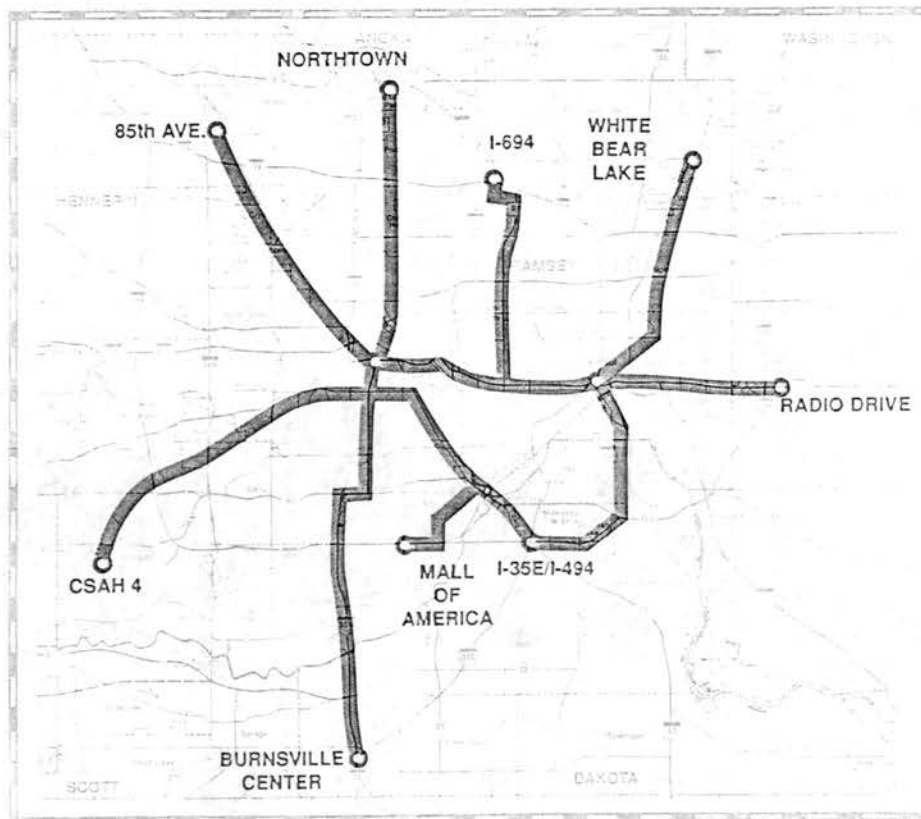
The **Minneapolis South Corridor** may also be extended south across the Minnesota River and into Burnsville. This LRT route would terminate at either Trunk Highway 13 or the Burnsville Center.

The current estimate for Phase C construction cost is \$400 million in 1990 dollars.

M A X I M U M 2 0 Y E A R P L A N

LRT planners are making preparations that go well into the 21st century. A fourth phase of construction, Phase D, calls for LRT line extensions and the possibility of additional construction beyond the year 2010. Comprehensive planning for this phase includes generalized alignment studies, right-of-way preservation work,

environmental approval, full and contingent funding plans, and approval of final construction design. And as with all proposed LRT routes, before any construction begins there must be careful consideration that LRT is successfully integrated with existing transit methods and land use planning.



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

LRT-RELATED STUDIES

Economic development potential around Central Corridor LRT stations; Metropolitan Council, Hennepin and Ramsey County Regional Railroad Authorities, Minnesota Department of Transportation, 1995

Federal Alternatives Analysis/Draft Environmental Impact Statement for the Central Corridor; Ramsey County Regional Railroad Authority, Hennepin County Regional Railroad Authority, Minnesota Department of Transportation, 1993

Phase II Preliminary engineering for the Midway Corridor, downtown St. Paul to University of Minnesota; Ramsey and Hennepin County Regional Railroad Authorities, 1993

Phase I Preliminary engineering and State Draft Environmental Impact Statement for the Midway Corridor; Ramsey and Hennepin County Regional Railroad Authorities, 1991

Northeast Corridor Alignment Study; Ramsey County Regional Railroad Authority, 1991

South Corridor Scoping Report; Ramsey and Dakota County Regional Railroad Authorities, 1991

Comprehensive Light Rail Transit Plan for Ramsey County; Ramsey County Regional Railroad Authority, 1989

Midway Corridor Alignment Study, Regional Transit Board and Ramsey County Regional Railroad Authority, 1988

Light Rail Transit Development Process

I



<u>Task</u>	<u>Responsible Agency*</u>	<u>Estimated Time to Complete**</u>	<u>Estimated Completion Date</u>
1. Set priorities for corridor implementation	Metropolitan Council	Completed	
2. Prepare Alternatives Analysis/Draft Environmental Impact Statement, preliminary design plans	Joint - Mn/DOT and affected regional railroad authorities (RRA's)	1 year	November, 1994
3. Prepare preliminary engineering plans and Final Environmental Impact Statement	Joint - Mn/DOT and affected RRA's	1 year	July, 1995
4. Prepare final design plans	Mn/DOT	1-2 years	
5. Construct LRT	Mn/DOT	3 years	1996-1999
6. Operate LRT	Metropolitan Council		



* The roles and responsibilities for LRT are prescribed in Minn. Stat. Section 473.3993 et seq. (1993).
 ** Time may vary depending on local conditions, funding and approvals.

APPROACH IN OTHER CITIES FOR FUNDING CAPITAL COSTS OF LRT:
Combination of federal, state and local funds.

PROPOSED APPROACH IN TWIN CITIES FOR LRT CAPITAL COSTS:

- Federal funding for 50 to 80 percent of total capital costs (\$474 million for surface alignment) for the Central Corridor. If a tunnel is selected for downtown Minneapolis, capital costs will total \$707 million, including \$50 million for related I-94 work. Federal funding has been received in the amount of \$5.8 million for planning and engineering work for this project and the current U.S. House bill contains an additional \$10 million for the Central Corridor.
- Local match options include:

Sales tax on gasoline	6.5% = \$180 million/year
Gas tax	1 cent = \$ 22 million/year
Sales tax on auto repair (labor)	6.5% = \$ 64 million/year
Motor vehicle excise tax	1.0% = \$ 49 million/year
Bonding	
- Examples of fiscal impact of funding Central Corridor:
 - Bonding - \$21 million per year for 20 years.
 - Gas Tax - One cent tax increase, assuming 50% federal share.

PROPOSED APPROACH FOR OPERATING COSTS:

- Currently transit costs are funded by mix of property taxes, state funds and farebox collections.
- Additional funds will be needed for improved transit service and for LRT.

FINANCING

LRT

The availability of funding is decisive in the progress of LRT. Financing LRT will require a combination of local, regional, state and federal funding. A variety of funding mechanisms are being studied.

Regional sales tax

Since LRT will be a regionwide transit service, it's appropriate that LRT is primarily financed from a regionwide funding base. A regional sales tax appears to be the most effective way to generate sufficient LRT funding. The current proposal calls for a one-cent metro-wide sales tax; half would fund LRT and other transit. The remainder would fund metro area transportation improvements such as roads in areas not included in the first phase of LRT development.

Local funding

Local or county funding will be important in building LRT. Significant funding from individual counties or local units of government further ensures the responsible use of revenues for building a cost-effective LRT system. County funding will be most timely after the first LRT route — the Central Corridor — proves successful. LRT will then be expanded throughout the seven-county region. Under the adopted *Regional LRT Development and Financial Plan*, the county regional railroad authorities are required to contribute 10 percent of the costs of an LRT corridor in the Group 'B' and 'C' categories. If federal funding is secured for an LRT corridor, then the county regional railroad authorities' 10 percent contribution would be waived. Currently, county regional railroad authorities may fund LRT through property tax levy authority up to the equivalent of 2 mils.

State funding

Transportation has traditionally been a high priority in Minnesota state spending. LRT should be no exception. LRT is a viable project for state funding, especially since over half of Minnesota's 4.4 million citizens live in the Twin Cities and surrounding suburbs. As part of the regional transit system, LRT will be an effective transportation alternative for many of the 2.3 million people who live and work here. LRT will also be important to our visitors and tourists.

Federal funding

Federal funding is currently being sought for three of the proposed LRT corridors. The goal is to obtain federal funding to pay for at least 20 percent of total construction costs for the 10-year LRT plan. (*As of November 1990, Congress earmarked a \$2 million appropriation that would fund LRT planning, environmental and preliminary engineering efforts in three Twin Cities corridors to make them eligible for federal construction funds.*)

Private funding

The RTB and counties are actively exploring private participation for LRT funding. An example of a portion of LRT construction suitable for private funding is transit stations. A commercial real estate complex, such as a shopping center or office park, could include the construction of an LRT transit station in its design.

Whatever the combination of funding, LRT will be a worthwhile investment. The metropolitan area's population is growing and the need for clean mass transit is intensifying. LRT will be a vital addition to the existing regional transit system.

K

Factors in Determining Where LRT is Located

Planning studies on light rail transit have considered light rail corridors on the basis of:

- Population density, existing and projected
- Employment density, existing and projected
- Existing transit ridership
- Major trip generators, such as downtowns, Mall of America, University of Minnesota, regional malls, major employers, airport, stadiums, convention centers, Capitol area
- Economic development impacts
- Right of way availability
- Geographic coverage
- Number of people in the corridor dependent upon transit
- Number of new riders anticipated to use the system
- Cost effectiveness

LRT PUBLIC OPINION POLLS

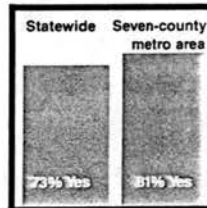
People are enthusiastic about LRT. This was proven by two public opinion polls conducted in 1990. The polls indicate that a majority of Minnesota citizens recognize that the Twin Cities area needs a way of moving more people quickly and efficiently. Results show that greater Minnesota residents share enthusiasm for LRT with metro area residents.

The Minnesota Poll *

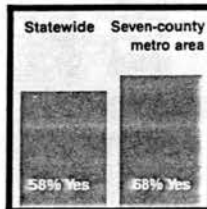
The Minnesota Poll, conducted by the Star Tribune and KSTP, surveys a representative sampling of Minnesotans for opinions on important issues. Transportation and LRT were the topics for a statewide Minnesota Poll in 1990. The results indicated there was widespread support for LRT.

The Minnesota Poll indicates that LRT is a viable transit option. Results show that people want LRT in the metropolitan region. The poll also indicates the degree of commitment people are willing to make in bringing this important transit option into Minnesota.

Question: Do you think it is a good idea for the Twin Cities to have a public light rail system?



Question: Should the state of Minnesota help pay for an LRT system in the Twin Cities metro area?



* Results are based on a Minnesota Poll conducted by telephone with 800 randomly selected adults in Minnesota Jan. 17-23, 1990. Minnesota Poll, copyright © 1990 by Star Tribune.

The RTB Poll **

The Regional Transit Board commissioned a public opinion poll with Minnesota Opinion Research, Inc. (MORI), a widely recognized and respected polling firm. Residents of the seven-county metro area were interviewed in a comprehensive survey of transit. A portion of the questions concerned LRT. Again, the results showed popular support for LRT.

Building LRT is favored more than 2-to-1 over expanding bus service.

Building LRT is favored 3-to-1 over widening existing freeways.

Building LRT is favored 7-to-1 over car pools and more bus lanes.

The majority felt LRT is the best alternative to handle the increase in metro area traffic.

The most important factors in deciding to ride LRT is how convenient LRT is to the passenger's destination, and if it allows the passenger to avoid traffic jams.

65 percent agree that LRT should go underground when possible.

Respondents believe the most important benefit of LRT is that it relieves traffic congestion; the second most important benefit is that it is environmentally sound.

** The poll was conducted by Minnesota Opinion Research, Incorporated (MORI). Telephone interviews with a random sampling of 503 adults (age 18 and older) were held in February 1990. The sample reflects demographic estimates of the metropolitan area's adult population, with adjustments for household size. Random error is valued at plus or minus 4 percent.

PHONE DIRECTORY

If you have questions on the regional planning and coordination of LRT or would like to receive more information or an LRT videotape presentation, call:

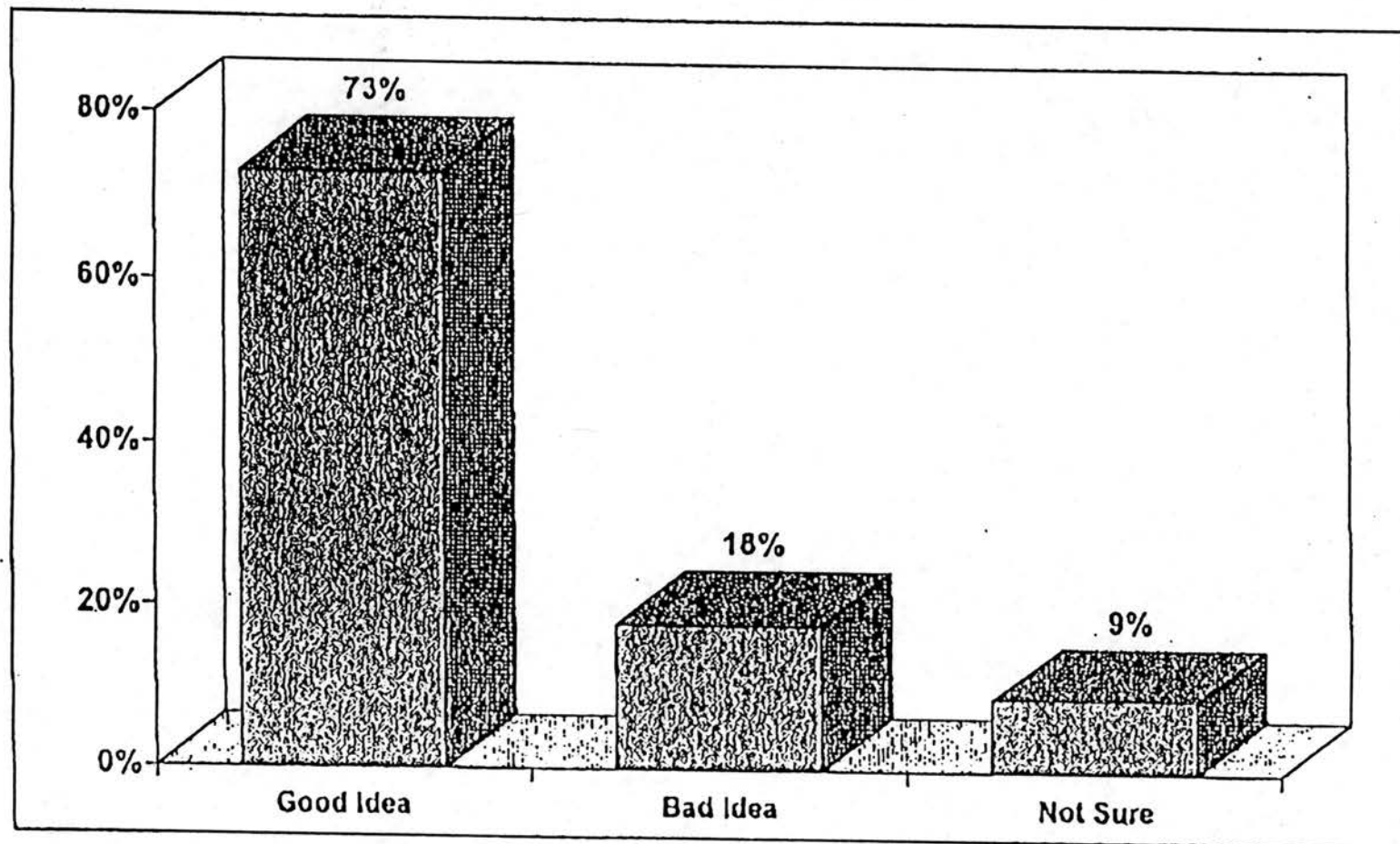
Regional Transit Board: 292-8789
TDD: 229-2715

If you have specific questions on LRT in your locality, contact your county regional railroad authority, call:

Anoka County:	421-4760 (Ext. 1171)
TDD:	784-7013
Carver County:	448-3435
Dakota County:	431-1158
Hennepin County:	348-9260
TDD:	348-6646
Ramsey County:	298-5420
Scott County:	492-2775 or 496-8105
Washington County:	439-6058
TDD:	439-3220

(1-7)

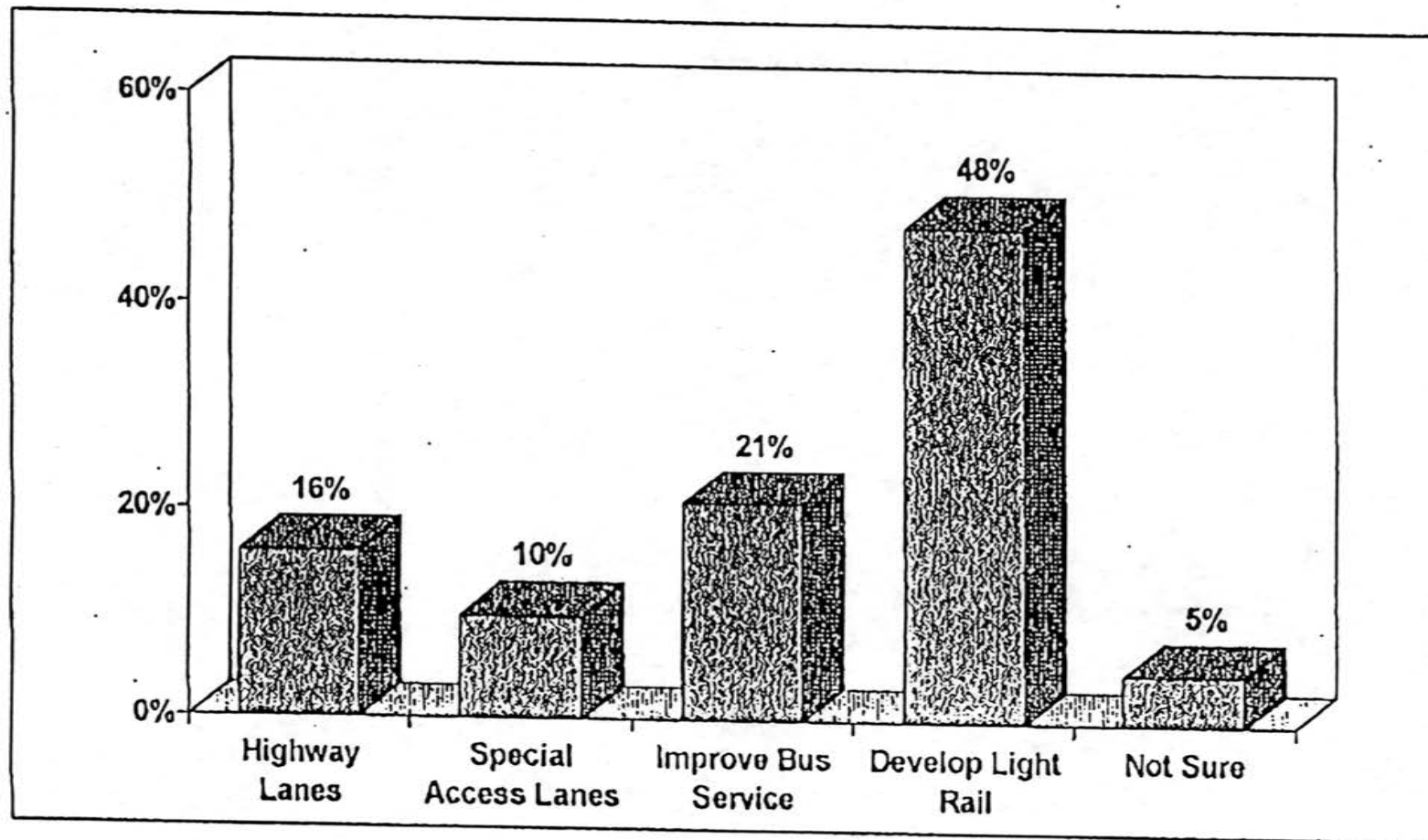
Would It Be A Good Idea Or A Bad Idea To Develop Light Rail Transit In The Metro Area



Paul H. Spear Data Analysis

Telephone survey of Minneapolis-St. Paul seven county area auto owners. Completed August, 1995. Coinfidence level is 95%.

With Limited Funding For Transportation Systems Which Should Have The Highest Spending Priority



Part III Special Data Analysis

Telephone survey of Minneapolis-St. Paul seven county area auto owners. Completed August, 1995. Confidence level is 95%.

LRT Joint Powers Board

PURPOSE

The purpose of the Board is to provide a regional perspective on the development of light rail transit (LRT). Specifically, the Board: (1) coordinates legislative and policy development among its members; (2) reviews and approves the LRT system standards; (3) approves the community involvement plans and marketing programs for LRT; (4) participates on corridor management committees related to LRT projects; and (5) advised Mn/DOT and the corridor management committees on implementation methods.

In 1994, the Board broadened its purpose to serve as a mechanism for coordination of transit issues in general.

ORGANIZATIONAL INFORMATION

The Metropolitan LRT Joint Powers Board was organized pursuant to state statute in 1991, and reorganized, following changes in statute, in 1993.

Membership consists of a member and alternate appointed by the seven metropolitan county regional railroad authorities.

The financial disbursements and budget records are managed by Hennepin County Regional Railroad Authority. Funding for the Board is provided by its members.

Staffing is provided by the member regional railroad authorities.

Metropolitan LRT Joint Powers Board Members

Commissioner Peter McLaughlin, Chair
Hennepin County Regional Railroad Authority

Commissioner Rafael Ortega, Vice Chair
Ramsey County Regional Railroad Authority

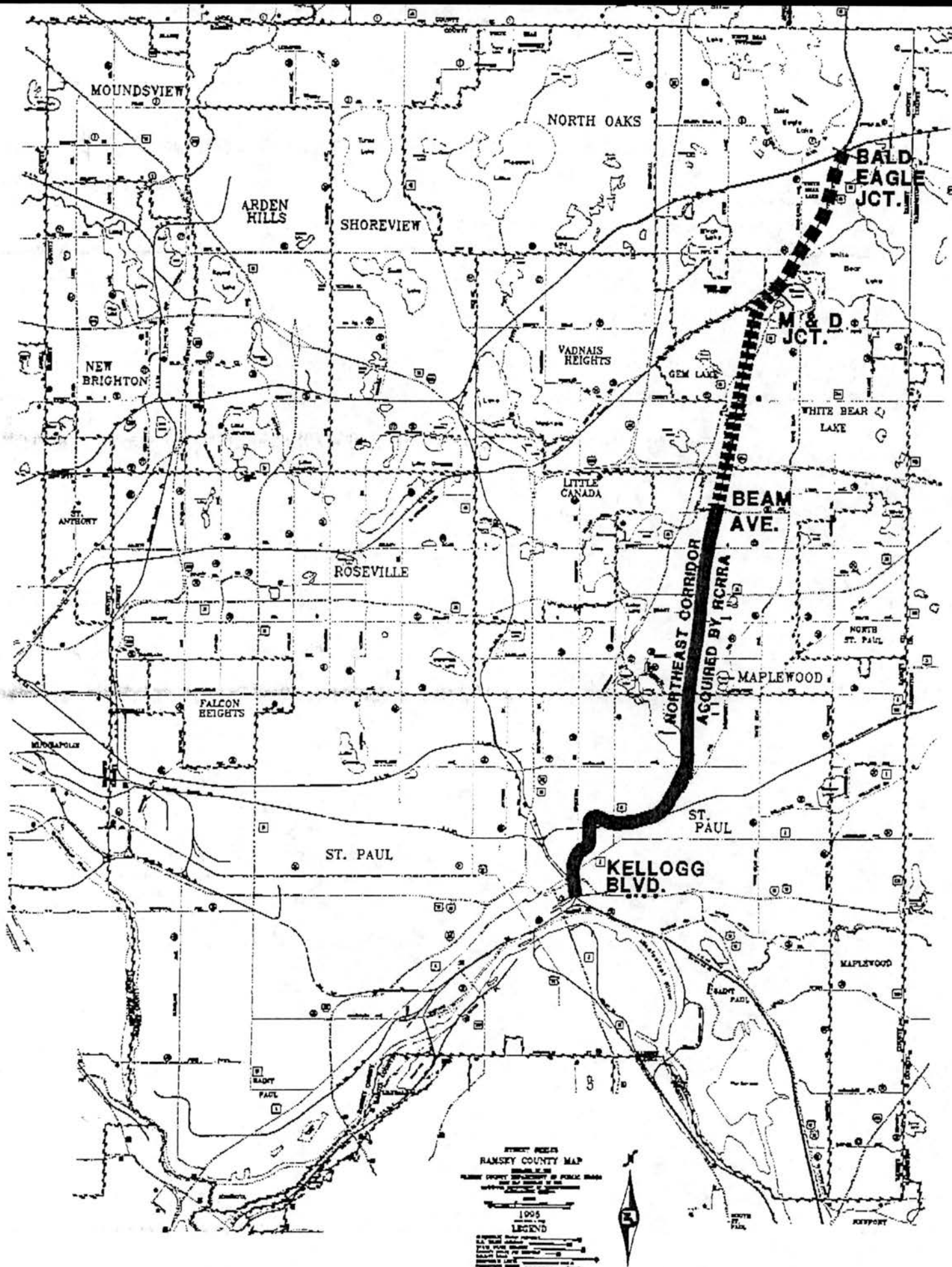
Commissioner Paul McCarron, Secretary
Anoka County Regional Railroad Authority

Commissioner John Siegfried
Carver County Regional Railroad Authority

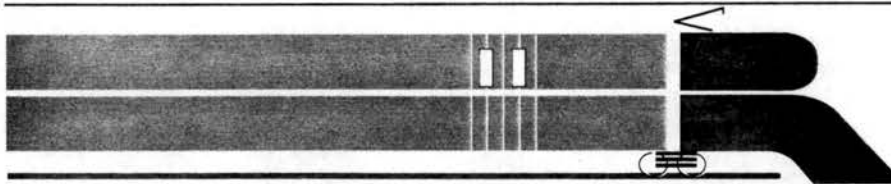
Commissioner Paul Krause
Dakota County Regional Railroad Authority

Commissioner Art Bannerman
Scott County Regional Railroad Authority

Commissioner Mary Hauser
Washington County Regional Railroad Authority



POTENTIAL RIGHT OF WAY ACQUISITION



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, February 4, 1997

Immediately following the 10:00 AM County Board meeting

220 Court House, Large Conference Room

- * 1. Minutes of RCRRA meeting of October 15, 1996.
 - * 2. Minutes of RCRRA meeting of December 17, 1996.
 - * 3. Minutes of RCRRA meeting of January 7, 1997.
 - * 4. Ratify quarterly report of payments for July 1 through September 30, 1996.
 - * 5. Authorization for staff to prepare and Chair of the Railroad Authority to execute a contract with Lunieski and Associates for appraisal of right of way from Beam Avenue to Bald Eagle Junction for a cost not to exceed \$6,000.
 - 6. Discussion of regional transit and economic development issues.
- * Action is requested



Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
BOARD MEETING

OCTOBER 15, 1996

The Ramsey County Regional Railroad Authority met on Tuesday, October 15, 1996, in Council Chambers.

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

MEMBER ABSENT: Commissioner Rich O'Connor

OTHERS PRESENT: Dave MacMillan, Dave Sipila, Terry Schutten, Jim VanHoudt, Karen Tero, Greg Failor, Marlen Johnson, Greg Mack, Terry Lindeke, Nick Riley, Lisa Lee, Kathryn DeSpiegelaere, and Judy Procai.

Chairman Finley called the meeting to order at 1:30 PM.

1. Minutes of the Ramsey County Regional Railroad Authority Board meeting of May 21, 1996

Commissioner Susan Haigh moved the following recommendation, seconded by Commissioner Hal Norgard:

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meeting of May 21, 1996.

Ayes - 6, Nays - 0
Motion adopted.

2. Metropolitan Council Initiatives--Transportation System Plan and Transit Legislative Requests

Mr. Nacho Diaz reviewed the transportation policy plan of the Metropolitan Council and the legislative proposals for transit. The discussion focused on growth in the next 25 years and the impacts of an inadequate transportation system. There are five ways to reduce peak traffic. See Attachment #1.

The whys, functions, key attributes, and implementations of transitways were discussed. See Attachment #2.

The Metropolitan Council is requesting a significantly higher amount of money than received in the previous biennium to implement three basic strategies:

1. Job accessibility
2. Increase reliability in service
3. Continue diversifying and coordinating services

Chair Finley said there are substantially more federal funds available for transit in the capital budget and asked if these funds could be used for busways or are primarily for innovative improved modes of transportation.

Mr. Diaz felt the Federal government would be flexible.

Chair Finley asked if all or any transitways could be converted easily to light rail or other improved mode of transit.

The Metropolitan Council said that the transitways would be on separated and dedicated right of way and could easily be converted to light rail.

Commissioner Wedell asked if any transitway will be available this century because there will be transportation issues for several thousand additional people in 1997, so the need for transit is imminent.

Mr. Diaz hoped that by the year 2000 there could be more than one transitway in this region. There are transitways and operational improvements that need to be implemented right away. The Metropolitan Council is asking for money now so improvements can be started July 1, 1997.

Commissioner Wedell asked if this is existing money?

Mr. Diaz said yes.

Commissioner Haigh commented it is good to see the growth options looked at as incentives for business and job seekers and commuters. She feels strongly that if money is going to be spent in the Metro area, it has to be linked to putting people on Public Assistance to work and in providing incentives for businesses. She felt \$4 million over a biennium was a small amount of money to provide incentives to get lots of people to work.

Mr. Diaz said the Job Seekers Program is an incentive to use transit and gives a fare break.

Commissioner Haigh said businesses that have made decisions about locating on the periphery of the region need to be rethinking those choices and the costs associated when they look at this.

Commissioner Ortega asked for clarification on funding transitways from existing operating funds.

Mr. Diaz clarified that these were existing funds because he does not want to go to the legislature to ask for special monies, but wants to redirect existing transportation capital monies for these projects. It is not operating funds.

Chair Finley asked why?

Mr. Diaz feels they have been trying to go to the legislature to ask for more money for many things and have not been successful.

Chair Finley feels it may be in the Metro Council's best interest to join the Welfare Reform effort. He thinks this could be a way for a real coordinated effort to increase revenue base and at the same time a great service towards Welfare Reform. It makes it easier for people to get training and a longer term job opportunity that they can access, which means having a commitment. Transit service needs to will keep improving to accommodate those types of service and cutting back on service to save money is not acceptable.

Mr. Diaz is looking forward to working with the counties to address these issues and try to get the most mileage out of the resources available.

Commissioner Thomas agreed with the Chair as long as the state is backing the check so the County will not find itself as the hub of all the people needing those services. She thought another challenge for the Metropolitan Council would be thinking in terms of a 24 hour day for transit service for those who don't have 9 to 5 jobs.

Commissioner Ortega inquired about the transitway selection process.

Mr. Diaz believes transit is obvious in several places: 94E, the Hiawatha corridor, and the connection between Downtown Minneapolis/St. Paul and the U of M. See handout on transitways (Attachment #3).

Chair Finley told Mr. Diaz he looked forward to continuing to work with Metropolitan Council. He specifically suggested that the Metro Council and County explore funding transit needs of social service clients from Human Services funding, rather than Metro Council funding.

3. Request for authorization for staff to solicit proposals and negotiate contracts for review and approval by RCRRA and to work with HCRRA to ascertain Hennepin's interest

in participating in costs for appraisals, surveys, environmental assessments, and title work relative to the sections to be abandoned in each County.

Ms. DeSpiegelaere said Ramsey County previously acquired right of way from BN from downtown St. Paul to Beam Avenue in Maplewood. There have been talks with BN about acquisition of the remainder of that portion to the north county line. BN is interested in selling, but there are various sections of right of way: MN Commercial RR operates on a portion of this, an NSP transformer is located near Kohlman Lake, and White Bear Lake has applied for and received federal funds to construct a trail on a portion of right of way in their city.

Chair Finley said initially Ramsey County wanted to purchase right of way to the north county line but was unable to because BN was not a willing seller. His feeling is to authorize staff to proceed with negotiations relating to the east-west right of way and come back to the Board for approval of a proposed contractor.

Commissioner Norgard asked if MN Commercial RR has an interest in buying the right of way.

Ms. DeSpiegelaere said BN is saying Minnesota Commercial has an interest. She thought Minnesota Commercial could be re-routed along the Soo Line portion and serve their customers that way. She said Mr. Mack, the Parks Director, has some interest in connections to trails in Hennepin County along the east-west right of way.

Commissioner Norgard moved to proceed with both lines.

Commissioner Wedell indicated that the north-south should be first priority because it is ready right now.

Ms. DeSpiegelaere indicated to BN the number one priority is the north-south right of way.

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

WHEREAS, The Ramsey County Regional Railroad Authority's Northeast Corridor alignment study recommends two alignments for light rail transit, both of which make use of Burlington Northern Railroad Company (BN) right of way north of County Road F in White Bear Lake; and

WHEREAS, The portion of the BN right of way extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority on December 27, 1992; and

WHEREAS, The BN right of way from Beam Avenue to Hugo in Washington County has not yet been abandoned;

WHEREAS, On September 26, 1995, Ramsey County Regional Railroad Authority authorized its staff to (1) scope to options for purchase of the right of way north of Beam Avenue and (2) negotiate with Burlington Northern for purchase of the right of way before abandonment occurs; and

WHEREAS, On November 28, 1995, Ramsey County Regional Railroad Authority resolved to take the lead role in negotiations with BN for acquisition of the right of way; and

WHEREAS, The Burlington Northern Railroad Company and the Santa Fe Railroad Company have merged to become the Burlington Northern Santa Fe (BNSF); and

WHEREAS, BNSF has indicated its interest in selling the right of way north of Beam Avenue; and

WHEREAS, BNSF has also indicated that its east-west line from M&D Junction to Broadway Street in Minneapolis may also be available for acquisition; and

WHEREAS, The BNSF east-west line falls within the area designated for the East-West Crosstown LRT corridor as described in the Comprehensive Light Rail Transit Plan for Ramsey County; and

WHEREAS, A portion of the BNSF east-west line is located in Hennepin County; and

WHEREAS, In order for staff to further negotiate the acquisitions of right of way from BNSF, appraisal, surveying, environmental assessment, and title search activities will need to be performed; Now, Therefore, Be It

RESOLVED, That the Director of Light Rail Transit Planning and Ramsey County Attorney are authorized to negotiate with the Burlington Northern Santa Fe Railroad for the acquisition of all or part of the BNSF east-west right of way from M&D Junction to the west County line; and Be It Further

RESOLVED, That the Director of Light Rail Transit Planning and Ramsey County Attorney are authorized to engage one or more private real estate appraisers to determine the value of all or part of the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the issuance of a request for proposals for

selection of a qualified land surveyor to perform a boundary survey and to prepare an accurate certificate of survey and legal description of all or part of the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the issuance of a request for proposals for selection of a consultant to conduct a Phase I environmental assessment of all or part of the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the issuance of a request for proposals for selection of a private title or abstract company to identify all ownership interests in all or part of the following properties, and to provide title insurance for the property upon acquisition: the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes staff of the Railroad Authority to initiate discussions with Hennepin County staff about joint funding of appraisals, surveys, environmental assessment and title work, based on the acreage of the respective units of government.

Ayes - 6; Nays - 0
Motion adopted.

4. Authorize a request for proposal for a consultant to conduct Phase II environmental assessment of the BNSF gap property between Earl and Atlantic Streets in St. Paul.

The Chair asked why a consultant was needed for this.

Ms. DeSpiegelaere said this is a portion of right of way known as the gap property and is not assigned to anyone at this time. There are two underground storage tanks on the right of way.

Commissioner Ortega asked if there is issue of title of who owns it because of the contamination.

Ms. DeSpiegelaere indicated that BN thought they owned it until the discovery of contamination.

Commissioner Susan Haigh moved the following recommendation, seconded by Commissioner Rafael Ortega:

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992; and

WHEREAS, Burlington Northern Santa Fe Railroad (BNSF) is the owner of a strip of land approximately 14 feet wide and 2,290 feet long, amounting to .74 acre, located northerly of and adjacent to the Northeast Corridor right of way easterly of Earl Street in St. Paul; and

WHEREAS, Combining this strip of land with the current Northeast Corridor right of way would widen a restricted area and alleviate possible future development problems; and

WHEREAS, Acquisition of this property now may best serve the long-range goals for which the corridor was acquired; and

WHEREAS, BNSF has indicated a willingness to sell this property to Ramsey County Regional Railroad Authority; and

WHEREAS, Based on site surveys and known past uses of the property, there is reason to question the environmental condition of the site; and

WHEREAS, It is prudent to assess the environmental condition of the property prior to conducting further negotiations; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the issuance of a request for proposals for selection of a consultant to conduct a Phase II environmental assessment of the BNSF property.

Ayes - 6; Nays - 0
Motion adopted.

5. Approve a Permit to US West Communications for the continued location of an underground wire line.

Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Susan Haigh:

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992; and

WHEREAS, The Northeast Corridor was acquired to preserve the property as a future option for a light rail transit line; and

WHEREAS, At the time of acquisition, several areas of the Northeast Corridor right of way were subject to

unauthorized encroachment; and

WHEREAS, One of the pre-existing encroachments is an underground wire line located easterly of Forest Street, St. Paul; and

WHEREAS, The encroaching party, US West Communications, Inc., has requested a permit for their continued use of this portion of the RCRRA property; and

WHEREAS, The granting of a permit for the continued use of this property will not affect the present or future development potential of the corridor for light rail transit or trail use; and

WHEREAS, The consideration for this permit will be \$240 per year, with the permit fee based on fair market value of the property being occupied, and the permit may be canceled upon 30 days written notice by RCRRA; Now, Therefore, Be It

RESOLVED, That the permit is hereby approved; and Be It Further

RESOLVED, That the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the permit on behalf of Ramsey County Regional Railroad Authority.

Ayes - 6; Nays - 0
Motion adopted.

6. Approve the Easement to Kevin G. and Darla R. Stebbins for the continued location of a portion of a garage and authorize Chair to sign the Easement.

Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Susan Haigh:

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992; and

WHEREAS, The Northeast Corridor was acquired to preserve the property as a future option for a light rail transit line; and

WHEREAS, At the time of acquisition, several areas of the Northeast Corridor right of way were subject to unauthorized encroachment by neighboring property owners; and

WHEREAS, One of the pre-existing encroachments is a portion of a garage attached to the residence at 1426 Kohlman Avenue, in Maplewood; and

WHEREAS, The encroaching parties, Kevin G. and Darla R. Stebbins, have requested the continued use of this portion of the RCRRA property; and

WHEREAS, This section of the Northeast Corridor is not needed for public use at this time; and

WHEREAS, An easement agreement has been negotiated to provide for the continued location of the encroachment onto the Northeast Corridor; and

WHEREAS, The granting of this easement will not affect the future development potential of the corridor for light rail transit or trail use; Now, Therefore, Be It

RESOLVED, That the easement is hereby approved; and Be It Further

RESOLVED, That the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the easement on behalf of Ramsey County Regional Railroad Authority.

Ayes - 6; Nays - 0
Motion adopted.

7. Ratify the Permit between RCRRA and Douglas L. Tomhave for the continued location of a fence.

Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Susan Haigh:

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992; and

WHEREAS, The Northeast Corridor was acquired to preserve the property as a future option for a light rail transit line; and

WHEREAS, At the time of acquisition, several areas of the Northeast Corridor right of way were subject to unauthorized encroachment by neighboring property owners; and

WHEREAS, One of the pre-existing encroachments is a fence adjacent to the residence at 1421 McAfee Street in St. Paul; and

WHEREAS, The encroaching party, Douglas L. Tomhave, has requested a permit for his continued use of the RCRRA property; and

WHEREAS, This section of the Northeast Corridor is not needed for public use at this time; and

WHEREAS, The granting of a permit for the continued use of this property will not affect the present or future development potential of the corridor for light rail transit or trail use; and

WHEREAS, A permit was drafted and executed by the Rail Authority and Mr. Tomhave in July, 1996, in order to resolve the encroachment issue and allow for the marketing and sale of the Tomhave property; Now, Therefore, Be It

RESOLVED, That the Permit dated May 17, 1996 between the Rail Authority and Douglas L. Tomhave is hereby ratified.

Ayes - 6; Nays - 0
Motion adopted.

8. Ratify quarterly report of payments for April 1 through June 30, 1996

Chair Finley indicated these are payments made by the Rail Authority to various departments within the County.

Commissioner Haigh asked about the lobbying effort for transit and transportation issues and some of the issues identified with the Metropolitan Council plan.

Ms. DeSpiegelaere said the lobbyist's contract expired June 30, 1996, but there is a staff lobbyist.

Commissioner Wedell informed Committee Members of installation of low wattage broadcast terminals in lieu of cellulators about every mile in the suburbs. He said they are trying to run parallel to the right of way and thinks this might be an issue for the Rail Authority because of the long corridor it owns.

Ms. DeSpiegelaere said she is aware of the issue.

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

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period April 1, 1996 through June 30, 1996, 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.

Ayes - 6; Nays - 0
Motion adopted.

There being no further matters to come before this Board,
Chairman Finley declared the meeting adjourned at 3:25 PM.

SOCIOECONOMIC GROWTH TWIN CITIES METROPOLITAN AREA

GROWTH IN: 1970 - 1995 1995 - 2020

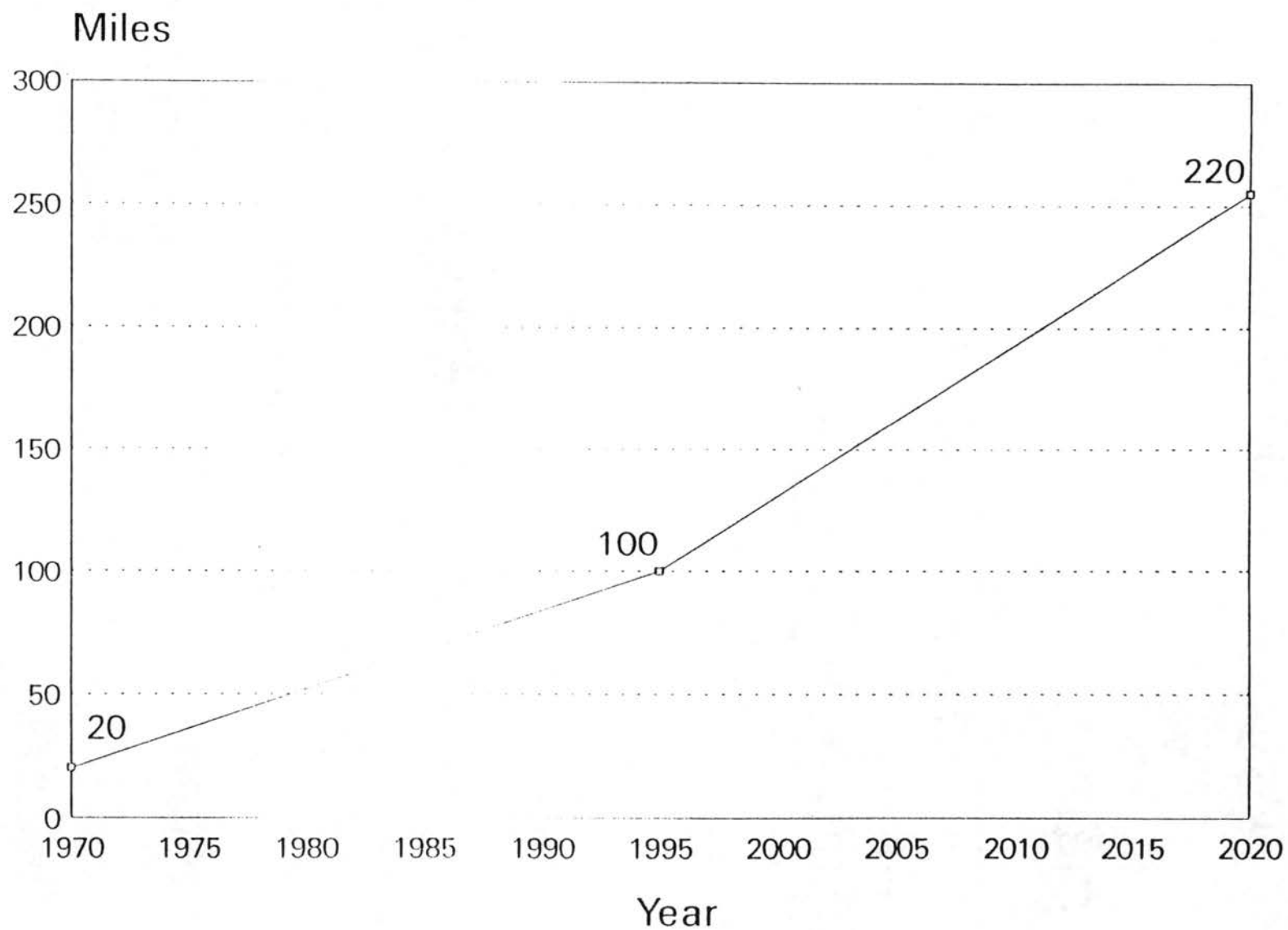
POPULATION	575,000	696,000
HOUSEHOLDS	367,000	337,000
EMPLOYMENT	640,000	401,000

HIGHWAY AND TRAFFIC CHANGES

1970 - 1995 1995 - 2020

METRO HIGHWAYS ADDED	200 MILES	25 MILES
CONGESTED HIGHWAYS	20 - 100 MILES	100-220 MILES

Congested Miles



IMPACTS OF INADEQUATE TRANSPORTATION SYSTEM

- Travel Time Increases/Delays
- Accidents
- Productivity Losses
- Employee Recruitment
- Employee Retention
- Behavioral Impacts (Stress,
Reliability, Tardiness...)

Actions to Accommodate Growing Transportation Demand

- Reduce Demand
- Increase Capacity through Management
- Increase Capacity through Removal of Bottlenecks
- Improve Transit
- Build Roadway Capacity

1 Decrease Peak Traffic by Reducing Demand:

- Increasing telecommuting opportunities
- Encouraging staggered work hours
- Promoting balance of housing/jobs
- Promoting modes other than SOV (Rideshare, matching, etc..)
- Using pricing incentives/disincentives

2 Increasing Capacity through Management:

– Better manage traffic flow through:

- Better signal timing
- Increased use of ramp metering and HOV bypasses
- Fast removal of stalled vehicles and accidents
- Enhanced traveler information systems
- Better roadway access control

3 Increasing Capacity through Removal of Bottlenecks:

- Removal of bottlenecks caused by:
 - Freeway lane drops
 - Narrow bridges without shoulders
 - Short sections with poor geometric design

4 Improving Transit:

- Build exclusive transitways to increase speed of transit vehicles
- Enhance access to transit with capital improvements
- Restructure localized service
- Provide enhanced reverse-commute services
- Better coordinate services
- Improve security
- Apply technological advances to transit

5 Building Roadway Capacity:

- Build additional lanes and interchanges:
 - Improve minor arterial system
 - Replace signalized intersections with grade separated interchanges
 - Add shoulder bus lanes
 - Add HOV lanes
 - Add mixed use lanes

TRANSITWAYS: WHY?

- Provide a transit advantage
- Help promote higher densities along corridors
- Improve access to jobs

TRANSITWAYS: BY FUNCTION

- Major economic centers connectivity
- Urban connectivity
- Urban to suburban connectivity
- Suburban to suburban connectivity

TRANSITWAYS: KEY ATTRIBUTES

- Incremental Approach
- Design Flexibility
- Upgrading Capability
- Integration with other capital facilities

TRANSITWAYS: IMPLEMENTATION

- Strong Policy Guidance
- Strong MN/DOT Role
- Strong Local Involvement

NEW DIRECTION FOR REGIONAL TRANSIT

The 1997-2020 Regional Transit Concept

The 1997-2020 Regional Transit Concept includes two primary objectives:

1. To develop a regional network of dedicated transitways to provide a travel time advantage for transit vehicles, improve transit service reliability, and increase accessibility to jobs via transit.
2. To match the most appropriate transit services to different transit market areas.

Transitways

One of the key objectives of a transitway strategy is to facilitate development of an effective express transit route network connecting transit hubs and major economic activity centers. Dedicated transitways, where transit vehicles would not mix with other vehicular traffic, are essential in order to provide a travel time advantage over the single-occupant vehicle and to improve transit service reliability. A regional transitway network would build upon existing transit advantages (e.g., shoulder bus lanes, signal preemption,.....) and would be coordinated with other transit capacity facilities (e.g., park/ride lots, transit hubs, transit stations,....)

Transitways have been widely developed in North America in the last 20 years. Notable examples include exclusive busways (e.g., Ottawa and Pittsburgh) and light rail transit (LRT) lines (e.g., San Diego, Sacramento, Portland, St. Louis, Pittsburgh, Buffalo, Denver, San Jose,.....). In addition, many high occupancy vehicle (HOV) lanes (e.g., Houston, Seattle, Santa Clara County, Washington D.C., Boston, Sacramento,....) which accommodate both transit and ridesharing vehicles have been built.

In the Twin Cities, the best examples are the University of Minnesota Transitway, connecting the Minneapolis and St. Paul campuses, and the Nicollet Mall. Other simpler design, such as shoulder bus lanes, are also being used to provide a dedicated right-of-way and a travel time advantage for buses. Finally, the region has also built HOV lanes on I-394 and I-35W.

For many years, LRT has been a major part of the transportation debate in the Twin Cities Metropolitan Area with strong leadership from the county regional railroad authorities in cooperation with the Council, Mn/DOT and affected cities. Several LRT proposals have been included in previous regional transportation plans. The I-35W and the Central Corridors were identified as the two corridors with the best potential for LRT in the region and other corridors were identified as potential LRT lines as well. After many years of debate and study, however, it has become evident that the funds to implement LRT are not available and might not be for many years.

The focus should be on creating the exclusive transit corridors as expeditiously as possible, with the choice of technology and vehicle secondary. For this reason, the Council supports an incremental approach to transitway implementation. The initial applications will begin with bus technology, but this does not preclude different types of technology in the future (e.g., LRT, commuter rail,....) either as an evolution of an existing transitway or as an entirely new initiative. Those applications of technologies other than buses would be predicated on their cost-effectiveness and the availability of adequate funding for implementation.

Transitway Investment Priority

The Council identifies four categories of regional transportation system investments in priority order:

preservation, management, replacement/enhancement and expansion. Transitways are consistent with the key concept of management, which is to provide a travel time incentive to encourage people to share rides. Therefore, the Council will give transitways the same high investment priority as system management projects, second only to projects aimed at preserving the existing system.

Transitway Facility Identification/Project Development

The Council expects the facility identification and project development to be a cooperative process involving local units of government, Mn/DOT, transit operators and the Council, to be jointly defined in more detail once this transitway policy is officially adopted. Transitway implementation will be primarily funded from existing transportation funding sources.

Key criteria for the identification of potential transitways within transportation corridors are:

- Development/redevelopment opportunities
- Potential for revitalization of the region's core
- Local involvement and commitment
- Congestion levels
- Transit service levels/service structure
- Employment and housing concentrations
- Right-of-way availability

A lot of good transportation corridor planning has been carried out in this region over the past 20 years. This information should be fully utilized in the identification and development of transitways.

Three corridors are currently under consideration for potential transit improvements: Hiawatha Avenue between downtown Minneapolis, MSP International Airport and the Mall of America; the Northeast Corridor between downtown Minneapolis and the Northtown Transit Hub; and the Central Corridor between downtown Minneapolis and downtown St. Paul. In addition, the 1997-2000 Transportation Improvement Program (TIP) includes a funding commitment to extend the interim HOV lanes on I-35W north of I-494.

The socioeconomic development of a transitway along the Hiawatha Avenue Corridor should be pursued immediately because T.H. 55 is currently being reconstructed by Mn/DOT. Transitway construction in conjunction with the highway project would offer unique opportunities for efficiencies and minimizing impacts. The right-of-way for a separate transitway has been already preserved for the majority of the corridor. The characteristics of the corridor would contribute to its success as a transitway. The corridor connects three of the largest economic centers in the region: downtown Minneapolis, MSP International, and the Mall of America. Economic redevelopment opportunities exist along the corridor. The region has recently made the decision, endorsed by the legislature, to maintain MSP International Airport at its current location.

The Council and Mn/DOT, in cooperation with the City of Minneapolis, Hennepin County, the Metropolitan Airports Commission, and the City of Bloomington, should develop a plan for implementation of the Hiawatha Transitway to be included in the 1997-2000 Transportation Improvement Program.

In addition, the Council and Mn/DOT, working with the affected local units of government as discussed in Policy 5, should also pursue other transitway type of improvements not only in the Northeast, Central and I-35W Corridors previously mentioned, but also throughout the entire system as opportunities arise and funds become available. Specific recommendations should also be developed for inclusion in the Transportation Improvement Program.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
BOARD MEETING

DECEMBER 17, 1996

The Ramsey County Regional Railroad Authority met on Tuesday, December 17, 1996, in Council Chambers.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Susan M. Haigh
Commissioner Hal Norgard
Commissioner Rich O'Connor
Commissioner Rafael Ortega
Commissioner Dick Wedell

MEMBER ABSENT: Commissioner Brenda Thomas

OTHERS PRESENT: Dave MacMillan, Terry Schutten, Jim VanHoudt, Karen Tero, Marlen Johnson, Steven Kuhn, Harry McPeak, Mary Lou Egan, Denise Beigbeder, Joe Barrett, Kathryn DeSpiegelaere, and Judy Procai.

Chairman Finley called the meeting to order at 9:10 AM.

1. Approve the proposed 1997 budget for the Ramsey County Regional Railroad Authority in the amount of \$326,864.

Chairman Finley announced that this would be the last meeting for several committee members on the Regional Rail Authority. He said the current Commissioners support LRT and the entire transit system throughout the area. He believes the LRT issue is going to be long-term because of urban growth and Welfare Reform issues and feels Ramsey County should remain a player in the metropolitan development. The Chair said the staff and the issues will remain the same during the transition but that Kathy DeSpiegelaere, who handles the planning function for the Regional Rail Authority, is premier and most knowledgeable in the transit area. He said Ms. DeSpiegelaere has always been aided on the financial side by Marlen Johnson and Jim Van Houdt, and he thanked them for their budget presentations throughout the years and in making sure everything was handled properly.

Commissioner Hal Norgard stated the roads are crowded and the speeds are high. He talked about the importance of preserving the line from Beam Avenue to the north county line and in dealing with various government agencies and the railroad.

Chair Finley concurred this gap to the north county line, which will be under public ownership, is important for the County to acquire even if it remains a park trail. He believes it is the County's best interest that funds be available for acquisition.

Chair Finley indicated the funds in this budget are from balances of previous years with no tax levy. The Chair asked if there were any questions on the budget itself.

Commissioner Dick Wedell commented that there is clearly a transit issue in Ramsey County. He heard a presentation by Neal Pierce that LRT was on the agenda five years ago and that other communities have been successful while the Twin Cities is still talking about it. He said this region is not ready to make a commitment.

Chair Finley said the federal government is dedicated to the improvement of the transit systems as evidenced by an 8% increase in the capital funds made available to the local units of government throughout the country. He said money at the federal and state levels have been appropriated to the Twin Cities area, but that the Governor had not released the local share. He said next year the money at the federal level may be reappropriated.

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

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, wishes 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 Metropolitan Council and other county regional railroad authorities; Now Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby approves the 1997 budget as follows:

1997 Approved Budget	\$326,864
Less estimated revenue	\$326,864
Tax levy	0

And Be It Further

RESOLVED, That appropriations of \$2,147,670 or the remaining balance from 1996 for cost center 59112, to fund acquisition of additional right of way in the Northeast Corridor from Beam Avenue to the North County Line, be continued into 1997.

Ayes - 6; Nays - 0
Motion adopted.

There being no further matters to come before this Board, Chairman Finley declared the meeting adjourned at 9:30 AM.

MinutesRAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
BOARD MEETING

JANUARY 7, 1997

The Ramsey County Regional Railroad Authority met on Tuesday, January 7, 1997, in Council Chambers.

MEMBERS PRESENT: Commissioner Tony Bennett
Commissioner Dino Guerin
Commissioner Susan M. Haigh
Commissioner Rafael E. Ortega
Commissioner Victoria Reinhardt
Commissioner Jan Wiessner

OTHERS PRESENT: Dave MacMillan, Terry Schutten, Jim VanHoudt, Karen Tero, and Kathryn DeSpiegelaere.

Commissioner Rafael Ortega called the meeting to order at 3:21 PM.

1. Appointment of officers to the Ramsey County Regional Railroad Authority and to the Metropolitan Light Rail Transit Joint Powers Board for 1997.

Commissioner Susan Haigh moved the following recommendation, seconded by Commissioner Dino Guerin:

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 1997:

Rafael Ortega, Chair
Susan Haigh, Vice Chair
Tony Bennett, Secretary
Victoria Reinhardt, 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 1997:

Rafael Ortega (member)
Tony Bennett (alternate)

Ayes - 6; Nays - 0
Motion adopted.

There being no further matters to come before this Board, Chairman Finley declared the meeting adjourned at 3:23 PM.

4

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. H. Spiegels
Authorized Signature

1/29/97
Date

Board Action Requested

Ratify quarterly report of payments for
July 1 through September 30, 1996.

ACTION IS REQUESTED

Request Justification

- See attached:
- 1) Proposed resolution
 - 2) Memorandum from J. Van Houdt dated October 31, 1996.
 - 3) Budget condition report as of September 30, 1996.
 - 4) Detail disbursement report for July through September, 1996.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

February 4, 1997

Board Date

Judy M. Proctor
Signature

1/30/97
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: February 4, 1997 No: R97-02

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period July 1, 1996 through September 30, 1996, 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
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Tony Bennett	—	—	—
Dino Guerin	—	—	—
Susan M. Haigh	—	—	—
Rafael E. Ortega	—	—	—
Victoria Reinhardt	—	—	—
Jan Wiessner	—	—	—

Rafael E. Ortega, Chairman

By: _____
Tony Bennett, 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
DATE: October 31, 1996
SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payment: July-September, 1996

Ramsey County Regional Railroad Authority Resolution of October 5, 1987, authorized the Budgeting & 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 \$38,712.13

I am attaching a report of Detail Disbursements made from the Regional Railroad Authority budget for the period July through September 30, 1996, and a copy of the Budget Condition Report as of September 30, 1996.

JVH:MH:dmh
Attachments

cc: K. DeSpiegelaere, Director
Ramsey County Regional Railroad Authority Planning

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	CONSULTING SERVICES 61,000.00	0.00	0.00	61,000.00	61,000.00	0.00	0.00	
020122	STATE AUDITOR 3,502.00	2,003.25	0.00	1,498.75	1,498.75	0.00	0.00	57.20
020154	LEGISLATIVE REPRESENTATIVE 25,000.00	20,000.00	0.00	5,000.00	5,000.00	0.00	0.00	80.00
020174	COUNTY ATTORNEY SERVICES 13,787.00	1,390.20	0.00	12,396.80	12,396.80	0.00	0.00	10.08
020179	BUDGETING AND ACCOUNTING SERVICES 8,000.00	0.00	0.00	8,000.00	8,000.00	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 7,106.00	3,130.75	0.00	3,975.25	3,975.25	0.00	0.00	44.06
020193	COUNTY PROJECT MANAGEMENT SERVICES 183,807.00	78,001.39	0.00	105,805.61	105,805.61	0.00	0.00	42.44
020202	POSTAGE 3,000.00	497.10	0.00	2,502.90	2,502.90	0.00	0.00	16.57
020207	TELEPHONE LONG DISTANCE CHARGES 380.00	17.67	0.00	362.33	362.33	0.00	0.00	4.65
020208	TELEPHONE-LOCAL SERVICE 2,100.00	1,297.50	0.00	802.50	802.50	0.00	0.00	61.79
020209	TELEPHONE-EQUIPMENT RENTAL 200.00	94.26	0.00	105.74	105.74	0.00	0.00	47.13
020301	TRANSPORTATION ALLOWANCE 500.00	0.00	0.00	500.00	500.00	0.00	0.00	
020305	MESSENGER SERVICE 850.00	147.50	0.00	702.50	702.50	0.00	0.00	17.35
020501	PRINTING & STATIONERY 12,000.00	1,190.03	0.00	10,809.97	10,809.97	0.00	0.00	9.92

PCT OF YEAR ELAPSED = 74.86

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 *				
020611	LIABILITY & PROPERTY DAMAGE							
--	850.00	709.00	0.00	141.00	141.00	0.00	0.00	83.41
020803	EQUIPMENT & MACHINERY REPAIRS							
--	2,000.00	102.00	0.00	1,898.00	1,898.00	0.00	0.00	5.10
020906	BUILDINGS & OFFICE SPACE							
--	12,883.00	9,508.50	0.00	3,374.50	3,374.50	0.00	0.00	73.81
020909	PARKING SPACE							
--	500.00	324.00	0.00	176.00	176.00	0.00	0.00	64.80
021101	BOOKS, PERIODICALS, SUBSCRIPTIONS							
--	500.00	136.08	0.00	363.92	363.92	0.00	0.00	27.22
021134	TUITION							
--	1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
021192	INTEREST							
--	0.00	1.61	0.00	1.61CR	1.61CR	0.00	0.00	
021401	MEMBERSHIP & DUES							
--	500.00	222.00	0.00	278.00	278.00	0.00	0.00	44.40
021403	CONFERENCE & SEMINAR EXPENSES							
--	6,000.00	140.00	0.00	5,860.00	5,860.00	0.00	0.00	2.33
021407	OTHER TRAVEL							
--	10,000.00	0.00	0.00	10,000.00	10,000.00	0.00	0.00	
021409	ED MEETING EXPENSES ACCOUNT							
--	3,000.00	530.57	0.00	2,469.43	2,469.43	0.00	0.00	17.69
022213	TRANSIT JOINT POWERS							
--	16,453.00	0.00	0.00	16,453.00	16,453.00	0.00	0.00	
TOTL 02	374,918.00	119,443.41	0.00	255,474.59	255,474.59	0.00	0.00	31.86
030101	OFFICE SUPPLIES							
	2,700.00	848.96	0.00	1,851.04	1,851.04	0.00	0.00	31.44

BA280 BUDGET CONDITION REPORT
RFBA280 10 01 96

RAMSEY COUNTY
ACCOUNTING DEPT
09 30 96

PAGE 88

PCT OF YEAR ELAPSED = 74.86

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 YTD	EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								
	COMPUTER OPERATING SUPPLIES								
030201	1,000.00	100.27	0.00	899.73	899.73	0.00	0.00		10.03

TOTL 03	3,700.00	949.23	0.00	2,750.77	2,750.77	0.00	0.00		25.65
CURR ORG-TOT	378,618.00	120,392.64	0.00	258,225.36	258,225.36	0.00	0.00		31.80

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 YTD	EXPD
R95 59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								
000000	61,243.18	51,898.97	0.00	9,344.21	9,344.21	0.00	0.00	84.74	
ORG-TOT	439,861.18	172,291.61	0.00	267,569.57	267,569.57	0.00	0.00	39.17	

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	CONSULTING SERVICES 75,637.68	0.00	0.00	75,637.68	75,637.68	0.00	0.00	
020174	COUNTY ATTORNEY SERVICES 4,278.06	0.00	0.00	4,278.06	4,278.06	0.00	0.00	
020176	COUNTY MANAGER-SERVICES 1,134.14	0.00	0.00	1,134.14	1,134.14	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 1,202.17	0.00	0.00	1,202.17	1,202.17	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 78.92	0.00	0.00	78.92	78.92	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 17,223.70	0.00	0.00	17,223.70	17,223.70	0.00	0.00	
020194	PUBLIC INFORMATION SERVICES 1,051.68	0.00	0.00	1,051.68	1,051.68	0.00	0.00	
020202	POSTAGE 10.98	0.00	0.00	10.98	10.98	0.00	0.00	
020305	MESSENGER SERVICE 49.05	0.00	0.00	49.05	49.05	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 179.90	0.00	0.00	179.90	179.90	0.00	0.00	
020501	PRINTING & STATIONERY 12.11	0.00	0.00	12.11	12.11	0.00	0.00	
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	COMMITTEE COMPENSATION 100.00	0.00	0.00	100.00	100.00	0.00	0.00	
021407	OTHER TRAVEL 0.36	0.00	0.00	0.36	0.36	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 YTD	EXPD
59103	RCRRA - PHASE 1 PRELIMINARY ENGINEERING			* CONTINUED *					
	VOLUNTEER/COMMITTEE MEETING EXPENSE								
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		

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							
020102	CONSULTING SERVICES 626,936.61	0.00	0.00	626,936.61	626,936.61	0.00	0.00	
020174	COUNTY ATTORNEY SERVICES 46,640.56	0.00	0.00	46,640.56	46,640.56	0.00	0.00	
020176	COUNTY MANAGER-SERVICES 2,728.59	0.00	0.00	2,728.59	2,728.59	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 9,806.30	0.00	0.00	9,806.30	9,806.30	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 494.91	0.00	0.00	494.91	494.91	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 122,796.15	0.00	0.00	122,796.15	122,796.15	0.00	0.00	
020202	POSTAGE 3,412.81	0.00	0.00	3,412.81	3,412.81	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 3,976.60	0.00	0.00	3,976.60	3,976.60	0.00	0.00	
020501	PRINTING & STATIONERY 9,832.06	0.00	0.00	9,832.06	9,832.06	0.00	0.00	
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	COMMITTEE COMPENSATION 1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
021407	OTHER TRAVEL 10,906.20	0.00	0.00	10,906.20	10,906.20	0.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 915.80	0.00	0.00	915.80	915.80	0.00	0.00	
TOTL 02	839,446.59	0.00	0.00	839,446.59	839,446.59	0.00	0.00	
ORG-TOT	839,446.59	0.00	0.00	839,446.59	839,446.59	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
59106	RIGHT-OF-WAY ACQUISITION							
020174	COUNTY ATTORNEY SERVICES 151.61	0.00	0.00	151.61	151.61	0.00	0.00	
020176	COUNTY MANAGER-SERVICES 1,344.24	0.00	0.00	1,344.24	1,344.24	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 163.92	0.00	0.00	163.92	163.92	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 329.96	0.00	0.00	329.96	329.96	0.00	0.00	
020192	SURVEYING SERVICE 95.63	0.00	0.00	95.63	95.63	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 3,608.31	0.00	0.00	3,608.31	3,608.31	0.00	0.00	
020202	POSTAGE 96.05	0.00	0.00	96.05	96.05	0.00	0.00	
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TOTL 02	5,789.72	0.00	0.00	5,789.72	5,789.72	0.00	0.00	
ORG-TOT	5,789.72	0.00	0.00	5,789.72	5,789.72	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
59108	SOUTH CORRIDOR STUDY							
020102	CONSULTING SERVICES 1,416.40	0.00	0.00	1,416.40	1,416.40	1,416.40	0.00	
020174	COUNTY ATTORNEY SERVICES 0.55	0.00	0.00	0.55	0.55	0.55	0.00	
020176	COUNTY MANAGER-SERVICES 66.45	0.00	0.00	66.45	66.45	66.45	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 197.97	0.00	0.00	197.97	197.97	197.97	0.00	
020185	DATA PROCESSING SERVICES-MTCE 114.58	0.00	0.00	114.58	114.58	114.58	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 263.24	0.00	0.00	263.24	263.24	263.24	0.00	
020202	POSTAGE 5.43	0.00	0.00	5.43	5.43	5.43	0.00	
020305	MESSENGER SERVICE 25.00	0.00	0.00	25.00	25.00	25.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 8.57	0.00	0.00	8.57	8.57	8.57	0.00	
020501	PRINTING & STATIONERY 81.88	0.00	0.00	81.88	81.88	81.88	0.00	
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	COMMITTEE COMPENSATION 100.00	0.00	0.00	100.00	100.00	100.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 100.00	0.00	0.00	100.00	100.00	100.00	0.00	
ORG-TOT	2,380.07	0.00	0.00	2,380.07	2,380.07	2,380.07	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							
020193	COUNTY PROJECT MANAGEMENT SERVICES 9,534.00	0.00	0.00	9,534.00	9,534.00	0.00	0.00	
020802	IMPROVEMENTS OTHER THAN BUILDINGS 34,891.00	0.00	0.00	34,891.00	34,891.00	0.00	0.00	
020804	GROUNDS-REPAIRS 5,000.00	0.00	0.00	5,000.00	5,000.00	0.00	0.00	
021131	ASSESSMENTS 5,000.00	3,302.22	0.00	1,697.78	1,697.78	0.00	0.00	66.04
021183	TREE TRIMMING & REMOVAL 1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CURR ORG-TOT	55,425.00	3,302.22	0.00	52,122.78	52,122.78	0.00	0.00	5.96

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
R95 59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE							
000000	26,478.80	11,617.62	0.00	14,861.18	14,861.18	0.00	0.00	43.88
ORG-TOT	81,903.80	14,919.84	0.00	66,983.96	66,983.96	0.00	0.00	18.22

BA280 BUDGET CONDITION REPORT
RFBA280 10 01 96

RAMSEY COUNTY
ACCOUNTING DEPT
09 30 96

PAGE 97

PCT OF YEAR ELAPSED = 74.86

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 YTD
R95 59110	CENTRAL CORRIDOR AA/DEIS							
000000	19,314.32	0.00	0.00	19,314.32	19,314.32	19,314.32	0.00	
ORG-TOT	19,314.32	0.00	0.00	19,314.32	19,314.32	19,314.32	0.00	

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BA280 BUDGET CONDITION REPORT
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PCT OF YEAR ELAPSED = 74.86

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 YTD	EXPD
R95 59111	CENTRAL CORRIDOR PRELIMINARY ENGINEERING								
000000	142,100.00	0.00	0.00	142,100.00	142,100.00	142,100.00	0.00		
ORG-TOT	142,100.00	0.00	0.00	142,100.00	142,100.00	142,100.00	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 YTD	EXPD YTD
59112	NE CORRIDOR BEAM TO N CD LINE								
020102	CONSULTING SERVICES 10,000.00	0.00	0.00	10,000.00	10,000.00	0.00	0.00		
020192	SURVEYING SERVICE 40,000.00	0.00	0.00	40,000.00	40,000.00	0.00	0.00		
020193	COUNTY PROJECT MANAGEMENT SERVICES 47,670.00	0.00	0.00	47,670.00	47,670.00	0.00	0.00		
020804	GROUNDS-REPAIRS 30,000.00	0.00	0.00	30,000.00	30,000.00	0.00	0.00		
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00		
030507	SIGNS & SIGN REPAIRS 20,000.00	0.00	0.00	20,000.00	20,000.00	0.00	0.00		
040103	LAND ACQUISITION-RIGHT OF WAY 2,000,000.00	0.00	0.00	2,000,000.00	2,000,000.00	0.00	0.00		
ORG-TOT	2,147,670.00	0.00	0.00	2,147,670.00	2,147,670.00	0.00	0.00		
ACT-TOT	3,779,424.70	187,211.45	0.00	3,592,213.25	3,592,213.25	163,794.39	0.00	4.95	
5 FC	3,779,424.70	187,211.45	0.00	3,592,213.25	3,592,213.25	163,794.39	0.00	4.95	
FUND CURR TOT	3,530,288.40	123,694.86	0.00	3,406,593.54	3,406,593.54	2,380.07	0.00	3.50	
FUND R95 TOT	249,136.30	63,516.59	0.00	185,619.71	185,619.71	161,414.32	0.00	25.49	
FUND TOTAL	3,779,424.70	187,211.45	0.00	3,592,213.25	3,592,213.25	163,794.39	0.00	4.95	

RAMSEY COUNTY
BUDGET ACCOUNTING

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REGIONAL RAILROAD QTRLY REPORT
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RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
RAMSEY COUNTY REGIONAL RAILROAD AUTH								
	020122	STATE AUDITOR						
59101	020122	CA	17028	071996	00767195		889.00	MINNESOTA STATE AUDITORS
	020122						889.00	
	020154	LEGISLATIVE REPRESENTATIVE						
59101	020154	CA	15821	070596	0075085		5,000.00	LARKIN HOFFMAN
	020154						5,000.00	
	020174	COUNTY ATTORNEY SERVICES						
59101	020174	IC	54898	070596	00754544		92.56	IC TRNSF PMT 400 40501 300908 MO0611 01
		IC	54898A	070596	00754544		880.46	IC TRNSF PMT 400 40501 300908 MO0615 01
		IC	548988	070596	00754544		67.51	IC TRNSF PMT 400 40601 300908 MO0623 01
		IC	54898C	070596	00754544		231.70	IC TRNSF PMT 400 40501 300908 MO0628 01
		IC	54899	070596	00754544		115.85	IC TRNSF PMT 400 40501 300908 MO0633 01
	020174						1,390.20	
	020185	DATA PROCESSING SERVICES-MTCE						
59101	020185	IC	39946	081696	00765287		125.00	IC TRNSF PMT 574 57401 301385 CO0549 01
		IC	41998	092096	00810807		159.98	IC TRNSF PMT 574 57401 301385 CO0674 01
		IC	54900	070596	00754544		291.06	IC TRNSF PMT 574 57401 301385 CO0559 01
		IC	55077	090696	00802142		723.41	IC TRNSF PMT 574 57401 301385 CO0695 01
	020185						1,299.45	
	020193	COUNTY PROJECT MANAGEMENT SERVICES						
59101	020193	IC	39960	081696	00766287		44.85	IC TRNSF PMT 400 40301 300908 MO0817 01
		IC	39960A	081696	00766287		179.40	IC TRNSF PMT 400 40301 300908 MO0817 02
		IC	54901	070596	00754544		44.85	IC TRNSF PMT 400 40301 300908 MO0815 01
		IC	54902	070596	00754544		6,383.91	IC TRNSF PMT 400 47101 300434 BO3659 01
		IC	54902A	070596	00754544		1,763.71	IC TRNSF PMT 400 47101 300155 BO3659 02
		IC	54944	071996	00767034		67.25	IC TRNSF PMT 400 40301 300908 MO0816 01
		IC	54990	080296	00776575		4,354.22	IC TRNSF PMT 400 47101 300434 BO3679 01
		IC	54990A	080296	00776575		1,355.33	IC TRNSF PMT 400 47101 300166 BO3679 02
		IC	55076	090696	00802142		8,358.47	IC TRNSF PMT 400 47101 300434 BO3750 01
		IC	55076A	090696	00802142		2,333.25	IC TRNSF PMT 400 47101 300434 BO3750 02

R A M S E Y C O U N T Y
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REGIONAL RAILROAD JTRLY REPORT
PERIOD JUL 1, 1996 THRU SEP 30, 1996.

KAMSEY COUNTY REGIONAL RAILROAD AUTH

REF	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
			020193	25,421.17					
		020202	POSTAGE						
59101	020202	IC	41992	092096	00810907		0.24	IC TRNSF PMT 521 52104	350323 W02998 01
		IC	41992A	092096	00810807		9.37	IC TRNSF PMT 521 52104	350323 W02998 02
		IC	41992B	092096	00810907		0.16	IC TRNSF PMT 521 52104	350323 W02998 03
		IC	41992C	092096	00810907		4.60	IC TRNSF PMT 521 52104	350323 W02998 04
		IC	54945	071996	00767034		0.92	IC TRNSF PMT 521 52104	350323 W02964 01
		IC	54945A	071996	00767034		23.37	IC TRNSF PMT 521 52104	350323 W02964 02
		020202		30.68					
		020207	TELEPHONE LONG DISTANCE CHARGES						
59101	020207	IC	41994	092096	00810807		1.50	IC TRNSF PMT 578 57801	301601 Y01926 02
		IC	54903A	070596	00754544		3.04	IC TRNSF PMT 578 57801	301601 Y01783 02
		IC	54946A	071996	00767034		1.06	IC TRNSF PMT 578 57801	301601 Y01817 02
		IC	55079	090696	00802142		0.69	IC TRNSF PMT 578 57801	301601 Y01856 02
		020207		6.29					
		020208	TELEPHONE-LOCAL SERVICE						
59101	020208	IC	41994A	092096	00810807		129.75	IC TRNSF PMT 578 57801	301602 Y01926 01
		IC	54903	070596	00754544		369.25	IC TRNSF PMT 578 57801	301602 Y01783 01
		IC	54946	071996	00767034		129.75	IC TRNSF PMT 578 57801	301602 Y01817 01
		IC	55079A	090696	00802142		129.75	IC TRNSF PMT 578 57801	301602 Y01856 01
		020208		778.50					
		020209	TELEPHONE-EQUIPMENT RENTAL						
59101	020209	CA	17029	071996	00767107		7.19	ST PAUL CITY OF FIN/TP&S DIV	
		020209		7.19					
		020501	PRINTING & STATIONERY						
59101	020501	CA	17030	071996	00767429		264.60	CEP IMAGING SYSTEMS	
		CA	17979	080296	00777295		31.32	DESPIEGELARE	KATHY
		020501		316.62					
		020906	BUILDINGS & OFFICE SPACE						

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RAMSEY COUNTY BUDGET ACCOUNTING

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REGIONAL RAILROAD QTRLY REPORT
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RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
59101	020906	IC		39967	081696	00706282	949.00	IC TRANSF PMT 576 57601	360513 YOC939 01
		IC		399674	081696	00786282	103.50	IC TRANSF PMT 576 57604	360513 YOC939 02
		IC		42000	092096	00810807	948.00	IC TRANSF PMT 576 57601	360513 YOC957 01
		IC		42000A	092096	00810807	103.50	IC TRANSF PMT 576 57604	360513 YOC957 02
		IC		54947	071996	00767034	943.00	IC TRANSF PMT 576 57601	360513 YOC920 01
		IC		54947A	071996	00767034	103.50	IC TRANSF PMT 576 57604	360513 YOC920 02
	020906			3,169.50					
	020909	PARKING SPACE							
59101	020909	CA		19822	070596	00754588	35.00	WELSH COMPANIES	
		CA		17980	080296	00773685	35.00	WELSH COMPANIES	
		CA		20567	090596	00802557	35.00	WELSH COMPANIES	
	020909			108.00					
	021101	BOOKS, PERIODICALS, SUBSCRIPTIONS							
59101	021101	CA		17031	071996	00767261	0.00	MINNESOTA ENVIRONMENTAL INITIAT	
		CA		21997	092096	00811450	50.00	WESPIEGELAERE	KATHRYN M.
	021101			55.00					
	021401	MEMBERSHIP & DUES							
59101	021401	CA		34664	081696	00786915	50.00	CITIZEN'S LEAGUE	
	021401			50.00					
	021403	CONFERENCE & SEMINAR EXPENSES							
59101	021403	CA		34969	081696	00765917	20.00	UNIVERSITY OF MN - REGISTRAR	
	021403			20.00					
	030101	OFFICE SUPPLIES							
59101	030101	CA		15823	070596	00754545	74.75	ST PAUL CITY OF FIN/TREAS DIV	
		CA		17981	080296	00777297	72.19	SILHOUETTE IMAGING CORP	
	030101			146.94					
	030201	COMPUTER OPERATING SUPPLIES							
59101	030201	CA		39968	081696	00786913	15.01	CENERAL OFFICE PRTO CD-8	

RAMSEY COUNTY
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RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
		030201		15.51				

RAMSEY COUNTY REGIONAL RAILROAD AUTH

36,712.13

RAMSEY COUNTY
BUDGET ACCOUNTING

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REGIONAL RAILROAD QTRLY REPORT
PERIOD JUL 1, 1996 THRU SEP 30, 1996.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
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FUND 591 TOTAL							38,712.13	
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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

1/29/97
Date

Board Action Requested

Authorize staff to prepare and Chair of the Railroad Authority to execute a contract with Lunieski and Associates for appraisal of right of way from Beam Avenue to Bald Eagle Junction for a cost not to exceed \$6,000.

ACTION IS REQUESTED

Request Justification

- See attached:
- 1) Proposed resolution approving adjustment.
 - 2) Memorandum from Kathryn DeSpiegelaere, dated January 28, 1997.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

February 4, 1997

Board Date

Judy M. Pocar
Signature

1/30/97

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, The Ramsey County Regional Railroad Authority adopted a resolution on October 15, 1996 that authorized staff to solicit proposals for an independent private appraiser to determine the fair market value of property owned by Burlington Northern/Santa Fe Railroad from Beam Avenue in Maplewood to Bald Eagle Junction in White Bear Lake; and

WHEREAS, The lowest responsible bid received in response to a request for proposals was from Lunieski & Associates in the amount of \$6,000; Now, Therefore, Be It

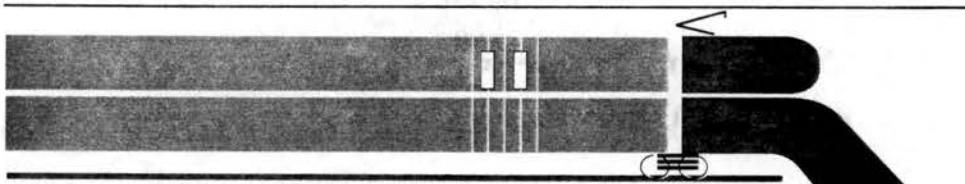
RESOLVED, That the Ramsey County Regional Railroad Authority authorizes staff to negotiate a contract with Lunieski & Associates for a cost not to exceed \$6,000 to appraise the property; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority authorizes its Chair to execute the contract.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
Tony Bennett	___	___	___
Dino Guerin	___	___	___
Susan M. Haigh	___	___	___
Rafael E. Ortega	___	___	___
Victoria Reinhardt	___	___	___
Jan Wiessner	___	___	___

Rafael E. Ortega, Chairman

By: _____
Tony Bennett, Secretary



Ramsey County Regional Railroad Authority

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

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

From: Kathryn DeSpiegelaere, Director *KB*

Subject: Appraisal Services
Burlington Northern/Santa Fe Railroad Right of Way

Date: January 28, 1997

On October 15, 1996, Ramsey County Regional Railroad Authority adopted a resolution authorizing staff to solicit proposals for an independent private appraisal to establish the fair market value of property that Burlington Northern Santa Fe Railroad proposes to abandon from Beam Avenue in Maplewood to Bald Eagle Junction in White Bear Lake. This property connects to right of way already owned by Ramsey County Regional Railroad Authority.

Requests for proposals were sent to five firms. Three proposals were received:

- (1) Lunieski & Associates.....\$6,000
- (2) Herman Appraisal Services, Inc.....\$9,500
- (3) Kramer, Geisler, Strand & Dayton, Inc.....\$15,000

Staff recommends that a contract be awarded to Lunieski & Associates, Edina. Staff further recommends that Commissioners authorize staff to negotiate a contract and authorize the Chair of the Railroad Authority to execute a contract for appraisal services in an amount not to exceed \$6,000 with Lunieski & Associates.



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

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REGIONAL RAILROAD AUTHORITY
<i>K. DeSpiegelaere</i>
Authorized Signature
<i>1/29/97</i>
Date

Board Action Requested

Discussion of transit issues.

DISCUSSION ONLY

Request Justification

See attached:

- 1) Memorandum from Kathryn DeSpiegelaere and attachments.

Budgeting and Accounting

County Attorney

Risk Management

Michael Johnson *1/29/97*
[Signature]

Documentation certified complete for:

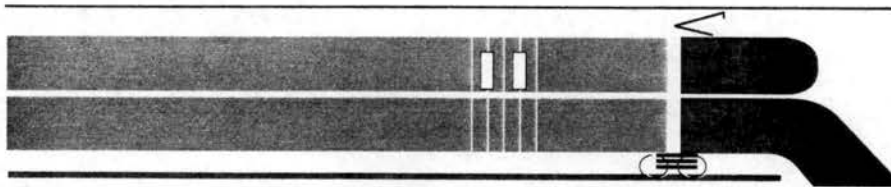
February 4, 1997

Board Date

Judy M. Pucci
Signature

1/30/97

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 *KD*

Subject: Transit Discussion

Date: January 27, 1997

It has been requested that the Regional Railroad Authority discuss transit issues at its meeting on February 4.

The outline for discussion will be:

1. BACKGROUND INFORMATION

Transit terminology (A)
What LRT is and is not (B)
History of LRT in this region (C)
LRT in other cities (D)
Why LRT has been considered (E)
Regional transit planning (F)
Regional LRT planning (G)
Ramsey County LRT planning and engineering (H)
Transit responsibilities (I)
Status of LRT in the region
Costs and funding considered for LRT (J)
What others are doing on transit issues, including
Metropolitan Council, counties and cities
Factors in determining where LRT is located (K)
Public opinion poll results (L)
Metropolitan Light Rail Transit Joint Powers Board members
(M)
Regional Railroad Authority right of way (N)

2. DISCUSSION

3. DIRECTION



A

GLOSSARY OF TRANSIT-RELATED TERM

1. Transportation -- a term that encompasses roads, bridges, planes, trains and public transit
2. Transit -- shared public ride, including buses, carpools, vanpools, light rail, heavy rail, commuter rail
3. Light rail transit -- a vehicle that operates on overhead electrical wires in tracks on predominately reserved rights of way. There is no LRT line in Minnesota. Cities with LRT include Portland, San Diego, Sacramento, San Jose, Dallas, Denver, St. Louis, Buffalo, Calgary and Edmonton. Older systems are in existence in Boston, Cleveland, New Orleans, San Francisco.
4. Busway -- reserved lanes for buses only. The busway between the St. Paul and Minneapolis campuses of the University of Minnesota is an example.
5. Transitway -- reserved lanes for transit vehicles only. A busway is one example of a transitway.
6. Commuter rail -- a rail system operating on freight tracks to serve commuters; Chicago has some commuter rail.
7. Heavy rail -- a rail system operating on its own tracks powered by an electrified third rail. San Francisco's BART, Washington's METRO, Miami, Atlanta, New York, Boston and Chicago subways are examples.
8. High occupancy vehicle lanes -- lanes reserved for vehicles carrying more than one person. I-394 is an example.
9. Personal rapid transit -- small shared ride electrically powered vehicles operating on overhead infrastructure. Dr. Ed Anderson at the University of Minnesota is the inventor of PRT. No system is currently in place, although a short demonstration system is being constructed in Rosemount, Illinois.

WHAT

is LRT



LRT stands for light rail transit. It is a form of mass transit that essentially consists of three elements: a rail line, a rail vehicle, and a power source to move the rail vehicle over the rail line.

LRT draws power from overhead electrical wires. Since LRT runs on electricity, the ride is noticeably quiet. LRT also produces less pollution than motor vehicles. Traveling at maximum speeds of 55 mph, LRT is a quicker travel alternative than freeways during peak rush hours. LRT is not impeded by snow, ice or heavy rain and performs well in all types of

weather. LRT also provides a smoother and more comfortable ride than a car or a bus.

Light rail vehicles (LRVs) can operate singly or linked together in short trains. It only takes one person to drive an LRT train, which is manually done from an operator's cab at the front of each train. Passengers buy tickets from vending machines at LRT stations and platforms. And there will be no steps to climb in LRT boarding, because plans call for the LRV floors to be at the same level as the boarding platform.

LRT is a quicker travel alternative than congested freeways during peak rush hours and provides a quieter ride.



The National Transportation Research Board defines LRT as follows:

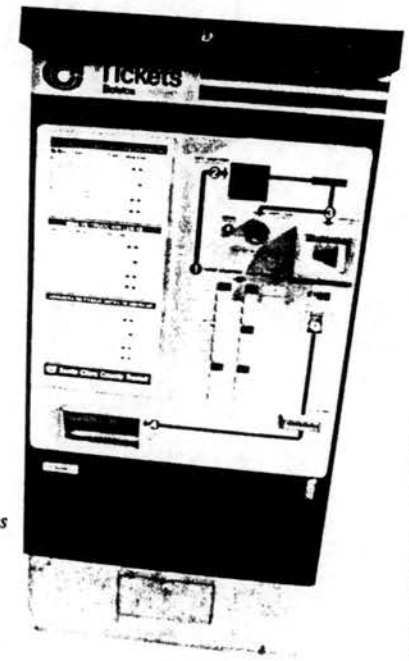
"Light rail transit is a metropolitan electric railway system characterized by its ability to operate as single cars or short trains along exclusive rights-of-way at ground level, on aerial structures, in subways, or, occasionally, in streets and to board and discharge passengers at track or car-floor level."

LRT is *not* the same as the subways found in New York City, Chicago or San Francisco's BART system. This is perhaps the most common misconception people have about LRT. These subway systems use heavy rail transit technology. Heavy rail typically features long trains, always travels along its own right-of-way, and runs on a third rail which serves as the electrical power source. Heavy rail's requirement of running on a completely exclusive right-of-way is one of the main reasons why its construction costs are about three times more than LRT.

LRT can run on preferential rights-of-way, in reserved lanes, or share roadway surfaces right alongside streets and sidewalks. The flow of cross traffic isn't significantly altered by LRT because the overhead electrical lines are safely out of the way of cars and pedestrians. Flashing signal lights, crossgates, signage and pavement markings are ways of ensuring LRT's safe operation with motorized traffic. Rail lines can also be placed in existing highway medians or abandoned, or lightly used, railroad rights-of-way. Underground tunnels or aerial structures can be built where there is congested traffic or limited rights-of-way. LRT construction is adaptable to the surrounding environment.

LRT shouldn't be compared to our old streetcars or trolleys, San Francisco's cable cars, a Manhattan subway, or even the monorail ride at the Minnesota State Zoo. LRT is in a class of its own among modern transportation technologies. As proven in more than a dozen cities across the nation, it is suited for meeting the changing transit needs of growing metropolitan areas.

Passengers buy tickets from vending machines at LRT stations and platforms.



History of LRT in the Region

- 1967: Metropolitan (Met) Council and the Metropolitan Transit Commission (MTC) conduct analysis of alternative transit technologies.
- 1975: Minnesota Legislature prohibits rail transit planning.
- 1980: Minnesota Legislature lifts prohibition of rail transit planning.
LRT is selected as preferred alternative in Hiawatha Avenue Environmental Impact Statement (EIS).
State legislation enables counties to establish regional railroad authorities.
Hennepin County establishes first regional railroad authority.
- 1981: "Light Rail Transit Feasibility Study" (Met Council, Mn/DOT and MTC).
- 1984: Minnesota Legislature creates Regional Transit Board (RTB).
- 1985: "University/Southwest Alternatives Analysis" (Met Council).
Minnesota Legislature prohibits expenditures of public funds on LRT.
- 1986: "A Study of Potential Transit Capital Investments in Twin Cities Corridors -- Long Range Transit Analysis" (Met Council).
- 1987: Minnesota Legislature removes 1985 prohibition, gives regional railroad authorities ability to conduct rail transit planning, and sets maximum levy limit for railroad authorities.
- 1988: Comprehensive LRT System Plan for HCRRA.
Light Rail Transit Planning Analysis for the Midway Corridor (RTB and Ramsey County Regional Railroad Authority (RCRRA)).
Legislature appropriates funds for railroad authorities for engineering design and construction of LRT.
- 1989: Comprehensive LRT Plan for Anoka County Regional Railroad Authority (ACRRA) and for RCRRA.
Minnesota Legislature clarifies roles of RTB, Met Council and regional railroad authorities concerning planning, implementation and financing of LRT.
- 1990: Comprehensive LRT Plan for Dakota County Regional Railroad Authority (DCRRA) and Washington County Regional Railroad Authority (WCRRA).
Preliminary Design and EIS for LRT in Hennepin County.
Preliminary Engineering and EIS for LRT in Midway Corridor (RCRRA and HCRRA).
Regional LRT Development and Financial Plan (RTB).
- 1991: Regional LRT Coordination Plan (RTB).
Preliminary Design and Final Environmental Impact Statement for Northeast Corridor (ACRRA and HCRRA).
- 1992: Metropolitan LRT Joint Powers Board formed.
Regional Transit Facilities Plan (Met Council).
I-35W Draft Environmental Impact Statement (Mn/DOT and Met Council).
HCRRA, RCRRA and Mn/DOT begin Federal Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) on Central Corridor.
- 1993: I-35W DEIS: Mn/DOT selects LRT as part of preferred alternative.
Legislature clarifies LRT Governance structure.

LRT in North America

- Cities throughout North America have recently constructed light rail transit. The list includes:

Baltimore, Maryland	Portland, Oregon
Buffalo, New York	Sacramento, California
Calgary, Alberta, Canada	St. Louis, Missouri
Dallas, Texas	San Diego, California
Denver, Colorado	San Jose, California
Edmonton, Alberta, Canada	Los Angeles, California
- Every city that has light rail transit is planning for additions.
- Many other cities are in planning or engineering phases of LRT, including: Seattle, Salt Lake City, Columbus (Ohio), Milwaukee, Kansas City, Hartford (Connecticut), Norfolk, Chicago, New York, Newark, Austin (Texas), and St. Paul-Minneapolis.

A few excerpts from cities' own publications:

Portland, Oregon

The 15 mile MAX (LRT) line is a major part of a regional strategy to balance the Portland area's transportation system, reduce air pollution and relieve traffic congestion.

MAX will be the strong backbone of eastside transit services well into the 21st century. Along the line, some \$800 million in development has occurred since the decision to build it. Another \$400 million is under construction or on the drawing boards.

The Portland area has a strong tradition of using transportation investments to meet larger community goals for clean air and a healthy economy that respects the region's famous quality of life.

San Jose, Santa Clara County, California

The development of an interconnected local and regional rail transit system has been a great asset to the community; not only has the rail system been well used but it has helped to focus growth and maintain the economic vitality of the County.

Older activity centers have become revitalized urban centers; designed for the pedestrian, served by rail transit, and containing homes, businesses and shops, these centers now distinguish the character of Santa Clara County and are critical to the County's further growth and vitality.

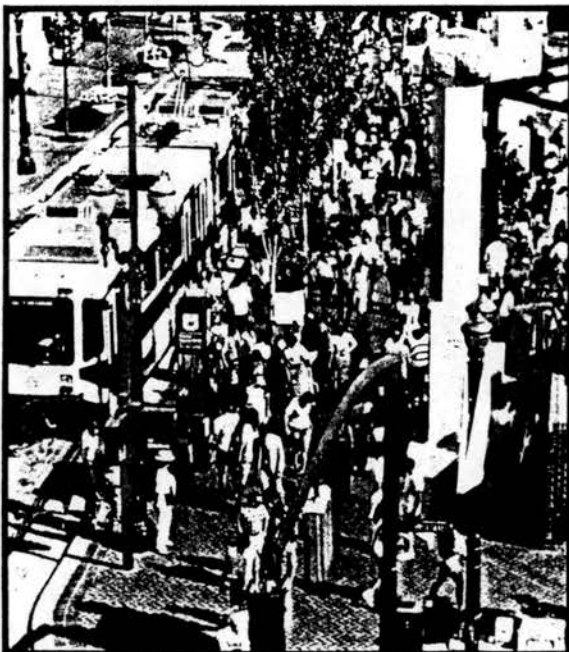
WHY

LRT

?

The current regional transit system lacks a method of rapid transit for moving high volumes of people. Over the past two decades, research conducted at all levels of government has consistently shown that LRT is a moderate cost, rapid transit technology well-suited to meet the transit needs of the Twin Cities metropolitan area. There are several major reasons why.

A three-car LRT train can easily move 500 people per trip — almost as many as seven buses filled to capacity.



Growing travel demands from a growing population

While other states are losing residents, Minnesota is gaining them. The U.S. Census Bureau reports that Minnesota, largely because of the Twin Cities area, is the only midwestern state that keeps pace with the national growth rate. That's not too surprising. The Twin Cities area frequently appears in Top Ten lists of American cities for the positive aspects of life, work and recreation available here. Some 2.3 million people live in the seven-county metropolitan area, but as the population grows, travel demands will also increase. Today's households typically have more than one car. Zero-car families are almost nonexistent. Contemporary lifestyles include multiple trips per household. That's why the regional transit system must keep pace with population growth. A three-car LRT train can easily move up to 500 people per trip. That's almost as much as seven buses at full capacity. LRT is most successful when it operates along heavily traveled routes, with less heavily traveled routes served by buses and smaller transit vehicles, which connect with or "feed" the LRT lines.

Relieves traffic congestion

Local roadway travel is increasing at average annual rates of between 2 and 4 percent according to the Metropolitan

Council. Money for freeway and highway improvements is becoming more and more scarce. In addition, communities are becoming increasingly reluctant to give up land for highway expansions. LRT can play an important part in relieving auto and bus congestion, particularly during peak rush hours. A three-car LRT train has the capability of replacing between 350 and 400 automobiles. LRT, which has the proven ability to attract riders who would normally drive to work, could eliminate some 3,600 automobiles from our freeways each hour in each direction. That translates into enough cars to fill nine miles of I-94 during a peak rush hour.

Many LRT passengers may still need their cars to get to LRT stations; however, motorists will find the convenience of "park and ride" lots and passenger drop-off points an appealing aspect of LRT system design. LRT can reduce the need for more and expensive downtown parking.

Better for the environment

LRT is more beneficial than motor vehicles for overall metropolitan area air quality. Each motor vehicle is an individual source of pollution. On the other hand, electricity for LRT is generated from power plants which are under stringent federal air quality regulations. It's much easier

LRT stations with park-and-ride lots can reduce the need for expensive downtown parking.



WHY

continued



LRT can be attractively designed to enhance local surroundings, as shown before (left) and after (right) LRT was added to the business district.



and more cost-effective to clean the effluent of a large, centralized source (i.e., a power plant) than the emissions of thousands of motor vehicles on roadways throughout the metropolitan area. An enjoyable side benefit is that electricity also makes LRT's ride pleasantly quiet.

Decreases regional dependency on petroleum fuels

Our nation is heavily dependent on foreign oil imports. Fuel prices and supplies are influenced by political strife among oil-producing countries, U.S. foreign policy, and oil spills. However, LRT's use of electricity reduces the public transit system's dependency on petroleum fuels. This will help the metropolitan region and state in times of low fuel supply. The savings can translate into millions of gallons in fuel for the region each year. LRT is the most energy-efficient public transit mode when consumer gasoline prices become prohibitively high.

Strong public support

Public support is essential for the successful development and operation of LRT. According to polls conducted in 1990, a majority of people want LRT built in the seven-county metropolitan area. (For

more information on the public's strong support of LRT, see page 24.)

Accessibility

Regional LRT will be accessible for people who have limited mobility, such as senior citizens, those with small children, and persons with disabilities. The accessibility method chosen for LRT in the Twin Cities area is the "high platform loading option" where the station platform is level with the floor of each light



LRT in the Twin Cities will be accessible.

rail vehicle. This feature will eliminate the need to climb steps in order to board LRT.

All-weather reliability

During bouts with Minnesota's harsh winter weather, riding LRT is a safe and reliable transportation alternative. Unlike cars and buses, LRT isn't impeded by a sudden burst of December snow, the icy conditions of February, or slick road surfaces caused by an April rainstorm. In cities such as Boston, Calgary, and Edmonton, LRT's steel-wheels-on-rail have



As proven in other northern cities such as Boston and Calgary, LRT is safe and reliable in all weather conditions.

proven dependable all year long and in any weather condition.

A safe way to travel

LRT is reliable, provides a quality ride, and significantly decreases travel time in comparison to buses and cars during peak hours. Because it travels along preferential rights-of-way, LRT, as with all public transit, is much safer than personal automobiles.

Affordability and cost-effectiveness

LRT is a practical and cost-effective investment for Minnesota. Construction costs for an LRT line in the Twin Cities metropolitan area will average \$25 million per mile (1990 dollars); depending on the degree of construction requirements. This includes the right-of-way, guideway, rails, electrification, stations, vehicles and maintenance facilities. In comparison, I-394, the most recent metro area freeway project, averaged about \$40 million per mile, and that price does not include the vehicles — the autos and buses required — or vehicle maintenance facilities. LRT is more cost-effective than an all-bus system in moving large numbers of people because LRT is less labor intensive. One LRT driver operating a three-car train can move up to 500 passengers.

E-2

WHY *continued*

Helps focus retail, office and residential development

LRT can complement existing or planned developments. The close proximity of LRT in business districts can positively influence customer traffic. Likewise, the convenient, nearby location of an LRT station can positively affect residential real estate values. Many people think LRT is a desirable enhancement for their neighborhoods. And unlike freeways, LRT can be attractively designed to enhance local surroundings.

And there are more reasons why LRT is a transit option that is needed in the seven-

county metropolitan area. Construction is adaptable to the surrounding environment. As proven elsewhere in places like San Diego and Calgary, LRT enhances ridership on existing transit, thereby increasing the percentage of the regional transit system that pays for itself — the “farebox recovery rate.” The addition of LRT will give the metropolitan area a balanced transportation system that offers people choices. Also, in the event of a national emergency such as a war, oil embargo or economic depression, LRT provides very large reserve capacity for handling sharp increases in ridership, should the need arise.

LRT can help focus retail, office and residential development.



BENEFITS *of LRT*

- Reduces freeway congestion to more manageable levels
- Reduces air pollution by running on electricity, helps conserve petroleum fuels, and moves large numbers of people with high energy efficiency
- Runs reliably in all types of weather
- Reduces our dependence on foreign petroleum resources
- Provides a smooth, safe and excellent quality ride
- Carries more people with a single operator than buses, reducing operating costs
- Reduces travel time between destinations
- Higher farebox recovery than other public transit options, requiring less public operating subsidy per passenger
- Provides easy and convenient access for persons with disabilities, seniors, and those with small children via high platform loading option (no steps)
- Improves suburb-to-suburb bus service by integrating the bus system and LRT and providing additional services through feeder buses
- Operates quietly.
- Costs less per mile and is significantly less disruptive to neighborhoods than equivalent increases in highway construction
- As an alternative to automobiles, reduces wear on freeways, thereby reducing demands for freeway construction and maintenance in the metro area
- Facilitates business development by directing and stimulating consumer traffic

draft F-1
approved

Transportation

Development Guide\Policy Plan

December 16, 1996

traffic, lessening levels of roadway congestion on major streets and highways. And in turn, increased use of transit will reduce the need for added roadway capacity.

An Attractive Alternative to the Single Occupant Auto

As traffic congestion builds, alternative travel modes will become more attractive. Multi occupant vehicles will be more advantageous in travel speed, cost, and convenience over the single-occupant automobile. Transit is already an attractive travel alternative for many people, a mode of choice for those who do not want to rely solely on an automobile. As the region provides more transit choices and availability of transit in particular neighborhoods, people may choose a lifestyle where owning a car is optional.

A Necessity in Many Peoples' Lives

Transit provides for basic travel needs for many people . It serves people who are dependent upon transit as their sole or primary means of transportation. Transit-dependent people must rely on various forms of transit because an automobile is not available, or because of age-related, economic or physical or mental limitations. If transit was not available, many people would be severely affected economically and socially by a lack of basic mobility to a variety of activities.

Sustaining the Region's Environment ~~and Economy~~

Good regional transit adds to a high quality of life. Transit preserves and enhances community and neighborhood livability and access to activity centers. Transit conserves energy resources, pollutes less, and produces fewer negative impacts on the environment than solo driving. ~~Finally, good regional transit helps maintain regional mobility in the event of energy shortages and ensures a healthy urban economy despite high dependence on foreign energy resources.~~

NEW DIRECTION FOR REGIONAL TRANSIT

The new direction for regional transit includes two key objectives:

1. Develop a regional network of dedicated transitways to provide a travel time advantage for transit vehicles, improve transit service reliability, and increase accessibility to jobs via transit.
2. Match the most appropriate transit services to different transit market areas.

★ Transitways

One of the key objectives of a transitway strategy is to facilitate development of an effective express transit route network connecting transit hubs with major economic activity centers. Dedicated transitways, where transit vehicles would not mix with other vehicular traffic, are essential in order to provide a travel time advantage over the single-occupant vehicle and to

Transitway Facility Identification/Project Development

The Council expects the facility identification and project development to be a cooperative process involving local units of government, Mn/DOT, transit operators and the Council, to be jointly defined in more detail once the transitway policy is officially adopted. Transitway implementation will be funded primarily from existing transportation funding sources.

Key criteria to identify of potential transitways within transportation corridors are:

- Development/redevelopment opportunities
- Potential for revitalization of the region's core
- Local involvement and commitment
- Congestion levels
- Transit service levels and structure
- Employment and housing concentrations
- Right-of-way availability

Good transportation corridor planning has taken place over the past 20 years. This information should be used to identify and develop transitways.

A Three corridors are currently under consideration for potential transit improvements: Hiawatha Avenue between downtown Minneapolis, MSP International Airport and the Mall of America; the Northeast Corridor between downtown Minneapolis and the Northtown Transit Hub; and the Central Corridor between downtown Minneapolis and downtown St. Paul. In addition, the 1997-2000 Transportation Improvement Program (TIP) includes a funding commitment to extend the interim HOV lanes on I-35W north of I-494.

A Transitway development along the Hiawatha Avenue Corridor should be pursued immediately because T.H. 55 is currently being reconstructed by Mn/DOT. Transitway construction in conjunction with the highway project would offer unique opportunities for efficiencies and minimizing impacts. The right-of-way for a separate transitway has already been preserved for the majority of the corridor. The characteristics of the corridor would contribute to its success as a transitway. The corridor connects three of the largest economic centers in the region: downtown Minneapolis, MSP International, and the Mall of America. Economic redevelopment opportunities exist along the corridor. The region has recently made the decision, endorsed by the legislature, to maintain MSP International Airport at its current location.

The Council and Mn/DOT, in cooperation with the City of Minneapolis, Hennepin County, the Metropolitan Airports Commission, and the cities of Bloomington and Richfield should develop a plan for implementation of the Hiawatha Transitway to be included in the 1997-2000 Transportation Improvement Program.

improve transit service reliability. A regional transitway network would build upon existing transit advantages (e.g., shoulder bus lanes, signal preemption) and would be coordinated with other transit support facilities (e.g., park/ride lots, transit hubs, transit stations).

Transitways have been widely developed in North America in the last 20 years. Notable examples include exclusive busways (e.g., Ottawa and Pittsburgh) and light rail transit (LRT) lines (e.g., San Diego, Sacramento, Portland, St. Louis, Pittsburgh, Buffalo, Denver, San Jose). In addition, many high occupancy vehicle (HOV) lanes have been built (e.g., Houston, Seattle, Santa Clara County, Washington D.C., Boston, Sacramento) which accommodate both transit and ridesharing vehicles.

In the Twin Cities, the best examples are the University of Minnesota Transitway, connecting the Minneapolis and St. Paul campuses, and the Nicollet Mall. The region has also built HOV lanes on I-394 and I-35W. Other simpler designs, such as shoulder bus lanes, are also being used to provide a dedicated right-of-way and a travel time advantage for buses.

For many years, LRT has been a major part of the transportation debate in the Twin Cities Metropolitan Area with strong leadership from the county regional railroad authorities in cooperation with the Council, Mn/DOT and affected cities. Several LRT proposals have been included in previous regional transportation plans. The I-35W and the Central Corridors were identified as the two corridors with the best potential for LRT in the region and other corridors were identified as potential LRT lines as well. After many years of debate and study, however, funds to implement LRT are not available and might not be for many years.

The focus should be on creating the exclusive transit corridors as expeditiously as possible, with the choice of technology and vehicle secondary. For this reason, the Council supports an incremental approach to transitway implementation. The initial applications will begin with bus technology, but this does not preclude different technology in the future (e.g., LRT, commuter rail) either as an evolution of an existing transitway or as an entirely new initiative. Technology applications of technologies other than buses would be predicated on their cost-effectiveness and the availability of adequate funding for implementation.

Transitway Investment Priority

The Council identifies four categories of regional transportation system investments in priority order: preservation, management, replacement/enhancement and expansion. Transitways are consistent with the key concept of management, which is to provide a travel time incentive to encourage people to share rides. Therefore, the Council will give transitways the same high investment priority as system management projects, second only to projects aimed at preserving the existing system.



In addition, the Council and Mn/DOT, working with the affected local units of government as discussed in Policy 5, should also pursue other transitway type of improvements not only in the Northeast, Central and I-35W Corridors previously mentioned, but also throughout the entire system as opportunities arise and funds become available. Specific recommendations should also be developed for inclusion in the Transportation Improvement Program.

Transit Markets

A second objective is to better match the types and levels of transit services to different transit market throughout the region. The market area framework developed in *Transit Redesign* was used as the building block for developing the concept. In each market area shown in Map 12 Figure 10, transit will be more responsive to the particular needs of persons in those areas (see Table 4-1). (*Transit Redesign's* Transit Service Design Standards and Performance Standards provide more detail on the service characteristics and performance guidelines appropriate for different markets.)

This Transit Plan takes the market area framework one step further. Four transit service zones have been defined that will be increasingly more responsive to the markets they serve as the region grows and redevelops. Each of the zones are described below and depicted in Map 13 Figure 11.

Core Transit Zone

This area has the highest concentrations of activity, both housing and jobs., where the most frequent, most intensive levels of transit are available 18-24 hours a day. Living and working in the core transit zone will be so convenient from a transportation choice standpoint that this area will be attractive to residents, workers and businesses. Those who live and work in the zone will have the most convenient transit in the region for trips made within the zone. Service will be easily understood; transit access to multiple destinations within the zone will be obvious. More people will be persuaded to use the service for all trips (work, shopping, school, business trips) given the ease of system access, low cost, visible destinations, preferential treatment for transit and its users, and a safe, secure, high quality pedestrian environment. People will be able to live in the core transit zone without a car and use transit for all trips. The core transit zone would expand only in areas where development is intensified to a significant degree, and destinations become highly concentrated. Key improvements in the core zone include faster service (with dedicated transitways, signal preemption for buses and skip-stop operation), expanded service frequencies (15 minute frequencies for 18 hours a day) and enhanced security and pedestrian amenities within 1/4 mile of stations and stops.

Table 4-2

TRANSIT SERVICE ZONE FEATURES AND IMPROVEMENTS

TRANSIT SERVICE AREA	LAND USE PATTERN	TRANSIT SERVICE FEATURES			
		Service Options	Frequencies	Span	Spacing
Core Zone	<u>Concentrated Development Area:</u> Highest concentrations of activity and highest density housing and jobs (Transit Redesign Area I)	Regular route locals, all-day expresses, small vehicle circulators, specialized paratransit, ridesharing	5-15 minute local and circulator frequencies	18-24 hours 7 days/week	Locals spaced 1/4-1/2 mile apart
InnerUrban/ Suburban Zone	<u>Moderate Density Development Area:</u> Higher concentration of jobs, housing and activities (Transit Redesign Area II & III)	Regular route locals, all-day expresses, small vehicle circulators, specialized paratransit, ridesharing	15-30 minutes frequencies in Transit Redesign area II and 30-60 minutes frequencies in Transit Redesign area III	12-20 hours/day 7 days/week	Locals spaced 1/2-1 mile apart
Outer Suburban Zone	<u>Low Density Area:</u> Generally lower density areas with intermittent pockets of moderate density housing and employment (Transit Redesign Pockets and Area IV inside MUSA; pockets would receive highest service levels	Peak-only express, small vehicle dial-a-ride, mid-day circulators, paratransit, ridesharing	Peak period only expresses, 1-2 hour mid-day frequencies, dial-a-ride advance registration	10-14 hours/day weekdays and limited weekends	Services tied to park & rides and hubs
Rural Transit Zone	<u>Rural Densities:</u> Lowest concentrations of housing & jobs (Transit Redesign Area IV outside MUSA)	<u>Rotating-day</u> , dial-a-ride, volunteer driver programs, ridesharing	As needed	8-10 hours/days weekdays	Services tied to park & pool lots

TRANSIT SERVICE AREA	TRANSIT IMPROVEMENTS:										
	Improved Access to Transit					Faster Service with Preferential Treatment: Transit Advantages			Improved Safety:	Technological Advances:	
	Transit Stations	Park/Ride Lots	Park & Pool Lots	Pedestrian Amenities 1/4 mile zone around station/stops	Access improvements to transit for persons with disabilities	Dedicated Transitways (Busways, HOV lanes, Bus shoulder lanes)	HOV bypasses (meters & bottlenecks)	Bus Signal Preemption	Security Measures (including camera surveillance)	Automated schedule info at stations/hubs	Electronic Vehicle Tracking
Core Zone	X			X	X	X	X	X	X	X	X
Inner Urban/ Suburban Zone	X	X			X	X	X	X	X	X	X
Outer Suburban Zone	X	X	X		X	X	X		X	X	X
Rural Transit Zone			X								



(how often a transit vehicle would arrive), span (hours and days of operation) and spacing (distance between routes or stops). The lower portion of the matrix offers guidance on the types of access improvements (such as park-ride and stations), preferential treatment improvements (to improve speed of transit vehicles) and other types of improvements that are essential in each of the service zones.

Transit Capital Facilities



In addition to transitways, the region will make transit capital investments in:

- Bus fleet acquisition and replacement
- Public facilities (park/ride lots, transit hubs and stations,...)(how often a transit vehicle would arrive), span (hours and days of operation) and spacing (distance between routes or stops). The
- Support facilities (garages, bus turnarounds, layover facilities, signs,...)
- Computer and communications systems

Timely replacement of the fleet is essential to maintain reliable, quality service. A 12-14 year life span is assumed for 40-foot and articulated buses and 4-5 years for small buses.

Public facilities are essential for transit redesign, to provide coordination among different types of transit vehicles and among different types of transportation modes. They are also a critical complement to the development of transitways.

Transit hubs and stations will provide climate-controlled, convenient transfer opportunities between different components of the system. Large park/ride lots, primarily located on the periphery of the fully developed area (e.g., near the I-494/694 beltway) will provide an opportunity for intercepting vehicles before they reach the most congested portions of the metropolitan highway system.

Support facilities and computer/communication systems are also very important investments for smooth, reliable and coordinated operations.

Capital investment requirements for all regional transit providers is estimated to average about \$48 million per year. About half of those funds are expected to come from federal funding and the other from local sources. The sub-allocation by major project category is:

THE LONG RANGE PLAN



PRIORITY CORRIDORS

- Central Corridor** Includes two downtown distribution systems and a central operations and maintenance facility. Will provide transit service to the University of Minnesota, the State Capitol area, the Metrodome, the Westgate commercial area and the two metropolitan centers. 11 miles long. Estimated 33,700 daily riders.
- I-35W** Extends southwest of Minneapolis along or near I-35W to about 96th Street in Bloomington, 8.8 miles. Estimated 31,000 daily riders. This corridor would eventually be extended across the Mississippi River to Burnsville in Dakota County.

ADDITIONAL CORRIDORS

- Northeast Corridor** Extends north out of Minneapolis along University Avenue in Anoka County, to the Northtown Shopping Center in Blaine. 10.7 miles long. Estimated 18,300 riders.
- Northwest Corridor** Extends northwest out of Minneapolis along Highway 55 and the Burlington Northern railroad to 63rd Avenue in Brooklyn Park. 10.2 miles long. Estimated 21,900 riders.
- Hiawatha Corridor** Extends southeast out of Minneapolis to the General Services Administration building. 7.4 miles long. Estimated 17,500 riders. This corridor would eventually be extended to the Twin Cities International Airport and to the Mall of America in Bloomington.
- St. Paul South Corridor** Extends south along Highway 110 from St. Paul to Eagan in Dakota County. 6.7 miles long. Estimated 11,300 riders.

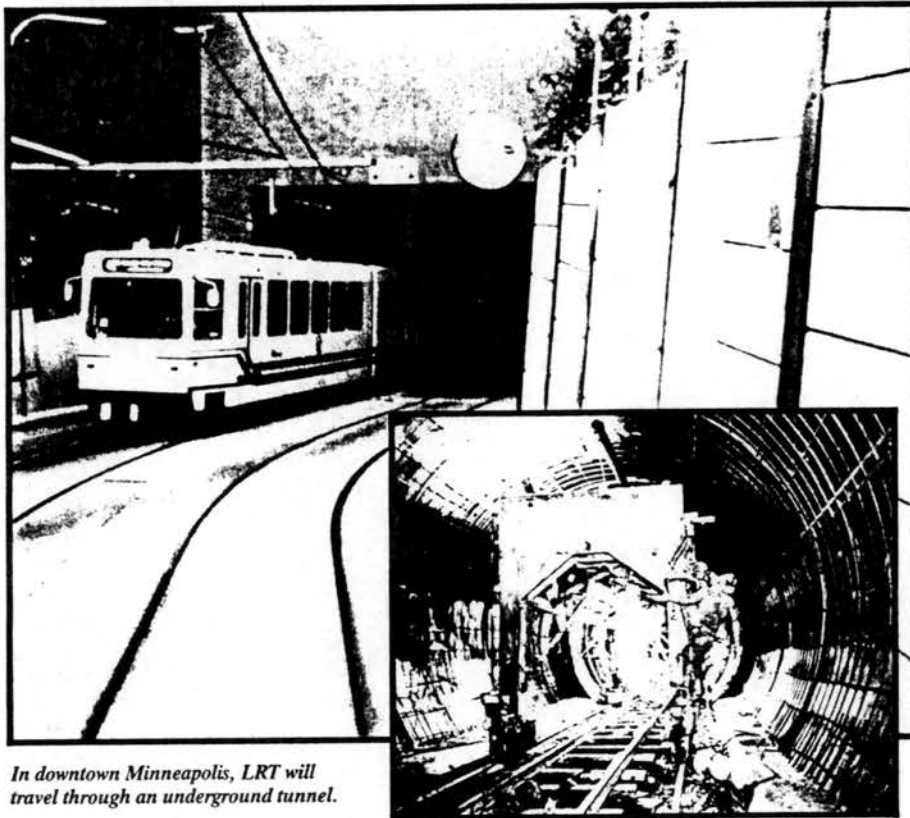
Additional corridors have been evaluated for their long-range potential.

PROPOSED

LRT routes

Planning for LRT has been underway for more than ten years. LRT lines must be conveniently located and follow routes that will serve many people. Candidate corridors were selected based on a num-

ber of criteria, such as potential ridership levels, costs per passenger, costs per mile and coordination with highway construction projects. LRT construction has been carefully planned in phases.



In downtown Minneapolis, LRT will travel through an underground tunnel.

P H A S E A

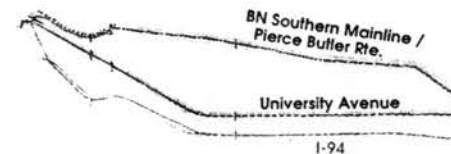
The Central Corridor

The future of LRT depends a great deal on the success of the first rail line that becomes operational. After years of research and debate among various levels of government, it was decided that the most effective location for the first LRT line will be a route linking the downtowns of Minneapolis and St. Paul. This proposed LRT line is called the *Central Corridor*.

The Central Corridor will connect the two city centers by way of the University of Minnesota campus and the State Capitol grounds. There were originally three possible alignments for the Central Corridor:

- 1) along Interstate 94 and the Soo Line Railroad;
- 2) along University Avenue; or
- 3) along the Pierce-Butler arterial streets.

In mid-November, the Ramsey County Regional Railroad Authority (RCRRA) selected the Interstate 94 and Soo Line Railroad alignment to be published in the draft Environmental Impact Statement. This alignment is still subject to public review and comment and may change as it is further evaluated. Two public forums will be held in December 1990 and two public hearings in February 1991 to solicit public input. The RCRRA will then make its final decision on the alignment and forward it to the City of St. Paul for approval. The RTB must also approve the alignment for consistency with regional LRT plans.



The Central Corridor is part of a first phase of LRT construction which includes light rail for the downtown areas and the necessary yards and shops for LRT operations and maintenance. St. Paul has selected the Cedar and 4th Street alignment as the preferred surface alignment downtown for the draft Environmental Impact Statement. Phase One also includes a 1.1-mile underground tunnel in downtown Minneapolis. This initial LRT

route is sometimes referred to as the "demonstration corridor" because it will show, or "demonstrate" the actual benefits and costs of LRT.

The current estimated cost of this first phase of LRT is approximately \$400 million (1990 dollars). Construction, which is contingent on obtaining this funding, could start in 1993 and be completed in 1997. Revenue service would begin in 1997/1998.



P H A S E B

Phase B will include an extension of the downtown Minneapolis tunnel and five additional corridors. The **Hiawatha Corridor** will eventually link Minneapolis with the Twin Cities' International Airport. Phase B calls for construction of the first leg of this route, which parallels Hiawatha Avenue and ends near the Government Services and Administration Building at Fort Snelling.

The **Minneapolis Northeast Corridor** will connect downtown Minneapolis with the Northtown Shopping Center in Anoka County. This LRT line will travel through northeast Minneapolis, Columbia Heights, Fridley, Spring Lake Park and Blaine.

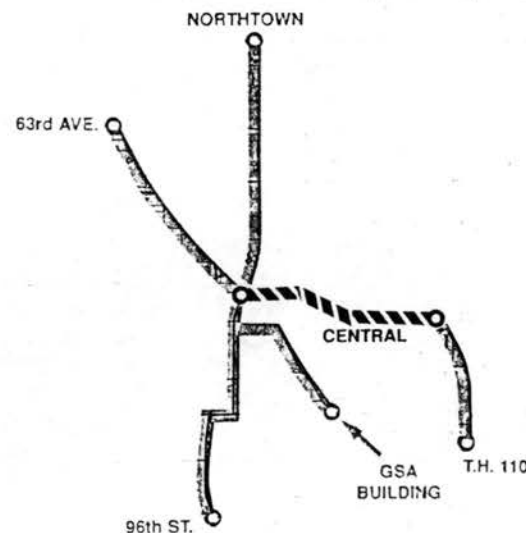
The **Minneapolis Northwest Corridor** will connect downtown Minneapolis to 63rd Avenue North in the northern suburb of Osseo. This LRT line will travel through Golden Valley, Robbinsdale,

Crystal and Brooklyn Park. Alignments that are under consideration are the median of Olson Memorial Highway and the Burlington Northern Railroad.

The **Minneapolis South Corridor** will extend south out of downtown Minneapolis. This LRT line will utilize the median of I-35W. The eventual termination point will be beyond the I-494 interchange at 96th Street in Bloomington. The route may change in Richfield, where it could parallel the Soo Line Railroad, rather than continue in the I-35W freeway median.

The **St. Paul South Corridor** will extend south out of downtown St. Paul into Dakota County running parallel with Robert Street and the Lafayette Freeway and connecting with Interstate I-494 in northern Inver Grove Heights.

The current estimated cost of Phase B is \$750 million in 1990 dollars.

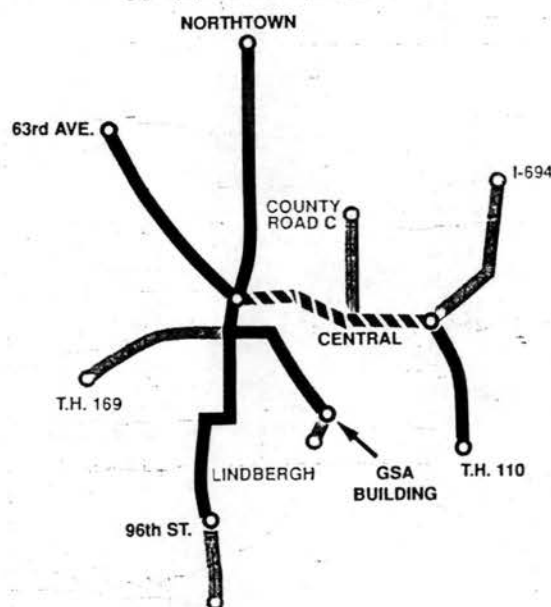


P H A S E C

Three additional LRT lines and two extensions of existing LRT routes, are featured in Phase C of construction.

The **Minneapolis Southwest Corridor** will serve passengers who travel to and from downtown Minneapolis, St. Louis Park and Hopkins. The corridor will terminate at State Highway 169. The alignment for most of this route is an abandoned rail line now owned by the Hennepin County Regional Railroad Authority.

The **St. Paul Northeast Corridor** will link downtown St. Paul with I-694 in Vadnais Heights by way of Maplewood. The Maplewood Mall will be the termination point of this LRT corridor.



The **St. Paul Northwest Corridor** will branch off from the **Central Corridor** at the Midway area near Snelling Avenue. It will extend north through Falcon Heights and up to County Road C in Roseville, near the Rosedale Center.

The **Hiawatha Corridor** will be extended to the main airport terminal so that a Twin Cities area airport route is complete. This LRT line may also be extended to the Mall of America in Bloomington.

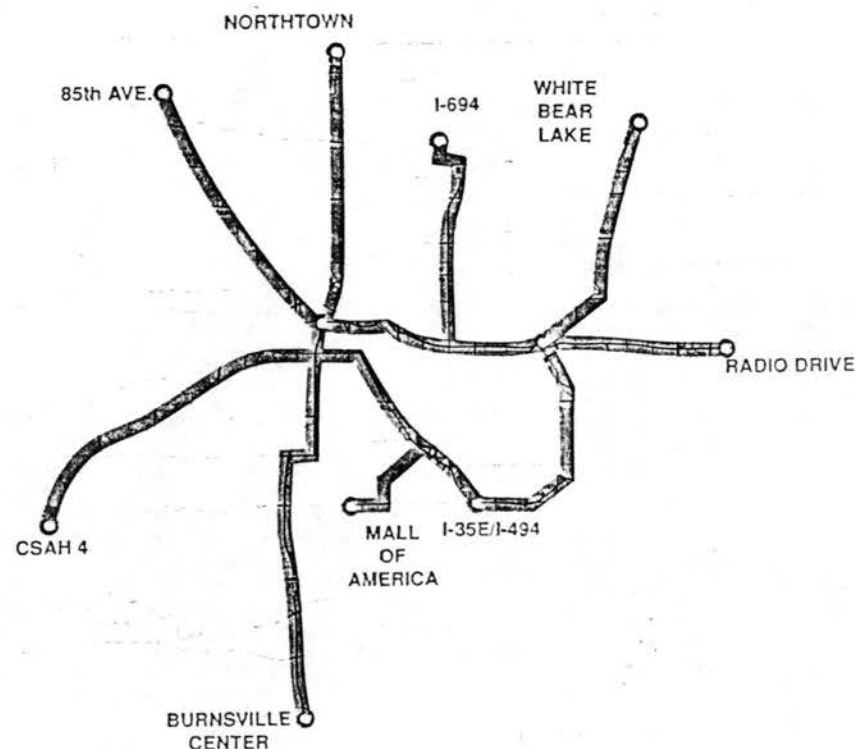
The **Minneapolis South Corridor** may also be extended south across the Minnesota River and into Burnsville. This LRT route would terminate at either Trunk Highway 13 or the Burnsville Center.

The current estimate for Phase C construction cost is \$400 million in 1990 dollars.

M A X I M U M 2 0 Y E A R P L A N

LRT planners are making preparations that go well into the 21st century. A fourth phase of construction, Phase D, calls for LRT line extensions and the possibility of additional construction beyond the year 2010. Comprehensive planning for this phase includes generalized alignment studies, right-of-way preservation work,

environmental approval, full and contingent funding plans, and approval of final construction design. And as with all proposed LRT routes, before any construction begins there must be careful consideration that LRT is successfully integrated with existing transit methods and land use planning.



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

LRT-RELATED STUDIES

Economic development potential around Central Corridor LRT stations; Metropolitan Council, Hennepin and Ramsey County Regional Railroad Authorities, Minnesota Department of Transportation, 1995

Federal Alternatives Analysis/Draft Environmental Impact Statement for the Central Corridor; Ramsey County Regional Railroad Authority, Hennepin County Regional Railroad Authority, Minnesota Department of Transportation, 1993

Phase II Preliminary engineering for the Midway Corridor, downtown St. Paul to University of Minnesota; Ramsey and Hennepin County Regional Railroad Authorities, 1993

Phase I Preliminary engineering and State Draft Environmental Impact Statement for the Midway Corridor; Ramsey and Hennepin County Regional Railroad Authorities, 1991

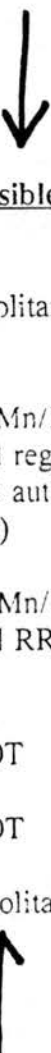
Northeast Corridor Alignment Study; Ramsey County Regional Railroad Authority, 1991

South Corridor Scoping Report; Ramsey and Dakota County Regional Railroad Authorities, 1991

Comprehensive Light Rail Transit Plan for Ramsey County; Ramsey County Regional Railroad Authority, 1989

Midway Corridor Alignment Study, Regional Transit Board and Ramsey County Regional Railroad Authority, 1988

Light Rail Transit Development Process



<u>Task</u>	<u>Responsible Agency*</u>	<u>Estimated Time to Complete**</u>	<u>Estimated Completion Date</u>
1. Set priorities for corridor implementation	Metropolitan Council	Completed	
2. Prepare Alternatives Analysis/Draft Environmental Impact Statement, preliminary design plans	Joint - Mn/DOT and affected regional railroad authorities (RRA's)	1 year	November, 1994
3. Prepare preliminary engineering plans and Final Environmental Impact Statement	Joint - Mn/DOT and affected RRA's	1 year	July, 1995
4. Prepare final design plans	Mn/DOT	1-2 years	
5. Construct LRT	Mn/DOT	3 years	1996-1999
6. Operate LRT	Metropolitan Council		

* The roles and responsibilities for LRT are prescribed in Minn. Stat. Section 473.3993 et seq. (1993).
 ** Time may vary depending on local conditions, funding and approvals.

APPROACH IN OTHER CITIES FOR FUNDING CAPITAL COSTS OF LRT:
Combination of federal, state and local funds.

PROPOSED APPROACH IN TWIN CITIES FOR LRT CAPITAL COSTS:

- Federal funding for 50 to 80 percent of total capital costs (\$474 million for surface alignment) for the Central Corridor. If a tunnel is selected for downtown Minneapolis, capital costs will total \$707 million, including \$50 million for related I-94 work. Federal funding has been received in the amount of \$5.8 million for planning and engineering work for this project and the current U.S. House bill contains an additional \$10 million for the Central Corridor.
- Local match options include:

Sales tax on gasoline	6.5%	= \$180 million/year
Gas tax	1 cent	= \$ 22 million/year
Sales tax on auto repair (labor)	6.5%	= \$ 64 million/year
Motor vehicle excise tax	1.0%	= \$ 49 million/year
Bonding		
- Examples of fiscal impact of funding Central Corridor:
 - Bonding - \$21 million per year for 20 years.
 - Gas Tax - One cent tax increase, assuming 50% federal share.

PROPOSED APPROACH FOR OPERATING COSTS:

- Currently transit costs are funded by mix of property taxes, state funds and farebox collections.
- Additional funds will be needed for improved transit service and for LRT.

FINANCING

LRT

The availability of funding is decisive in the progress of LRT. Financing LRT will require a combination of local, regional, state and federal funding. A variety of funding mechanisms are being studied.

Regional sales tax

Since LRT will be a regionwide transit service, it's appropriate that LRT is primarily financed from a regionwide funding base. A regional sales tax appears to be the most effective way to generate sufficient LRT funding. The current proposal calls for a one-cent metro-wide sales tax; half would fund LRT and other transit. The remainder would fund metro area transportation improvements such as roads in areas not included in the first phase of LRT development.

Local funding

Local or county funding will be important in building LRT. Significant funding from individual counties or local units of government further ensures the responsible use of revenues for building a cost-effective LRT system. County funding will be most timely after the first LRT route — the Central Corridor — proves successful. LRT will then be expanded throughout the seven-county region. Under the adopted *Regional LRT Development and Financial Plan*, the county regional railroad authorities are required to contribute 10 percent of the costs of an LRT corridor in the Group 'B' and 'C' categories. If federal funding is secured for an LRT corridor, then the county regional railroad authorities' 10 percent contribution would be waived. Currently, county regional railroad authorities may fund LRT through property tax levy authority up to the equivalent of 2 mills.

State funding

Transportation has traditionally been a high priority in Minnesota state spending. LRT should be no exception. LRT is a viable project for state funding, especially since over half of Minnesota's 4.4 million citizens live in the Twin Cities and surrounding suburbs. As part of the regional transit system, LRT will be an effective transportation alternative for many of the 2.3 million people who live and work here. LRT will also be important to our visitors and tourists.

Federal funding

Federal funding is currently being sought for three of the proposed LRT corridors. The goal is to obtain federal funding to pay for at least 20 percent of total construction costs for the 10-year LRT plan. (*As of November 1990, Congress earmarked a \$2 million appropriation that would fund LRT planning, environmental and preliminary engineering efforts in three Twin Cities corridors to make them eligible for federal construction funds.*)

Private funding

The RTB and counties are actively exploring private participation for LRT funding. An example of a portion of LRT construction suitable for private funding is transit stations. A commercial real estate complex, such as a shopping center or office park, could include the construction of an LRT transit station in its design.

Whatever the combination of funding, LRT will be a worthwhile investment. The metropolitan area's population is growing and the need for clean mass transit is intensifying. LRT will be a vital addition to the existing regional transit system.

K

Factors in Determining Where LRT is Located

Planning studies on light rail transit have considered light rail corridors on the basis of:

- Population density, existing and projected
- Employment density, existing and projected
- Existing transit ridership
- Major trip generators, such as downtowns, Mall of America, University of Minnesota, regional malls, major employers, airport, stadiums, convention centers, Capitol area
- Economic development impacts
- Right of way availability
- Geographic coverage
- Number of people in the corridor dependent upon transit
- Number of new riders anticipated to use the system
- Cost effectiveness

LRT PUBLIC OPINION POLLS

People are enthusiastic about LRT. This was proven by two public opinion polls conducted in 1990. The polls indicate that a majority of Minnesota citizens recognize that the Twin Cities area needs a way of moving more people quickly and efficiently. Results show that greater Minnesota residents share enthusiasm for LRT with metro area residents.

The Minnesota Poll

The Minnesota Poll, conducted by the Star Tribune and KSTP, surveys a representative sampling of Minnesotans for opinions on important issues. Transportation and LRT were the topics for a statewide Minnesota Poll in 1990. The results indicated there was widespread support for LRT.

The Minnesota Poll indicates that LRT is a viable transit option. Results show that people want LRT in the metropolitan region. The poll also indicates the degree of commitment people are willing to make in bringing this important transit option into Minnesota.

Question: Do you think it is a good idea for the Twin Cities to have a public light rail system?



Question: Should the state of Minnesota help pay for an LRT system in the Twin Cities metro area?



* Results are based on a Minnesota Poll conducted by telephone with 800 randomly selected adults in Minnesota Jan. 17-23, 1990. Minnesota Poll, copyright © 1990 by Star Tribune.

The RTB Poll**

The Regional Transit Board commissioned a public opinion poll with Minnesota Opinion Research, Inc. (MORI), a widely recognized and respected polling firm. Residents of the seven-county metro area were interviewed in a comprehensive survey of transit. A portion of the questions concerned LRT. Again, the results showed popular support of LRT.

Building LRT is favored more than 2-to-1 over expanding bus service.



Building LRT is favored 3-to-1 over widening existing freeways.



Building LRT is favored 7-to-1 over car pools and more bus lanes.



The majority felt LRT is the best alternative to handle the increase in metro area traffic.



The most important factors in deciding to ride LRT is how convenient LRT is to the passenger's destination, and if it allows the passenger to avoid traffic jams.



65 percent agree that LRT should go underground when possible.



Respondents believe the most important benefit of LRT is that it relieves traffic congestion; the second most important benefit is that it is environmentally sound.

** The poll was conducted by Minnesota Opinion Research, Incorporated (MORI). Telephone interviews with a random sampling of 503 adults (age 18 and older) were held in February 1990. The sample reflects demographic estimates of the metropolitan area's adult population, with adjustments for household size. Random error is valued at plus or minus 4 percent.

PHONE DIRECTORY

If you have questions on the regional planning and coordination of LRT or would like to receive more information or an LRT videotape presentation, call:

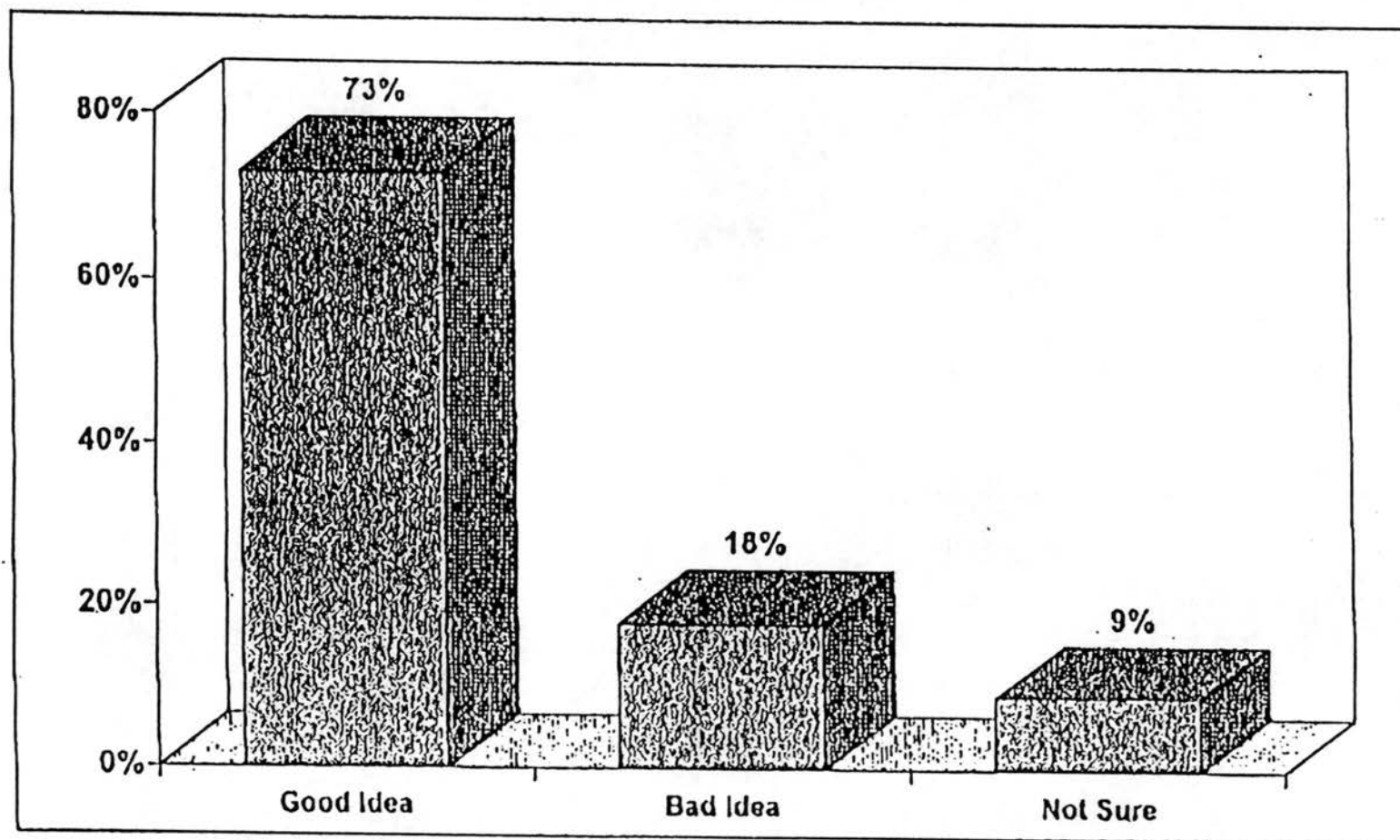
Regional Transit Board: 292-8789
TDD: 229-2715

If you have specific questions on LRT in your locality, contact your county regional railroad authority, call:

Anoka County:	421-4760 (Ext. 1171)
TDD:	784-7013
Carver County:	448-3435
Dakota County:	431-1158
Hennepin County:	348-9260
TDD:	348-6646
Ramsey County:	298-5420
Scott County:	492-2775 or 496-8105
Washington County:	439-6058
TDD:	439-3220

(1-77)

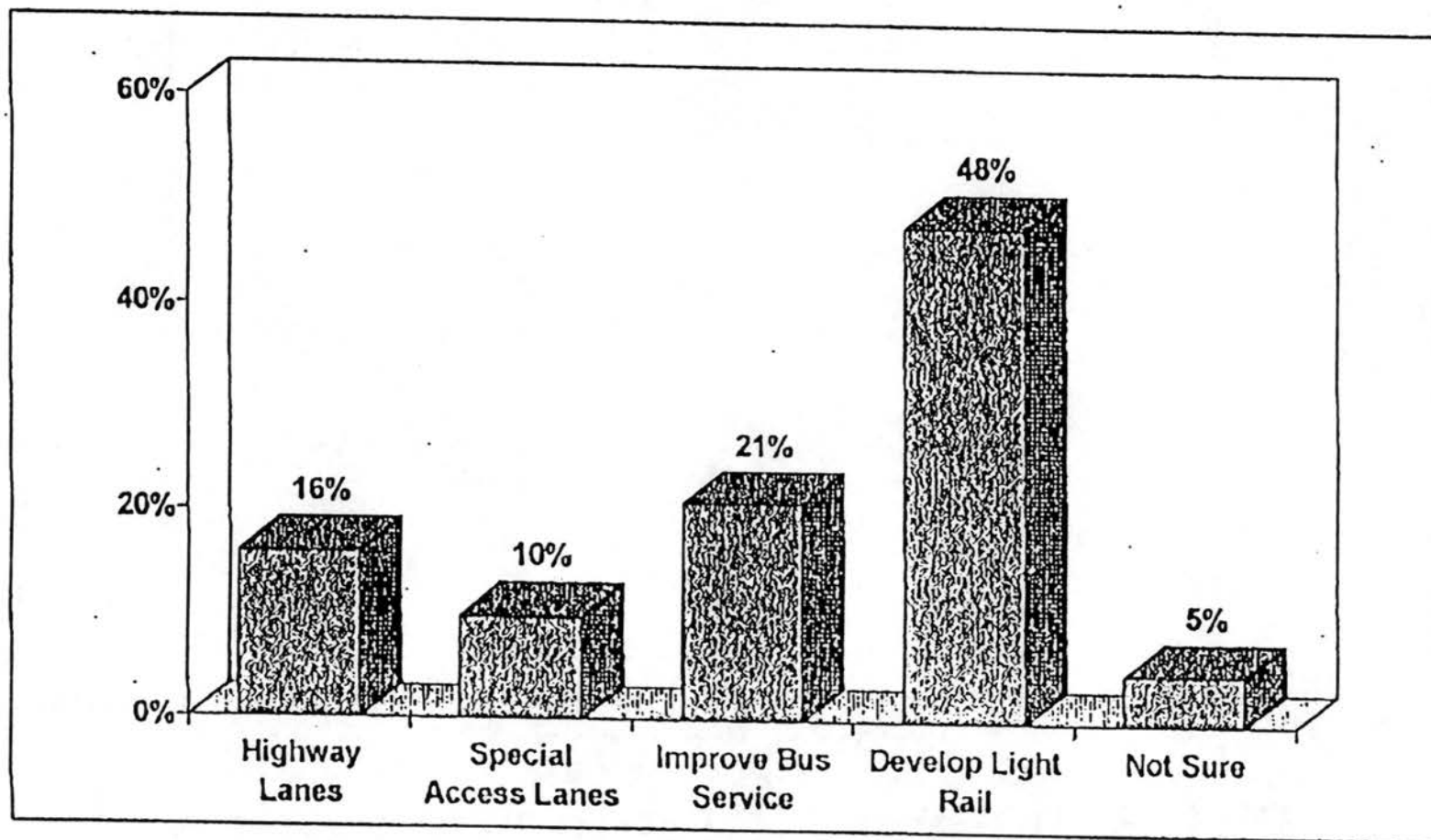
Would It Be A Good Idea Or A Bad Idea To Develop Light Rail Transit In The Metro Area



Paul H. Spear Data Policy

Telephone survey of Minneapolis-St. Paul seven county
area auto owners. Completed August, 1995. Coinfidence level is 95%.

With Limited Funding For Transportation Systems Which Should Have The Highest Spending Priority



Part III Special Data Analysis

Telephone survey of Minneapolis-St. Paul seven county area auto owners. Completed August, 1995. Confidence level is 95%.

M

LRT Joint Powers Board

PURPOSE

The purpose of the Board is to provide a regional perspective on the development of light rail transit (LRT). Specifically, the Board: (1) coordinates legislative and policy development among its members; (2) reviews and approves the LRT system standards; (3) approves the community involvement plans and marketing programs for LRT; (4) participates on corridor management committees related to LRT projects; and (5) advised Mn/DOT and the corridor management committees on implementation methods.

In 1994, the Board broadened its purpose to serve as a mechanism for coordination of transit issues in general.

ORGANIZATIONAL INFORMATION

The Metropolitan LRT Joint Powers Board was organized pursuant to state statute in 1991, and reorganized, following changes in statute, in 1993.

Membership consists of a member and alternate appointed by the seven metropolitan county regional railroad authorities.

The financial disbursements and budget records are managed by Hennepin County Regional Railroad Authority. Funding for the Board is provided by its members.

Staffing is provided by the member regional railroad authorities.

Metropolitan LRT Joint Powers Board Members

Commissioner Peter McLaughlin, Chair
Hennepin County Regional Railroad Authority

Commissioner Rafael Ortega, Vice Chair
Ramsey County Regional Railroad Authority

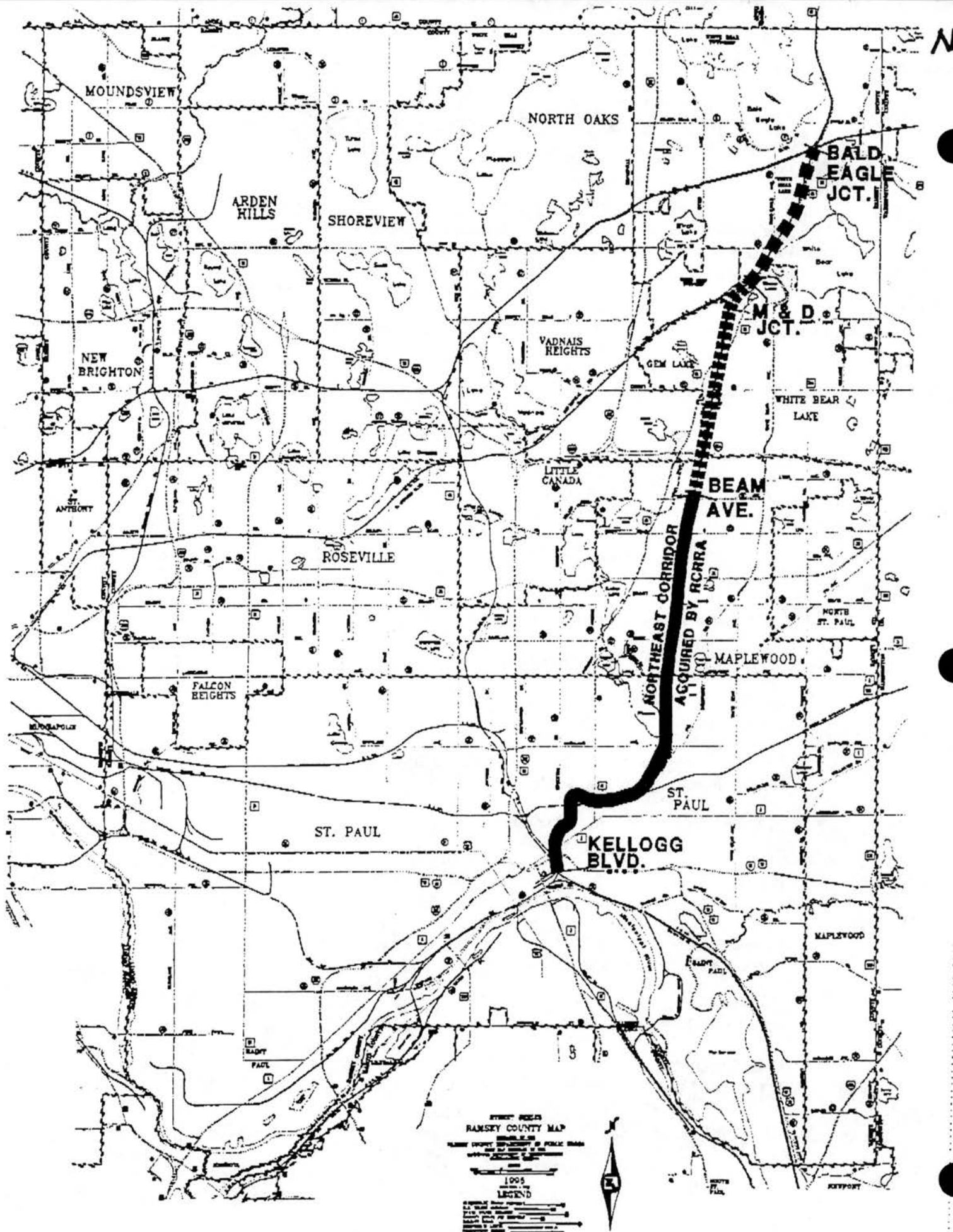
Commissioner Paul McCarron, Secretary
Anoka County Regional Railroad Authority

Commissioner John Siegfried
Carver County Regional Railroad Authority

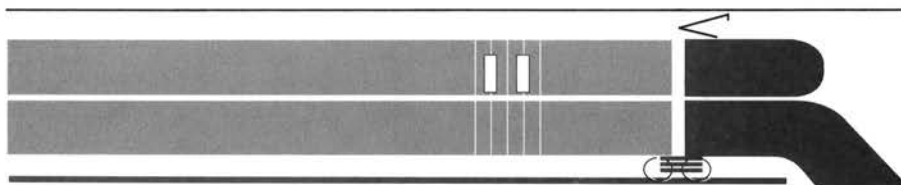
Commissioner Paul Krause
Dakota County Regional Railroad Authority

Commissioner Art Bannerman
Scott County Regional Railroad Authority

Commissioner Mary Hauser
Washington County Regional Railroad Authority



POTENTIAL RIGHT OF WAY ACQUISITION



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 Meeting

February 25, 1997

2:00 PM

220 Courthouse, Large Conference Room

1. Update on transit activities
2. *
 - A. Authorize staff to develop and submit an application for ISTEA funds for the Riverview, Hiawatha and Northeast Transit Corridor;
 - B. Request \$12 million in federal funding for the Riverview Transit Corridor; and
 - C. Designate a maximum of \$3 million local match for the federal funds.

* Action is requested

REVISED SCHEDULE
February 25, 1997, As of 2:00 p.m.

NACo LEGISLATIVE CONFERENCE

February 28 - March 4, 1997

Saturday, March 1, 1997

Sunday, March 2, 1997

9:00 - 10:30 a.m.

Breakfast briefing at Hotel Sofitel, 1914 Connecticut Avenue
N.W., Private dining room, Lobby level [Directly across
the street from the Washington Hilton] (For
Commissioners, Assistants, staff, and federal lobbyist)

6:00 - 9:00 p.m.

AMC dinner at Hogate's Restaurant, 800 Water Street SW (Everyone
welcome)

\$33⁰⁰/PERSON COST

Monday, March 3, 1997

Tuesday, March 4, 1997

8:00 - 10:00 a.m.

AMC Breakfast with the Minnesota Delegation
U.S. Capitol Building, Senate Side, Room SC-5
(For Commissioners and Assistants)

NOTE: Individual meetings with legislators are still being
arranged.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

2/20/97
Date

Board Action Requested

1. Authorize staff to develop and submit an application for ISTEAs funds for the Riverview, Hiawatha and Northeast Transit Corridor;
2. Request \$12 million in federal funding for the Riverview Corridor;
3. Designate a \$3 million local match for the \$12 million from fund balance.

Request Justification

See attached resolution, memorandum and attachments from K. DeSpiegelaere

Budgeting and Accounting

Maile Johnson 2/20/97

County Attorney

Ken DeSpiegelaere 2-20-97

Risk Management

Documentation certified complete for:

Board Date

Signature

Date

Resolution for Ramsey County Regional Railroad Authority

Whereas, The Riverview Corridor from the Lower East Side of St. Paul, through downtown St. Paul to the Minneapolis/St. Paul Airport has been identified as a potential location for a transitway; and

Whereas, Ramsey County Regional Railroad Authority on February 4, 1997, adopted a resolution supporting a major transit investment in the Riverview Corridor; and

Whereas, The Metropolitan Light Rail Transit Joint Powers Board adopted a motion directing staff to submit an application for Intermodal Surface Transportation Efficiency Act (ISTEA) funds for the Riverview, Hiawatha and Northeast transitway projects; and

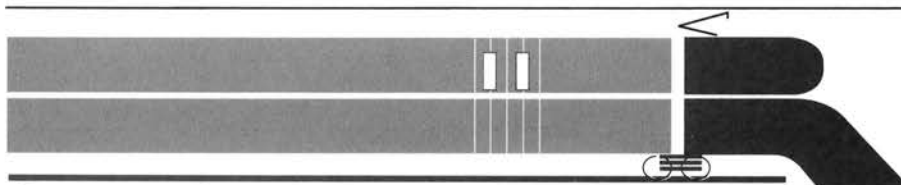
Whereas, The Ramsey County Legislative Delegation on February 17, 1997, unanimously endorsed an ISTEA application for the Riverview, Hiawatha and Northeast transitway projects; and

Whereas, The City of St. Paul Mayor and Council have endorsed an ISTEA application for the Riverview Transitway Corridor;

Now, Therefore, Be It Resolved, That Ramsey County Regional Railroad Authority directs staff of the Metro Light Rail Transit Joint Powers Board to jointly develop and submit an application for Intermodal Surface Transportation Efficiency Act funding of the Riverview, Hiawatha and Northeast Transitway Corridor; and Be It Further

Resolved, That Ramsey County Regional Railroad Authority requests \$12 million in federal funds for the Riverview Transit Corridor; and Be It Further

Resolved, That Ramsey County Regional Railroad Authority designates a maximum of \$3 million in fund balance to match \$12 million in federal funding for the Riverview Corridor.



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

Subject: ISTEAFunding for Riverview Corridor

Date: February 20, 1997

Approval from Ramsey County Regional Railroad Authority Commissioners is sought for (1) An application for federal Intermodal Surface Transportation Efficiency Act funds for the Riverview, Hiawatha and Northeast Transitway Corridors; (2) A request of \$12 million in federal funds for the Riverview Transitway Project; and (3) A match of \$3 million in local funds for the anticipated \$12 million in federal funds. The federal grant is an 80/20 match.

Background

The Riverview Transitway Corridor has been identified as a potential location for a transitway. The corridor extends from the Lower East Side in St. Paul through downtown St. Paul to the Minneapolis/ St. Paul airport. It would link with other transitways planned in the Hiawatha Corridor (downtown Minneapolis, airport, Mall of America) and Northeast Corridor (Northtown Shopping Mall to downtown Minneapolis).

A map illustrating the Riverview, Hiawatha and Northeast Corridor transitway areas is Attachment 1.

The Riverview Transit Corridor is approximately 9.5 miles in length. Approximately two of the miles are in Hennepin County and the remaining 7.5 miles in Ramsey County.

Ramsey County Regional Railroad Authority adopted a resolution on February 4, 1997, supporting a major transit investment in the Riverview Corridor (Attachment 2).



The first phase of study for the corridor, Scoping, would provide information so that a decision can be made on (a) alignment, the specific location within the corridor where the transit facility would be located and (b) mode, the form the major transit investment would take. The modes considered would be bus improvements, dedicated busway, light rail transit and commuter rail. Subsequent phases of study, including a federal major investment study (MIS), environmental impact documents, preliminary and final engineering would be completed as appropriate for the mode selected in the first phase of study. The cost for the studies, for construction of the transit improvement and for operations of the transit improvement vary, depending upon the mode selected.

Metro LRT Joint Powers Board Action

Ramsey County Regional Railroad Authority is a member of the Metro LRT Joint Powers Board. The Board had extensive discussion about applications for federal funding for transit projects and at its meeting of February 14, passed the following motion:

That staff be directed to develop an application for ISTEA authorization and funding of the Hiawatha Transitway, and for planning and phasing funding for the Riverview Corridor, Northeast Corridor and other connections.

Support for the Riverview Transit Project

Ramsey County Regional Railroad Authority has received considerable support for the Riverview Transitway project.

Congressman Martin Sabo will be the sponsor of the federal funding application for the three segments of the transitway projects: Riverview, Hiawatha and Northeast. Congressman Vento and Oberstar will be supporting sponsors.

Attachment 3 is letters of support from:

Ramsey County Legislative Delegation

Mayor Norm Coleman

In addition, we have received support from the St. Paul City Council in the form of a resolution passed unanimously on February 19. Other letters of support are in process from the St. Paul Port Authority, Minnesota Department of Transportation and Metropolitan Council.

Status of federal request

The Federal Intermodal Surface Transportation Efficiency Act provides funding for transportation projects. The Act is up for renewal in Congress in 1997. The 1997 Act will provide for six years of transportation funding for the United States.

Applications for the federal funds are due to Congress on February 25, 1997. A copy of the questions to be answered for the transit applications is Attachment 4. A joint application for Ramsey, Hennepin and Anoka projects is being completed, as directed by the Joint Powers Board.

We anticipate applying for \$12 million in federal funds for the Riverview Corridor. Anoka County Regional Railroad Authority is applying for \$1 million for the Northeast Corridor and Hennepin is applying for \$32 million for the Hiawatha Corridor.

The federal funding would be used for planning, environmental, engineering, and depending upon the mode selected, could be used for a portion of the transitway construction.

Partnerships in funding

Ramsey County Regional Railroad Authority is being asked by Congressman Sabo to agree to the required match for the federal funds at this time. While the proposed action commits Ramsey County Regional Railroad Authority to fund the project if federal funds are received, other sources of funding, including city, other county and state funds, would continue to be sought to provide a portion of the local share of the federal match. Salaries and indirect costs for staff of agencies participating in development of the project are able to be counted as matching dollars for federal funds.

In addition, the Riverview Corridor is located in both Ramsey and Hennepin Counties. We would request Hennepin's participation in the funding on the basis of distance of the corridor in each respective county's geographic area. We have precedence for this action in studies done on the Central Corridor by Ramsey and Hennepin County Regional Railroad Authorities in recent years.

Actions Requested of Ramsey County Regional Railroad Authority

(1) Direct staff to develop a joint application for ISTEA authorization and funding of the Riverview, Hiawatha and Northeast Transitway Corridor in cooperation with Hennepin and Anoka staff and Congressional staff.

(2) Request \$12 million in federal funds for the Riverview Transitway Corridor.

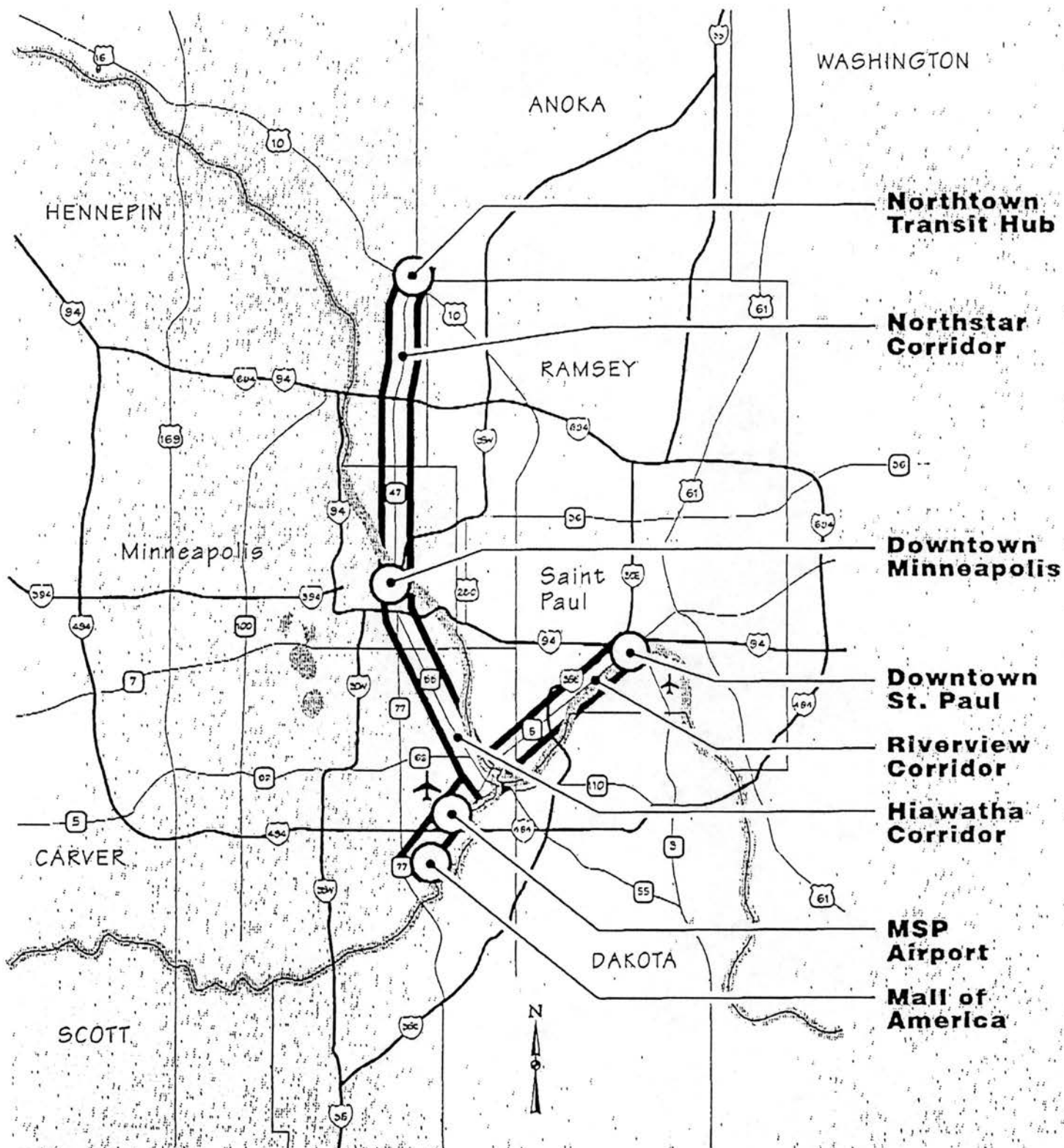
and

(3) Designate a maximum of \$3 million in fund balance to match \$12 million in federal funding for the Riverview Transitway Corridor.

Impact of match for federal funds

Ramsey County Regional Railroad Authority has its own property tax levy authority. Ramsey County Regional Railroad Authority levied no taxes in 1997. By spending the fund balance, and thus reducing interest income, a Regional Railroad Authority tax levy may be necessary to continue activities on transit in future years.

Attachment



RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: February 4, 1997 No: R97-05

(PAGE 1 OF 2)

WHEREAS, The Metropolitan East area considers it of vital importance to enhance and maintain the economic vibrancy of its geographic area, and

WHEREAS, A transportation linkage of downtown St. Paul (the Capitol and other elements of St. Paul's cultural corridor, including the Civic Center and the Science Museum) to the Minneapolis/St. Paul Airport and Mall of America is one of the major factors in fostering economic vibrancy in the Metropolitan East area; and

WHEREAS, The Mississippi River is a major amenity in this corridor; and

WHEREAS, There is a shortage of parking in downtown St. Paul and at the airport and a good quality transit service can help alleviate the need for additional parking facilities; and

WHEREAS, It is important for employers and employees that better linkages be provided for residents of Ramsey County to jobs that may be at a distance from areas where they reside; and

WHEREAS, The Metropolitan Council, City of Minneapolis and Hennepin County have expressed an interest in linking downtown Minneapolis to the Minneapolis/St. Paul Airport and Mall of America by way of the Hiawatha Corridor; and

WHEREAS, A connection from St. Paul to the Minneapolis/St. Paul airport and jointly with Hennepin County, Minneapolis and Bloomington to the Mall of America would benefit both Ramsey and Hennepin County residents and visitors; Now, Therefore, Be It

Rafael E. Ortega, Chairman

By: Tony Bennett
Tony Bennett, Secretary

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: February 4, 1997 No: R97-05

(PAGE 2 OF 2)

RESOLVED, That Ramsey County Regional Railroad Authority designates the Riverview Corridor connecting downtown St. Paul to the Minneapolis/St. Paul Airport as its highest priority for a major transit improvement; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority also supports construction of a major transit improvement in the Hiawatha Corridor in Hennepin County; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority further supports funding for intermodal transit projects, such as vans, in order to get access for people from their neighborhoods to jobs.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	<u>X</u>	—	—
Dino Guerin	<u>X</u>	—	—
Susan M. Haigh	<u>X</u>	—	—
Rafael E. Ortega	<u>X</u>	—	—
Victoria Reinhardt	<u>X</u>	—	—
Jan Wiessner	<u>X</u>	—	—

Rafael E. Ortega, Chairman

By: Tony Bennett
Tony Bennett, Secretary

Alice Hausman
State Representative



Attachment 3
**Minnesota
House of
Representatives**

February 19, 1997

Commissioner Rafael Ortega, Chair
Ramsey County Regional Railroad Authority
220 Courthouse
St. Paul, MN 55102

Dear Commissioner Ortega:

This letter is an indication of the unanimous support of the Ramsey County legislative delegation for an application by Ramsey County Regional Railroad Authority, with Hennepin and Anoka County Regional Railroad Authorities, for federal ISTEA funding for the Riverview Transit Corridor.

We understand that a transportation connection from downtown St. Paul to the Minneapolis/St. Paul Airport, the Mall of America, and downtown Minneapolis is important for transportation and economic development for the Metro East region. We also know that transit can be a catalyst for reinvestment in urban areas and will be a major factor in getting people off welfare and to jobs. We support planning, engineering and construction of a major transit improvement in the Riverview Corridor, Northeast Corridor and other connections.

We support your efforts to gain Congressional support for funding this project and will work with you on the state level to forward this project.

Sincerely,

Handwritten signature of Alice Hausman in cursive script.

Representative Alice Hausman
Co-Chairs, Ramsey County Legislative Delegation

Handwritten signature of Senator Chuck Wiger in cursive script.

Senator Chuck Wiger

cc: Congressman Bruce Vento, Martin Sabo, James Oberstar,
James Denn, Curt Johnson



3-2



CITY OF SAINT PAUL

Norm Coleman, Mayor

390 City Hall
15 West Kellogg Boulevard
Saint Paul, MN 55102

Telephone: 612-266-8510
Facsimile: 612-266-8513

January 19, 1997

Commissioner Rafael Ortega
Ramsey County Board of Commissioners
220 County Courthouse
15 West Kellogg Boulevard
Saint Paul, MN 55104

Dear Commissioner Ortega:

I am pleased to offer my support for Ramsey County's efforts to improve transit access in and to downtown Saint Paul. The Riverview Corridor is a significant leap forward in developing transit as a key part of the transportation system for the Metro area.

As we look to the future, an integrated system of transportation, transit and parking improvements is critical to improving the overall economic health of Saint Paul's downtown and its neighborhoods. Our citizens must have access to jobs. Our commuters and visitors must have convenient access to the jobs and amenities Saint Paul has to offer.

The renaissance of downtown will be greatly enhanced by a strong transit connection from downtown to the airport and the Mall of America. Likewise, economic development projects such as the Phalen Corridor and the Maxson Steel site innovatively incorporate transportation projects to add good paying jobs and revitalize neighborhoods as we reshape our welfare system.

I support the County's initiatives to develop a transitway in the Riverview Corridor and pledge Saint Paul's assistance as this exciting venture moves forward.

Sincerely,

Norm Coleman
Mayor

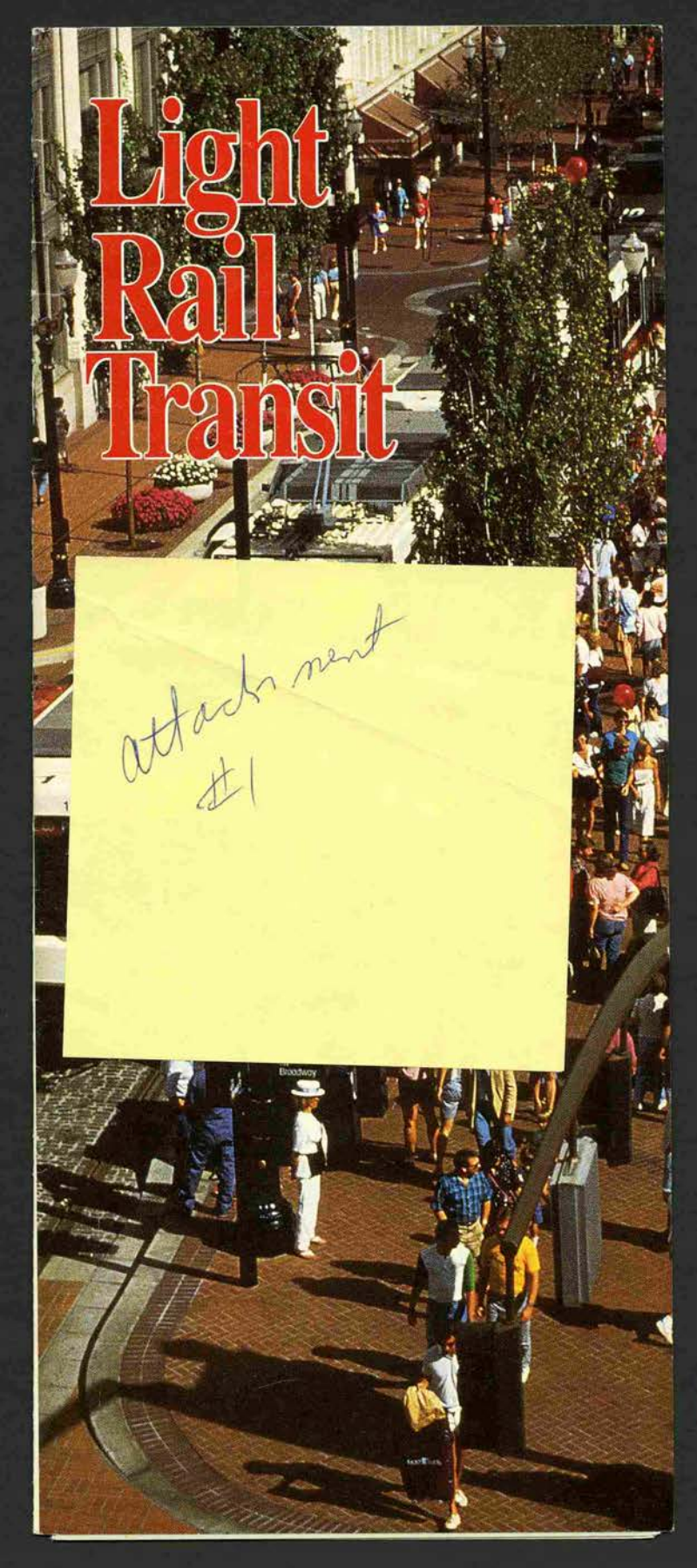
*Attachment 4***TRANSPORTATION PROJECT CRITERIA**

Required by the House Transportation and Infrastructure Committee
U.S. Representatives Must Submit Written Requests by February 25

1. Name and Congressional District of the primary Member of Congress sponsoring the project, as well as any other Members supporting the project (each project must have a single primary sponsoring Member).
2. Identify the State or other qualified recipient responsible for carrying out the project.
3. Is the project eligible for the use of Federal-aid funds (if a road or bridge project, please note whether it is on the National Highway System)?
4. Describe the design, scope and objectives of the project and whether it is part of a larger system of projects. In doing so, identify the specific segment for which project funding is being sought including terminus points.
5. What is the total project cost and proposed source of funds (please identify the federal, state or local shares and the extent, if any, of private sector financing or the use of innovative financing) and of this amount, how much is being requested for the specific project segment described in item #4?
6. Of the amount requested, how much is expected to be obligated over each of the next 5 years?
7. What is the proposed schedule and status of work on the project?
8. Is the project included in the metropolitan and/or State transportation improvement plan(s), or the State long-range plan, and if so, is it scheduled for funding?
9. Is the project considered by State and/or regional transportation officials as critical to their needs? Please provide a letter of support from these officials, and if you cannot, explain why not.
10. Does the project have national or regional significance?
11. Has the proposed project encountered, or is it likely to encounter, any significant opposition or other obstacles based on environmental or other types of concerns?
12. Describe the economic, energy efficiency, environmental, congestion mitigation and safety benefits associated with completion of the project.
13. Has the project received funding through the State's federal aid highway apportionment, or in the case of a transit project, through Federal Transit Administration funding? If not, why not?
14. Is the authorization requested for the project an increase to an amount previously authorized or appropriated for it in federal statute (if so, please identify the statute, the amount provided, and the amount obligated to date), or would this be the first authorization for the project in federal statute? If the authorization requested is for a transit project, has it previously received appropriations and/or received a Letter of Intent or has FTA entered into a Full Funding Grant Agreement for the project?

From Rep. Petri's January 9 Congressional Record statement

Light Rail Transit



attachment
#1

LRT is a sound investment

LRT is a practical investment for Minnesota. Construction costs for an LRT line in the Twin Cities metropolitan area should average \$25 million per mile (1990 dollars) depending on construction requirements. This includes the guideway, rails, electrification, stations, vehicles and maintenance facilities. These costs compare favorably with urban freeway expansion costs.

LRT provides the high capacity needed to have a truly comprehensive regional system. And having LRT as part of the mix of services draws new riders to the entire system. Other cities have found that people who do not generally ride public transit are more likely to use light rail. As proven elsewhere in places like San Diego and Calgary, LRT enhances ridership on existing transit, thereby increasing the percentage of the regional transit system that pays for itself.

With a higher ridership capacity and less intensive use of land, LRT promotes and supports focused land use and development that can discourage urban sprawl. Its low per-passenger operating cost and the ability to attract new riders to the transit system make light rail transit a sound investment in the region.



● North American cities with LRT systems

Baltimore, Maryland
Boston, Massachusetts
Buffalo, New York
Calgary, Alberta, Canada
Cleveland, Ohio
■ Dallas, Texas
■ Denver, Colorado
Edmonton, Alberta, Canada
Los Angeles, California
Miami, Florida
New Orleans, Louisiana
Philadelphia, Pennsylvania
Portland, Oregon
Sacramento, California
■ St. Louis, Missouri
San Diego, California
San Francisco, California
San Jose, California
Toronto, Ontario, Canada

■ Systems under construction

▲ Cities planning LRT Systems

Houston, Texas
Kansas City, Missouri
Milwaukee, Wisconsin
Minneapolis-St. Paul, Minnesota
Seattle, Washington
Salt Lake City, Utah

For more information

As the metropolitan area's transit planning and funding agency, the Regional Transit Board is involved in planning for light rail transit. For general information about planning LRT and other transit services, contact the RTB at:

Regional Transit Board
Mears Park Centre
230 East 5th Street
St. Paul, MN 55101
Phone: 612/292-8789

Information about specific corridors can be directed to the appropriate regional railroad authority:

Hennepin County Regional Railroad Authority
A-2307 Government Center
Minneapolis, MN 55487-0273
Phone: 348-9260

Ramsey County Regional Railroad Authority
Room 316, Courthouse
15 W. Kellogg Boulevard
St. Paul, MN 55102
Phone: 266-2760

Anoka County Regional Railroad Authority
Administration Office
Anoka County Courthouse
325 E. Main Street
Anoka, MN 55303
Phone: 421-4760 (Ext. 1171)

Washington County Regional Railroad Authority
Public Works Department
11660 Myron Road North
Stillwater, MN 55082-9573
Phone: 439-6058

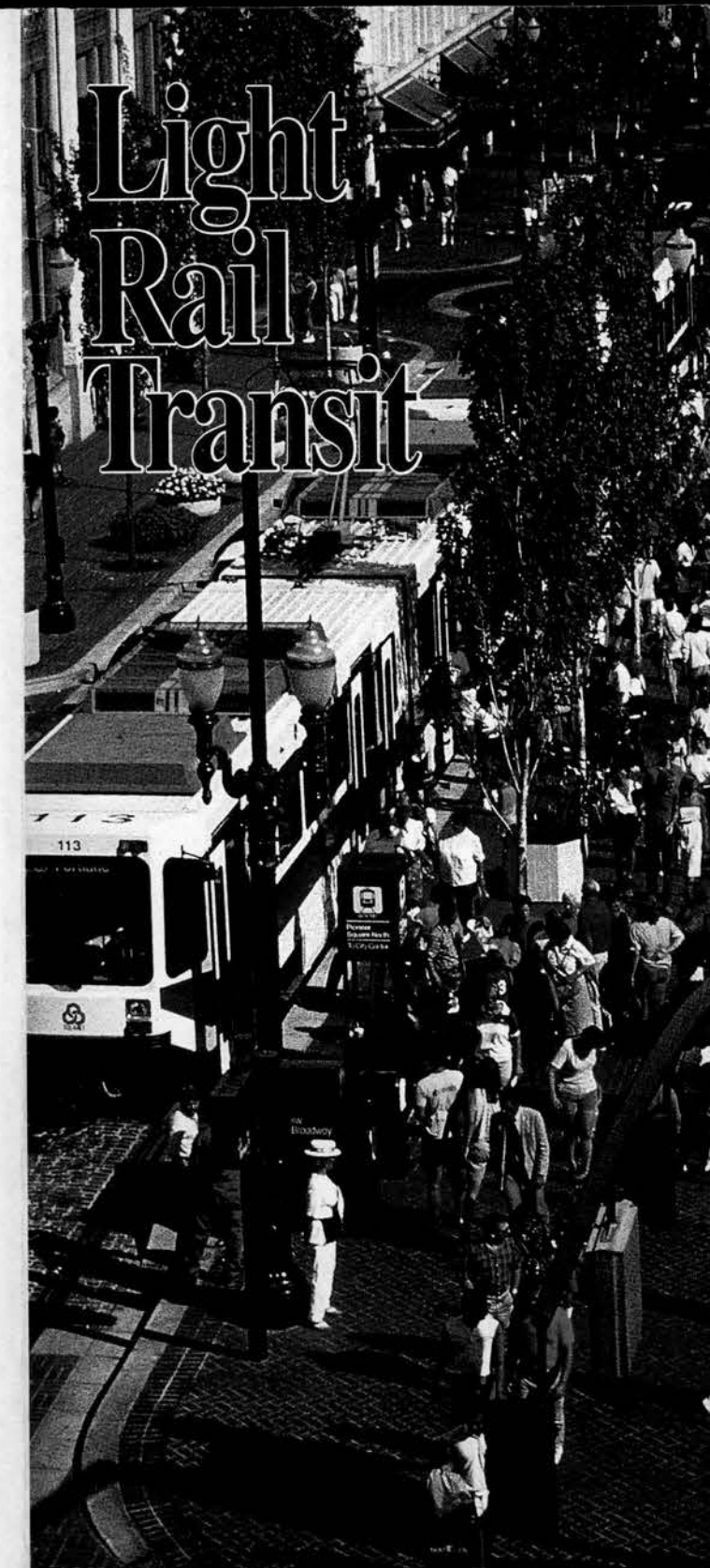
Scott County Regional Railroad Authority
County Highway Department
600 Country Trail East
Jordan, MN 55352
Phone: 496-8346

Carver County Regional Railroad Authority
County Highway Department
600 East 4th Street
Chaska, MN 55318
Phone: 448-1207

Dakota County Regional Railroad Authority
7300 W. 147th
Suite 507
Apple Valley, MN 55124
Phone: 891-7030

On cover: *P o r t l a n d*

Light Rail Transit



REGIONAL TRANSIT BOARD

Mears Park Centre
230 East 5th Street
St. Paul, MN 55101
Phone: 612/292-8789



Light Rail Transit

In many cities in the United States and throughout Europe, light rail transit (LRT) is attracting transit riders, reducing congestion, saving public money, and improving the environment.

LRT is a modern technology that has the ability to move large numbers of people in heavily traveled corridors. Light rail consists of three elements: a rail line, a rail vehicle and a power source to move the vehicle.

LRT uses electricity drawn from an overhead power line. Because LRT runs on electricity over rail lines, the ride is quiet, fast and smooth. Unlike cars and buses, electric-powered LRT vehicles produce no exhaust.

LRT travels on its own right-of-way at a maximum speed of 55 mph. And, unlike buses and cars, LRT operates well in all types of weather, including snow, ice and heavy rain.

The LRT system being planned for the Twin Cities will be completely accessible to people with disabilities since there will be no steps to climb to get on a vehicle. This level platform loading option makes LRT a more convenient transit

option for all riders. Seniors won't have to try to climb steep steps, and people traveling with small children or carrying parcels will have an easier time getting on board.

LRT vehicles can either be operated individually or linked to form a train. This gives LRT the flexibility needed to adapt to fluctuating conditions. Where ridership demands are high, more vehicles can be added to a route fairly simply. And only one operator is needed to drive an LRT train. LRT's ability to handle high capacities also eliminates the need for adding costly parking facilities on valuable downtown land.

LRT as part of a comprehensive transit system

LRT will work in conjunction with bus service in the metro area. Together, these two modes of transportation

will provide flexible transit service that meets people's travel needs.

LRT will work with and support other metro area paratransit services as well, creating a comprehensive public transportation system for the region. Community circulators, dial-a-rides, regular route buses, park-and-ride lots, bike-and-ride lots, high-occupancy vehicle lanes, car pools and light rail transit are all essential components of a comprehensive transit system.

LRT is currently being proposed for two high-capacity corridors. The top priority corridor is the Central Corridor, linking Minneapolis and St. Paul via the University of Minnesota. The second corridor extends from downtown Minneapolis south to Burnsville along I-35W. The RTB believes LRT is needed in these two corridors to meet current and future transportation needs in the most efficient manner.

Additional corridors will be considered for construction in the future based on ridership potential and available funding.

How LRT works with the bus system

LRT will be integrated with the other elements of the regional transit system. LRT routes will be located along high-volume corridors. Bus routes will be restructured or expanded to bring people to the LRT system and to reach farther out into communities and areas where more transit service is needed.

Buses that previously served LRT corridors will be available to provide enhanced crosstown and "feeder" services. Buses will bring people from their homes and neighborhoods to the nearest LRT stations. Buses that travel in and between suburbs will also feed passengers into the LRT system.

The new service mix of buses and LRT will make transit more convenient and an attractive option for many commuters. By integrating LRT routes and schedules with existing transit services, the seven-county metro area will have a truly comprehensive regional transit system.

LRT Benefits

- Provides a smooth, quiet and fast ride
- Moves people more efficiently in congested corridors
- Reduces travel time
- Reduces auto and bus congestion
- Reduces urban air pollution by running on electricity
- Produces no exhaust
- Improves suburb-to-suburb transit service through use of "feeder bus" network
- Conserves petroleum fuels
- Runs reliably under all weather conditions
- Provides accessible transportation for people with disabilities and seniors
- Carries more people with a single operator than buses
- Promotes business development near stations along routes

c o n t i n u e d o n b a c k

...a modern approach to reducing congestion



The floor of each LRT vehicle will be level with the station platform, making boarding convenient for everyone, including seniors and people with disabilities.
C a l g a r y



LRT vehicles can be linked to form trains, making them a flexible transportation option that can meet increasing ridership needs in high-capacity corridors.
S a c r a m e n t o



LRT provides a smooth, quiet ride and reduces auto and bus congestion in urban areas.
S a n D i e g o



LRT runs reliably under all weather conditions, including heavy rain, snow or ice.
B o s t o n

DRAFT DRAFT DRAFT DRAFT

Directions from Regional Railroad
February 4, 1997

attachment

#2

3. 1. There is \$7.74 million in federal earmarked for the Central Corridor is approximately 11 miles, slightly more than half of it located in Ramsey County. The Federal Transit Administration has agreed to provide a portion of those funds if a project for their use does not move forward by September 30, 1997.

Ramsey County Regional Railroad Authority's position is:

That a minimum of 60% of the federal funds should be used for transit projects to enhance economic development in Ramsey County.

- 1 2. The Central Corridor connecting downtown Minneapolis, the University of Minnesota, State Capitol and downtown St. Paul has been the first priority for light rail transit. The newly revised Metropolitan Council transportation plan advocates for immediate construction of a transitway with bus technology in the Hiawatha Corridor from downtown Minneapolis to the airport. The Metropolitan Light Rail Transit Joint Powers Board in late 1996 took a position supporting immediate construction of light rail transit in the Hiawatha Corridor, followed by LRT in other corridors.

light priority

Ramsey County Regional Railroad Authority's position is:

That Metro East, in order to enhance and maintain economic vibrancy, needs to be linked from downtown St. Paul, the Civic Center, and the Science Museum, to the Mall of America, airport and downtown Minneapolis through construction of a major transit improvement in the corridor. Construction of subsequent corridors to build a system of transit should follow. Funding should be sought to meet the federal requirements to develop the Riverview corridor.

+ jointly w/ mpls to the

Riverview corridor

DRAFT DRAFT DRAFT DRAFT

Directions from Regional Railroad Authority meeting of
February 4, 1997

3. 1. There is \$7.74 million in federal funds, an 80/20 match, earmarked for the Central Corridor. The Central Corridor is approximately 11 miles in length, with slightly more than half of it located in Ramsey County. The Federal Transit Administration could reappropriate a portion of those funds if a project for their use does not move forward by September 30, 1997.

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Riverview corridor

*+ jointly w/ mpls
to the*

3. Ramsey County seeks to enhance the economic base of the County and the metro east area.

Ramsey County Regional Railroad Authority's position is:

A. That funding for the Riverview corridor should be a high^{est} priority project for Ramsey County.

B. That funding for ^{the} ^{transportation} intermodal transit projects, such as vans to get access for people from their neighborhoods to jobs, should be another priority for the County.

→ be the highest transportation priority project

KD
2/4/97

Transportation and Welfare Reform and Economic Development

In order to connect almost 11,000 Ramsey County adults to jobs, interviews or training throughout the metropolitan area and to make sure they can get their children to child care, Ramsey County recommends:

- **Making transportation and housing central to welfare reform discussions, recognizing transportation's role in regional economic development.**
- **Increasing and targeting funding for transit.**
- **Allowing flexibility in transit services and modes and in localized decision-making to connect individuals to jobs and child care.**

10,700 adults are on assistance in Ramsey County: most will need to get to jobs, some to work related activities, some to training in 1998.

In the 7-county metro labor market, jobs are not where people on welfare live.

- People on welfare in Ramsey County live in inner city neighborhoods, such as downtown Saint Paul and North End.
- Suburban residents on welfare live in the suburbs.
- Nationally, the average distance between where people live and where they work is 18.3 miles (83-1990).

Transit will be a key element in connecting people to jobs.

- Nationally, only 6% of the population lives within 1/2 mile of a transit station.
- People will have to use transit to get to jobs.
- Many of the jobs are on non-standard schedules, such as second, third or weekend shifts, and require transit services.
- Waiting for bus or train can be a barrier to getting to a job.

People on public assistance are more likely to be in low wage, entry level jobs.

- 48% of people on cash assistance in Ramsey County have no high school diploma.
- 12% have no formal education at all, including elementary school.
- 43% have only a high school diploma.

About 10,000 Ramsey County preschool children on cash assistance will probably need child care while their parents work, learn and search for jobs in 1998.

- Another 10,000 children are school-agers and will need before and after school supervision and summer child care.
- Ramsey County's current estimate of 4,000 providers includes licensed homes, centers and legal unlicensed providers.

Transportation and Welfare Reform and Economic Development

In order to connect almost 11,000 Ramsey County adults to jobs, interviews or training throughout the metropolitan area and to make sure they can get their children to child care, Ramsey County recommends:

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10,700 adults are on assistance in Ramsey County: most will need to get to jobs, some to work related activities and some to training in 1998.

In the 7-county metro labor market, most job openings are not where people on welfare live.

- **People on welfare in Ramsey County are concentrated in near-downtown Saint Paul neighborhoods, such as Frogtown, Summit-University, near East Side and North End.**
- **Suburban residents on cash assistance live in widely dispersed pockets.**
- **Nationally, the average commute distance increased 1.4 miles from 1983-1990.**

Transit will be a key element of getting people to work.

- **Nationally, only 6 percent of welfare recipients own cars.**
- **People will have to manage getting children to child care as well as getting to a job.**
- **Many of the jobs that will be a match for welfare recipients may be second, third or weekend shifts, not during the regular peak travel hours for bus services.**
- **Waiting for buses late at night is a safety issue.**

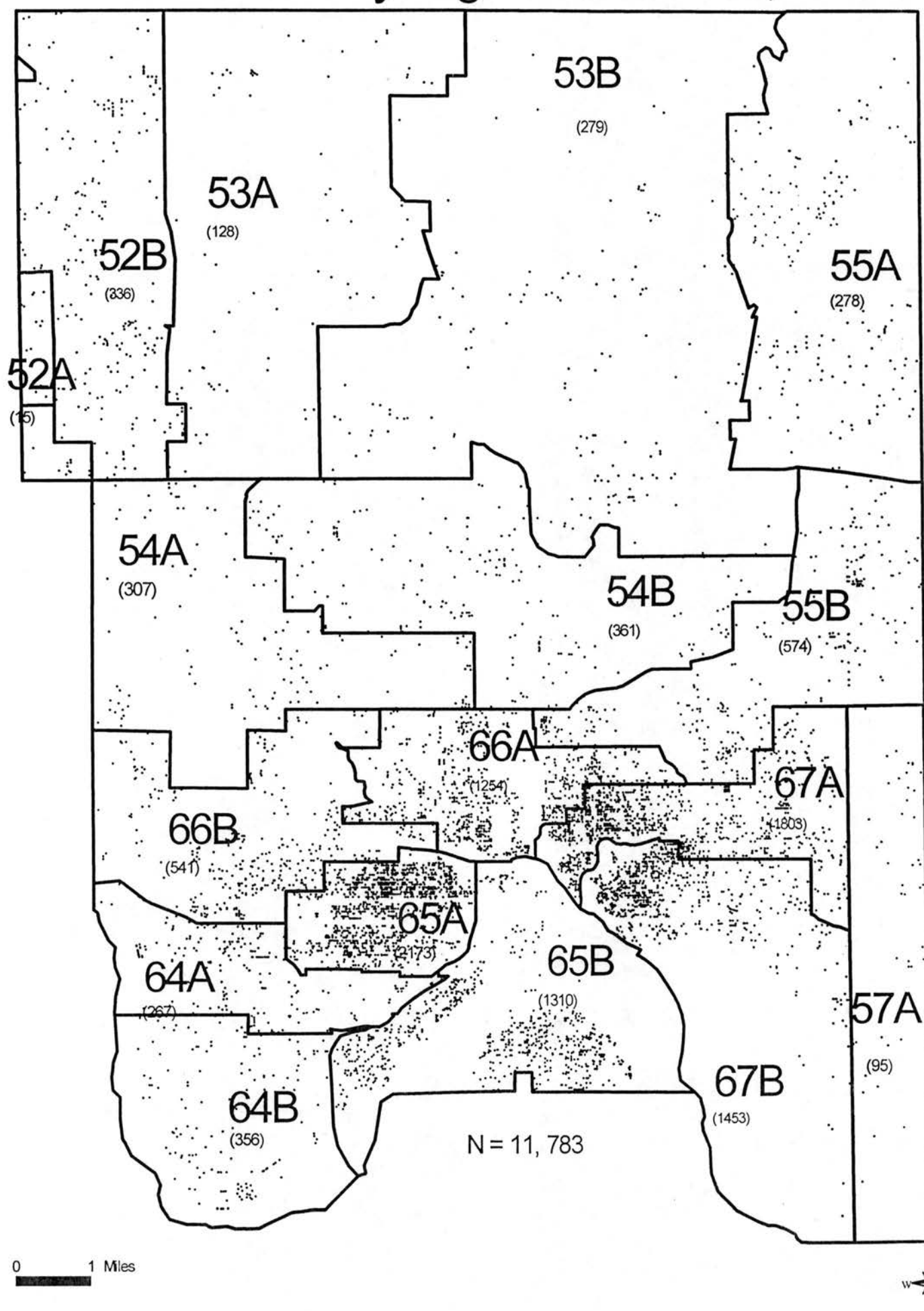
People on public assistance are most likely to qualify for low-wage, entry level jobs.

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- **12% have no formal education at all, including elementary school.**
- **43% have only a high school diploma.**

About 10,000 Ramsey County preschool children on cash assistance will probably need child care while their parents work, learn and search for jobs in 1998.

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- **Ramsey County's current estimate of 4,000 providers includes licensed homes, centers and legal unlicensed providers.**

AFDC Cases By Legislative District, 1995



COMPARISON OF MINNESOTA WELFARE PROPOSALS - JANUARY 31, 1997

TOPIC	FEDERAL	GOVERNOR/STEVENS/SF146 JENNINGS/HF161	SAMUELSON/SF1 JENNINGS/HF159	BERGLIN IN DRAFT	AMC POSITION
Cash Assistance	Yes, but not an entitlement	Full funded/"modifiable entitlement?" - MFIP model modified; screening for abuse and deferrals for same	Yes, not entitled - Three programs: Diversionary Asst.; Jobs First; & Work and Training	Yes + New State Entitlement Program Requires screening upon application & Plan development	Support
Lifetime Limit		5 years	5 years	5 Years on TANF	Support
Work Required		Immediately (2 parent families); or 6 months with county option to require sooner (1 parent)	Immediately in Jobs First; permits counties to include current recipients		Immediate with some county flexibility
Emergency Assistance		entitlement for housing agencies; county option for emergencies, e.g. work and	diversionary assistance program		Support; used to support efforts re. child protection/helps with property tax costs & state institutional costs
Child Care		Entitlement	Yes; but not entitlement		Support at least +\$50 million
Medical Assistance/Medicaid			Yes	N/A	Support MA eligibility for transition year & for legal non-citizens/TANF enrollees
Emergency Assistance - Intensive Family Preservation		at level of 1996 from state (Not in Bill, see state budget page)	N/A	N/A	Support state funding for EA-IFPS
Income Limits		of transitional standard (poverty level?); 38% income disregard in MFIP (Art 1, sec3)	family wage level is 108% of transitional standard; income disregard=AFDC for 4 months, then 25% of income (Art 1, s14)	N/A	Support standard above poverty level; highest possible
MFIP pilots	State option; let's state waiver override federal bill in certain areas, e.g. "work" definition	Continued through 6/30/98	Discontinued, but work & training program modeled after MFIP		

Attachment #4

COMPARISON OF MINNESOTA WELFARE PROPOSALS - JANUARY 31, 1997

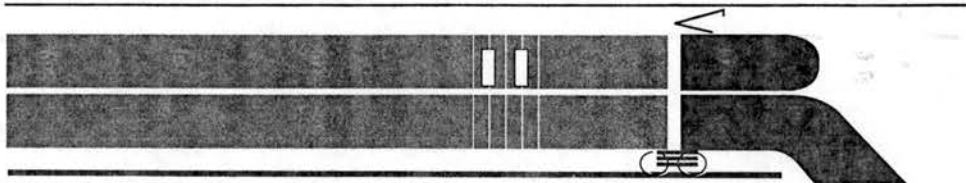
TOPIC	FEDERAL	GOVERNOR/STEVENS/SF146 JENNINGS/HF161	SAMUELSON/SF1 JENNINGS/HF159	BERGLIN IN DRAFT	AMC POSITION
Cash Assistance	Yes, but not an <u>entitlement</u>	Full funded/"modifiable entitlement?" - MFIP model modified; screening for abuse and deferrals for same	Yes, not entitled - Three programs: Diversionary Asst.; Jobs First; & Work and Training	Yes + New State Entitlement Program Requires screening upon application & Plan development	Support
Lifetime Limit	Not more than 5 years	5 years	5 years	5 Years on TANF	Support
Work Required	After 24 months	Immediately (2 parent families); After 6 months with county option to require sooner (1 parent)	Immediately in Jobs First; permits counties to include current recipients		Immediate with some county flexibility
Emergency Assistance	State option	Yes; entitlement for housing emergencies; county option for other emergencies, e.g. work related	diversionary assistance program		Support; used to support efforts re. child protection/helps with property tax costs & state institutional costs
Child Care	Funded not entitled	Yes; Entitlement	Yes; but not entitlement		Support at least +\$50 million
Medical Assistance/Medicaid	State option for legal non-citizens; OK for citizens, including transitional year	Yes	Yes	N/A	Support MA eligibility for transition year & for legal non-citizens/TANF enrollees
Emergency Assistance - Intensive Family Preservation	State option	Yes; at level of 1996 from state funds (Not in Bill, see state budget page)	N/A	N/A	Support state funding for EA-IFPS
Income Limits		110% of transitional standard (poverty level?); 38% income disregard in MFIP (Art 1, sec3)	family wage level is 108% of transitional standard; income disregard=AFDC for 4 months, then 25% of income (Art 1, s14)	N/A	Support standard above poverty level; highest possible
MFIP pilots	State option; let's state waiver override federal bill in certain areas, e.g. "work" definition	Continued through 6/30/98	Discontinued, but work & training program modeled after MFIP		

TOPIC	FEDERAL	DHS/STEVENS	SAMUELSON	BERGLIN	AMC POSITION
Other pilots	State option	Continue WorkFirst in Clay and Carver counties	Discontinued but work & training modeled after work first program		
Grant amount	State option	Based on family size	no changes		
Value of Car	State option	No cap on value of car; 2 parent families allowed 2 cars	equal to Food Stamp program		Increase allowance; helps with transportation to work
Two-parent families	State option	Allows family to stay together	Same		
Work Definition & Deferrals/Exemptions from Work	Clearly defined; allows state waiver to supersede	Uses MFIP waiver definition for work and deferrals	Tighter	Very broad—includes more education/training	Broadest possible; at least one year post-secondary
Post-secondary	State option	Lets current recipient continue for one year	1 year of vocational	permits	
Work Participation	25% one-parent families; 50% two parent families; permits look back	Same and includes look back reduction	Same but does not include look back reduction	County Job placement Incentive Program for top 20 counties	
Sanctions	Required	25% of grant at first; maximum 35%; eventually vendoring	25% or disregard needs of noncompliant person, whichever is greater. Repeat occurrences reduce another 5% up to 50%		
Residency	State option	Nothing for first 30 days; for first 12 months get same as in state of origin	Same; county may waive under certain circumstances	First 12 months vendor payment at level of previous state	Support some time limited residency
Drug Felons	State option	Vendor pay for certain ones	Ineligible for MFIP and for state General Assistance/GAMC		Support including certain drug felons
Legal Non-Citizens; MFIP	State option	Yes	Yes		Support
Legal Non-Citizens; MA	State option	Yes	Yes		Support
Legal Non-Citizens; FS	Ineligible	Same as federal, Art 2, s1	part of the MFIP-S eligibility because of food stamp and cash grant are combined into one grant; however, if ineligible for FS under federal law also ineligible for FS portion of MFIP grant, Art 1, s13, subd5	coverage given to legal non-citizens by increasing General Assistance grant by FS amount, providing "making efforts" toward citizenship, Art 2, s1	

TOPIC	FEDERAL	DHS/STEVENS	SAMUELSON	BERGLIN	AMC POSITION
Child Support; \$50 pass thru	State option	Discontinue	Discontinue		
Waiver Provisions	State option		Start Work offset; allow grandparents income to be disregarded up to 25%; allow minor to save money for ed/jobs		
County administration	State option	Same as current law; requires state to develop standards for E&T	Same as current law	Requires state to develop standards for county non-compliance; permits state to assume administration and to contract admin out	Support county administration. Concern about sanctions: who will be sanctioned for failure to reach work participation rates? How shared statewide, if at all?
Statewide Implementation Date	Plan approved by 7/1/97	MFIP-S on 1/1/98; 2-parent families immediate job search; 1-parent families have up to 6 months, at county option, to transition to MFIP-S	TANF on 7/1/97; first-time applicants—immediate job search; existing clients continue current program or 6 month transitional period	N/A	Support options for counties to decide up to 6 months
Reporting to INS			Requires quarterly reporting by DHS re. Illegals		A new administrative requirement that costs staff time
Denial of Assistance for minor children absent from home			Assistance ceases after 30 days		
SSI-State coverage for drug and alcohol addicted &/or children/non-citizens	Not in PRWORC/96	one-time transitional assistance for non-citizens losing SSI	Drug/alcohol addicts & maladaptive children are eligible for GA		
Family General Assistance	State option	Discontinues	Continues		
State General Assistance	State option	Continues; also uses TANF provisions to determine eligibility for non-citizens, Art 4, s28	Continues but limits some categories of eligibility (drug felons, fleeing probationers no longer eligible)	Continues but broadens eligibility to include FS for noncitizens; requires counties to determine eligibility within 5 working days	
Work Family Assistance	State Option	N/A	N/A	Wage subsidy program; permits child care assistance to be used for other purposes; time on this program does NOT count toward 5 year TANF limit	

TOPIC	FEDERAL	DHS/STEVENS	SAMUELSON	BERGLIN	AMC POSITION
Business Tax Credits	State Option	N/A	N/A	Allows businesses to receive a tax credit for locating the business in areas with high unemployment	

revised 1/31/97, Patricia Conley, Association of MN Counties



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 Meeting

February 25, 1997

2:00 PM

220 Courthouse, Large Conference Room

1. Update on transit activities
2. *
 - A. Authorize staff to develop and submit an application for ISTEA funds for the Riverview, Hiawatha and Northeast Transit Corridor;
 - B. Request \$12 million in federal funding for the Riverview Transit Corridor; and
 - C. Designate a maximum of \$3 million local match for the federal funds.

* Action is requested



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

2/20/97
Date

Board Action Requested

1. Authorize staff to develop and submit an application for ISTEA funds for the Riverview, Hiawatha and Northeast Transit Corridor;
2. Request \$12 million in federal funding for the Riverview Corridor;
3. Designate a \$3 million local match for the \$12 million from fund balance.

Request Justification

See attached resolution, memorandum and attachments from K. DeSpiegelaere

Budgeting and Accounting

Mark Johnson 2/20/97

County Attorney

Kevin DeSpiegelaere 2-20-97

Risk Management

Documentation certified complete for:

Board Date

Signature

Date

Resolution for Ramsey County Regional Railroad Authority

Whereas, The Riverview Corridor from the Lower East Side of St. Paul, through downtown St. Paul to the Minneapolis/St. Paul Airport has been identified as a potential location for a transitway; and

Whereas, Ramsey County Regional Railroad Authority on February 4, 1997, adopted a resolution supporting a major transit investment in the Riverview Corridor; and

Whereas, The Metropolitan Light Rail Transit Joint Powers Board adopted a motion directing staff to submit an application for Intermodal Surface Transportation Efficiency Act (ISTEA) funds for the Riverview, Hiawatha and Northeast transitway projects; and

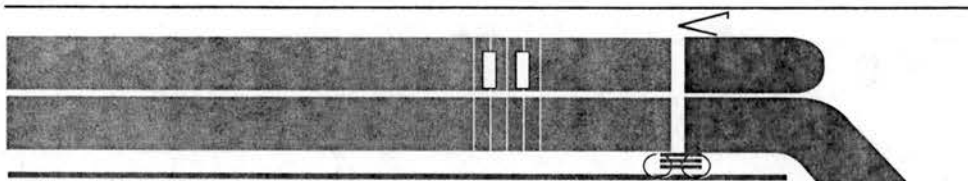
Whereas, The Ramsey County Legislative Delegation on February 17, 1997, unanimously endorsed an ISTEA application for the Riverview, Hiawatha and Northeast transitway projects; and

Whereas, The City of St. Paul Mayor and Council have endorsed an ISTEA application for the Riverview Transitway Corridor;

Now, Therefore, Be It Resolved, That Ramsey County Regional Railroad Authority directs staff of the Metro Light Rail Transit Joint Powers Board to jointly develop and submit an application for Intermodal Surface Transportation Efficiency Act funding of the Riverview, Hiawatha and Northeast Transitway Corridor; and Be It Further

Resolved, That Ramsey County Regional Railroad Authority requests \$12 million in federal funds for the Riverview Transit Corridor; and Be It Further

Resolved, That Ramsey County Regional Railroad Authority designates a maximum of \$3 million in fund balance to match \$12 million in federal funding for the Riverview Corridor.



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

Subject: ISTEA Funding for Riverview Corridor

Date: February 20, 1997

Approval from Ramsey County Regional Railroad Authority Commissioners is sought for (1) An application for federal Intermodal Surface Transportation Efficiency Act funds for the Riverview, Hiawatha and Northeast Transitway Corridors; (2) A request of \$12 million in federal funds for the Riverview Transitway Project; and (3) A match of \$3 million in local funds for the anticipated \$12 million in federal funds. The federal grant is an 80/20 match.

Background

The Riverview Transitway Corridor has been identified as a potential location for a transitway. The corridor extends from the Lower East Side in St. Paul through downtown St. Paul to the Minneapolis/ St. Paul airport. It would link with other transitways planned in the Hiawatha Corridor (downtown Minneapolis, airport, Mall of America) and Northeast Corridor (Northtown Shopping Mall to downtown Minneapolis).

A map illustrating the Riverview, Hiawatha and Northeast Corridor transitway areas is Attachment 1.

The Riverview Transit Corridor is approximately 9.5 miles in length. Approximately two of the miles are in Hennepin County and the remaining 7.5 miles in Ramsey County.

Ramsey County Regional Railroad Authority adopted a resolution on February 4, 1997, supporting a major transit investment in the Riverview Corridor (Attachment 2).



The first phase of study for the corridor, Scoping, would provide information so that a decision can be made on (a) alignment, the specific location within the corridor where the transit facility would be located and (b) mode, the form the major transit investment would take. The modes considered would be bus improvements, dedicated busway, light rail transit and commuter rail. Subsequent phases of study, including a federal major investment study (MIS), environmental impact documents, preliminary and final engineering would be completed as appropriate for the mode selected in the first phase of study. The cost for the studies, for construction of the transit improvement and for operations of the transit improvement vary, depending upon the mode selected.

Metro LRT Joint Powers Board Action

Ramsey County Regional Railroad Authority is a member of the Metro LRT Joint Powers Board. The Board had extensive discussion about applications for federal funding for transit projects and at its meeting of February 14, passed the following motion:

That staff be directed to develop an application for ISTEA authorization and funding of the Hiawatha Transitway, and for planning and phasing funding for the Riverview Corridor, Northeast Corridor and other connections.

Support for the Riverview Transit Project

Ramsey County Regional Railroad Authority has received considerable support for the Riverview Transitway project.

Congressman Martin Sabo will be the sponsor of the federal funding application for the three segments of the transitway projects: Riverview, Hiawatha and Northeast. Congressman Vento and Oberstar will be supporting sponsors.

Attachment 3 is letters of support from:

Ramsey County Legislative Delegation

Mayor Norm Coleman

In addition, we have received support from the St. Paul City Council in the form of a resolution passed unanimously on February 19. Other letters of support are in process from the St. Paul Port Authority, Minnesota Department of Transportation and Metropolitan Council.

Status of federal request

The Federal Intermodal Surface Transportation Efficiency Act provides funding for transportation projects. The Act is up for renewal in Congress in 1997. The 1997 Act will provide for six years of transportation funding for the United States.

Applications for the federal funds are due to Congress on February 25, 1997. A copy of the questions to be answered for the transit applications is Attachment 4. A joint application for Ramsey, Hennepin and Anoka projects is being completed, as directed by the Joint Powers Board.

We anticipate applying for \$12 million in federal funds for the Riverview Corridor. Anoka County Regional Railroad Authority is applying for \$1 million for the Northeast Corridor and Hennepin is applying for \$32 million for the Hiawatha Corridor.

The federal funding would be used for planning, environmental, engineering, and depending upon the mode selected, could be used for a portion of the transitway construction.

Partnerships in funding

Ramsey County Regional Railroad Authority is being asked by Congressman Sabo to agree to the required match for the federal funds at this time. While the proposed action commits Ramsey County Regional Railroad Authority to fund the project if federal funds are received, other sources of funding, including city, other county and state funds, would continue to be sought to provide a portion of the local share of the federal match. Salaries and indirect costs for staff of agencies participating in development of the project are able to be counted as matching dollars for federal funds.

In addition, the Riverview Corridor is located in both Ramsey and Hennepin Counties. We would request Hennepin's participation in the funding on the basis of distance of the corridor in each respective county's geographic area. We have precedence for this action in studies done on the Central Corridor by Ramsey and Hennepin County Regional Railroad Authorities in recent years.

Actions Requested of Ramsey County Regional Railroad Authority

(1) Direct staff to develop a joint application for ISTEA authorization and funding of the Riverview, Hiawatha and Northeast Transitway Corridor in cooperation with Hennepin and Anoka staff and Congressional staff.

(2) Request \$12 million in federal funds for the Riverview Transitway Corridor.

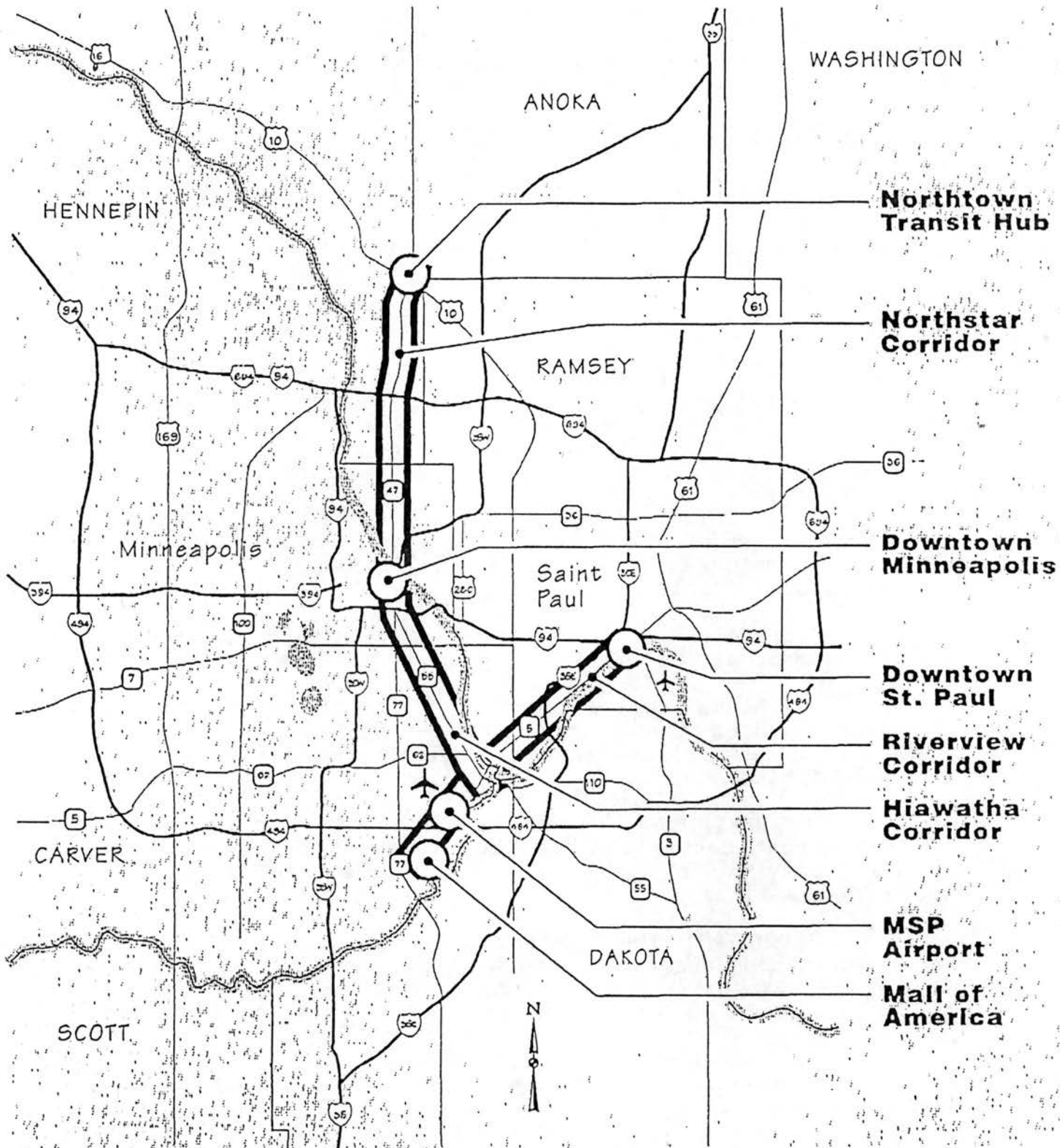
and

(3) Designate a maximum of \$3 million in fund balance to match \$12 million in federal funding for the Riverview Transitway Corridor.

Impact of match for federal funds

Ramsey County Regional Railroad Authority has its own property tax levy authority. Ramsey County Regional Railroad Authority levied no taxes in 1997. By spending the fund balance, and thus reducing interest income, a Regional Railroad Authority tax levy may be necessary to continue activities on transit in future years.

Attachment 1



Proposed Transitways

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: February 4, 1997 No: R97-05

(PAGE 1 OF 2)

WHEREAS, The Metropolitan East area considers it of vital importance to enhance and maintain the economic vibrancy of its geographic area, and

WHEREAS, A transportation linkage of downtown St. Paul (the Capitol and other elements of St. Paul's cultural corridor, including the Civic Center and the Science Museum) to the Minneapolis/St. Paul Airport and Mall of America is one of the major factors in fostering economic vibrancy in the Metropolitan East area; and

WHEREAS, The Mississippi River is a major amenity in this corridor; and

WHEREAS, There is a shortage of parking in downtown St. Paul and at the airport and a good quality transit service can help alleviate the need for additional parking facilities; and

WHEREAS, It is important for employers and employees that better linkages be provided for residents of Ramsey County to jobs that may be at a distance from areas where they reside; and

WHEREAS, The Metropolitan Council, City of Minneapolis and Hennepin County have expressed an interest in linking downtown Minneapolis to the Minneapolis/St. Paul Airport and Mall of America by way of the Hiawatha Corridor; and

WHEREAS, A connection from St. Paul to the Minneapolis/St. Paul airport and jointly with Hennepin County, Minneapolis and Bloomington to the Mall of America would benefit both Ramsey and Hennepin County residents and visitors; Now, Therefore, Be It

Rafael E. Ortega, Chairman

By: Tony Bennett
Tony Bennett, Secretary

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: February 4, 1997 No: R97-05

(PAGE 2 OF 2)

RESOLVED, That Ramsey County Regional Railroad Authority designates the Riverview Corridor connecting downtown St. Paul to the Minneapolis/St. Paul Airport as its highest priority for a major transit improvement; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority also supports construction of a major transit improvement in the Hiawatha Corridor in Hennepin County; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority further supports funding for intermodal transit projects, such as vans, in order to get access for people from their neighborhoods to jobs.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	<u>X</u>	—	—
Dino Guerin	<u>X</u>	—	—
Susan M. Haigh	<u>X</u>	—	—
Rafael E. Ortega	<u>X</u>	—	—
Victoria Reinhardt	<u>X</u>	—	—
Jan Wiessner	<u>X</u>	—	—

Rafael E. Ortega, Chairman

By: Tony Bennett
Tony Bennett, Secretary

Alice Hausman
State Representative



Attachment 3
**Minnesota
House of
Representatives**

February 19, 1997

Commissioner Rafael Ortega, Chair
Ramsey County Regional Railroad Authority
220 Courthouse
St. Paul, MN 55102

Dear Commissioner Ortega:

This letter is an indication of the unanimous support of the Ramsey County legislative delegation for an application by Ramsey County Regional Railroad Authority, with Hennepin and Anoka County Regional Railroad Authorities, for federal ISTEA funding for the Riverview Transit Corridor.

We understand that a transportation connection from downtown St. Paul to the Minneapolis/St. Paul Airport, the Mall of America, and downtown Minneapolis is important for transportation and economic development for the Metro East region. We also know that transit can be a catalyst for reinvestment in urban areas and will be a major factor in getting people off welfare and to jobs. We support planning, engineering and construction of a major transit improvement in the Riverview Corridor, Northeast Corridor and other connections.

We support your efforts to gain Congressional support for funding this project and will work with you on the state level to forward this project.

Sincerely,

Handwritten signature of Alice Hausman in cursive script.

Representative Alice Hausman
Co-Chairs, Ramsey County Legislative Delegation

Handwritten signature of Senator Chuck Wiger in cursive script.

Senator Chuck Wiger

cc: Congressman Bruce Vento, Martin Sabo, James Oberstar,
James Denn, Curt Johnson



3-2



CITY OF SAINT PAUL

Norm Coleman, Mayor

*390 City Hall
15 West Kellogg Boulevard
Saint Paul, MN 55102*

*Telephone: 612-266-8510
Facsimile: 612-266-8513*

January 19, 1997

Commissioner Rafael Ortega
Ramsey County Board of Commissioners
220 County Courthouse
15 West Kellogg Boulevard
Saint Paul, MN 55104

Dear Commissioner Ortega:

I am pleased to offer my support for Ramsey County's efforts to improve transit access in and to downtown Saint Paul. The Riverview Corridor is a significant leap forward in developing transit as a key part of the transportation system for the Metro area.

As we look to the future, an integrated system of transportation, transit and parking improvements is critical to improving the overall economic health of Saint Paul's downtown and its neighborhoods. Our citizens must have access to jobs. Our commuters and visitors must have convenient access to the jobs and amenities Saint Paul has to offer.

The renaissance of downtown will be greatly enhanced by a strong transit connection from downtown to the airport and the Mall of America. Likewise, economic development projects such as the Phalen Corridor and the Maxson Steel site innovatively incorporate transportation projects to add good paying jobs and revitalize neighborhoods as we reshape our welfare system.

I support the County's initiatives to develop a transitway in the Riverview Corridor and pledge Saint Paul's assistance as this exciting venture moves forward.

Sincerely,

Norm Coleman
Mayor

*Attachment 4***TRANSPORTATION PROJECT CRITERIA**

Required by the House Transportation and Infrastructure Committee
U.S. Representatives Must Submit Written Requests by February 25

1. Name and Congressional District of the primary Member of Congress sponsoring the project, as well as any other Members supporting the project (each project must have a single primary sponsoring Member).
2. Identify the State or other qualified recipient responsible for carrying out the project.
3. Is the project eligible for the use of Federal-aid funds (if a road or bridge project, please note whether it is on the National Highway System)?
4. Describe the design, scope and objectives of the project and whether it is part of a larger system of projects. In doing so, identify the specific segment for which project funding is being sought including terminus points.
5. What is the total project cost and proposed source of funds (please identify the federal, state or local shares and the extent, if any, of private sector financing or the use of innovative financing) and of this amount, how much is being requested for the specific project segment described in item #4?
6. Of the amount requested, how much is expected to be obligated over each of the next 5 years?
7. What is the proposed schedule and status of work on the project?
8. Is the project included in the metropolitan and/or State transportation improvement plan(s), or the State long-range plan, and if so, is it scheduled for funding?
9. Is the project considered by State and/or regional transportation officials as critical to their needs? Please provide a letter of support from these officials, and if you cannot, explain why not.
10. Does the project have national or regional significance?
11. Has the proposed project encountered, or is it likely to encounter, any significant opposition or other obstacles based on environmental or other types of concerns?
12. Describe the economic, energy efficiency, environmental, congestion mitigation and safety benefits associated with completion of the project.
13. Has the project received funding through the State's federal aid highway apportionment, or in the case of a transit project, through Federal Transit Administration funding? If not, why not?
14. Is the authorization requested for the project an increase to an amount previously authorized or appropriated for it in federal statute (if so, please identify the statute, the amount provided, and the amount obligated to date), or would this be the first authorization for the project in federal statute? If the authorization requested is for a transit project, has it previously received appropriations and/or received a Letter of Intent or has FTA entered into a Full Funding Grant Agreement for the project?

From Rep. Petri's January 9 Congressional Record statement