

Ramsey County Regional Railroad Authority. Records.

Copyright Notice:

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

Version 3
August 20, 2018

August 22, 2000 Workses

Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

AGENDA

Regional Railroad Authority Meeting

August 22, 2000

Immediately following Public Works, Parks and Solid Waste Committee Meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes of the June 6, 2000, RCRRA meeting
2. * Approve Riverview Major Investment Study for purposes of public review and comment
3. Certify levy of $200,000 for Ramsey County Regional Railroad Authority For 2001
4. * Ratify quarterly report of payments for April 1, 2000, to June 30, 2000
5. Corridor Updates

* Action is requested

Printed on Recycled Paper

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, June 6, 2000, in Council Chambers Third Floor Courthouse.

MEMBERS PRESENT:	Chair Tony Bennett Commissioner Susan Haigh Commissioner Rafael Ortega Commissioner Victoria Reinhardt Commissioner Janice Rettman Commissioner Jan Wiessner
MEMBERS ABSENT:	Commissioner Dino Guerin
OTHERS PRESENT:	Kathy DeSpiegelaere, David MacMillan, Paul Kirkwold, Alicia Vap, Vern Wehlage, Jane McClure, Bonnie Jackelen, Gene Haselmann, Karen Tero, Mary Ann Palmer, Tim Mayasich, Jan Lueke, Greg Mack, Dan Schacht, Ginnee Engberg, Terry Zurn, Virginia Rybin, Steve Morris, Kris Longhenry

Chair Bennett called the meeting to order at 11:50 a.m.

1. Approve minutes of the March 29, 2000 meeting.

Motion by Commissioner Reinhardt, seconded by Commissioner Wiessner to accept the minutes of the March 29, 2000 meeting.

Ayes – 6, Nays – 0
Motion accepted.

2. Authorize staff to issue request for proposals for additional work to develop the Riverview Transit Corridor.

Commissioner Rettman asked if this RFP was primarily for engineering work. Kathy DeSpiegelaere answered that this RFP is primarily for engineering and environmental work. Kathy noted that an alternative for this corridor has not been selected and this is an open process depending on the outcome of the alternative selected. This RFP will expedite the process and it is more technical in nature.

Commissioner Haigh asked if the alternative would be selected prior to the consultant. Kathy DeSpiegelaere answered yes and went on to state that the MIS will be completed soon and a draft of the study should be completed in August, then the draft will go out to the public for comment.

Commissioner Wiessner asked if the draft will be presented to the RCRRA before it goes out to the public. Kathy DeSpiegelaere responded yes.

Motion by Commissioner Ortega, seconded by Commissioner Reinhardt to authorize staff to issue request for proposals for additional work to develop the Riverview Transit Corridor.

Ayes – 6, Nays – 0
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority is completing a Major Investment Study of transit improvements in the Riverview Corridor; and

WHEREAS, The Draft report is scheduled for completion in late summer, 2000, with public review following completion of the Draft report; and

WHEREAS, The process for contracting with consultants for the next potential phase of work takes approximately six months to complete; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes its staff to issue a Request for Proposals for consultant services for the next phase of Riverview Corridor transit work which will vary depending upon the selection in fall, 2000 by the Ramsey County Regional Railroad Authority of the locally preferred alternative for transit for the Riverview Corridor; and Be It Further

RESOLVED, That the Regional Railroad Authority will subsequently be requested to authorize staff to negotiate a contract with the firm(s) that are recommended by the review team for the contract.

3. Draft Plan of the Ramsey County Comprehensive Plan for Transportation, Transit and Surface Water.

David MacMillan noted that the County Board needs to approve this draft and then they will present it to the Metropolitan Council for approval.

4. Ratify quarterly report of payments for January 1, 2000 to March 31, 2000.

Motion by Commissioner Ortega, seconded by Commissioner Reinhardt to ratify quarterly report of payments for January 1, 2000 to March 31, 2000.

Ayes – 6, Nays – 0
Motion accepted

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period of January 1, 2000 through March 31, 2000, and a record of these disbursements is attached; Now, Therefore, Be It

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

5. Corridor updates.

Kathy DeSpiegelaere stated that the Central Corridor Coordinating Committee, an appointed policy group, will hold its first meeting on June 29, 2000. She noted that work will be done on a variety of transit alternatives and locations.

Kathy DeSpiegelaere commented that there will be time devoted at future RCRRA meetings to discuss the status on all of the corridors.

Commissioner Rettman stated that at the last Red Rock Corridor Task Force meeting, there was discussion of a $70,000 budgetary need for corridor expenditures. She noted that funding is available and a budget amendment will be presented to the RCRRA for discussion. She added that this cost sharing is part of the joint powers board agreement.

Commissioner Reinhardt stated that Pine County has joined the Rush Line Corridor Task Force and the study is moving forward. She commented that the task force is trying to help Pine County secure funding so the study can be expanded. She also added that there will be a web site for this corridor study.

The meeting adjourned at 12:00 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K DeSpiegelaere
Authorized Signature

8/14/00
Date

Board Action Requested

Approve the Riverview Major Investment Study for purposes of public review and comment.

ACTION IS REQUESTED

Request Justification

See attached:
1. Proposed resolution
2. Memorandum from K. DeSpiegelaere
3. Riverview Corridor Major Investment Study

Budgeting and Accounting Vern Wehlage

County Attorney Dil MacNeill

Risk Management

Documentation certified complete for:

August 22, 2000
Board Date

Kristine A. Longhenry
Signature

August 14, 2000
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Riverview Transit Corridor Major Investment Study has been completed; and

WHEREAS, The Major Investment Study compares four major technology alternatives (no build; transportation system management; bus rapid transit; light rail transit) and several technology alternatives. Now, Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the release of the Major Investment Study for the purposes of public review and comment; and Be It Further

RESOLVED, That the public comment period on the Major Investment Study will close on October 20, 2000.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary

Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

Memorandum

TO: Ramsey County Regional Railroad Authority Commissioners
Paul Kirkwold, County Manager

FROM: Kathy DeSpiegelaere

SUBJECT: Riverview Corridor Major Investment Study

DATE: August 11, 2000

The Riverview Major Investment Study which analyzes transit investments in the corridor has been completed by Parsons Brinckerhoff.

You are being asked to approve the Draft Major Investment Study report for the purposes of public review and comment.

The comment period will extend until October 20, 2000.

Public meetings have been scheduled to review the report with:

- City of St. Paul Council and Planning Commission
- Metropolitan Council
- St. Paul Chamber of Commerce
- St. Paul Transportation Management Organization
- District Councils in the geographic area
- Business Associations in the geographic area.

After the public comment period closes, comments will be assembled. A final report will be presented to the Railroad Authority on November 14, 2000 and you will be asked to select the locally preferred alternative for the corridor.

Printed on Recycled Paper

Documentation for this item was not included because it is quite lengthy. If you'd like a copy of the Draft Riverview Corridor Major Investment Study, please contact Kris Longhenry at 651-266-2760. Extra copies will also be provided at the August 22, 2000 Regional Railroad Authority Meeting.

3

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K DeSpiegelaere
Authorized Signature

8/14/00
Date

Board Action Requested

Certify levy of $200,000 for Ramsey County Regional Railroad Authority for 2001.

DISCUSSION ONLY

Request Justification

See attached:
1. Memorandum from K. DeSpiegelaere
2. Proposed budget

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

August 22, 2000
Board Date

Kristine A. Longhenry
Signature

August 14, 2000
Date

Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

Memorandum

To: Ramsey County Regional Railroad Authority Commissioners
Paul Kirkwold, County Manager

From: Kathryn DeSpiegelaere, Director

Subject: 2001 Budget --- Proposed Tax Levy for Truth in Taxation Notice

Date: August 14, 2001

The Truth in Taxation law requires the Ramsey County Regional Railroad Authority to certify a proposed net tax levy each year to the Property Records and Revenue Department. The levy must be certified by September 15, 2000.

An important provision of the Truth in Taxation law is that the approved net tax levy for the 2001 budget cannot be more than the proposed net tax levy certified by the Ramsey County Regional Railroad Authority (RCRRA) by September 15, 2000. The 2001 budget is to be adopted by the Railroad Authority in December, 2000. The budget and proposed tax levy are being presented to the Regional Railroad Authority on August 22, 2000 for discussion only. Action will occur on the levy on September 12, 2000 and on the budget itself at a later date.

Interest income will provide the primary source of revenue for the operating budget of the RCRRA in 2001. However, a tax levy of $200,000 is proposed in order to fund activities relating to specific corridors that will not be addressed with grant funds. They are:

- Red Rock Corridor funding to match federal grant for continuing Major Investment Study $70,000
- Northeast Diagonal Corridor funding to match federal grant for transit study $70,000
- Consulting services $60,000.

The overall budget will allow continuation of Rail Authority activities that include:

Printed on Recycled Paper

- Staffing the Riverview Corridor transit work, which will follow the completion of the Major Investment Study
- Staffing the Central Corridor Transit Study
- Staffing the Rush Line Transit Study
- Assisting in staffing the Red Rock Corridor Major Investment Study
- Staffing the statutorily required Metro Light Rail Transit Joint Powers Board; executing tasks required by the Board
- Monitoring state and federal legislation relating to transit
- Negotiating for purchase of right of way
- Monitoring state and regional transportation plan development and advocating for inclusion of projects important to Ramsey County
- Managing 6.5 miles of right of way owned by the Rail Authority

The Regional Railroad Authority last levied in 1995. There is an increase of $103,113 over 2000 in the operating budget and two special projects for the Red Rock Corridor and the Northeast Diagonal Corridor. The Regional Railroad Authority is undertaking many more corridor transit activities in 2001 than in previous years.

Budget and levy information proposed for 2001 is as follows:

Proposed budget	$631,584
Less estimated revenue	$431,584
Proposed tax levy	$200,000
Plus allowance for uncollectible Taxes (2%)	$ 4,000
Net tax levy certified	$204,000

Property Taxes:
The estimated tax rate for 2001 would be 0.060%. The estimated taxes for light rail would be a small fraction of a percent of the total property taxes on the property. Following is a summary of the impact on property owners resulting from the Regional Railroad Authority's proposed tax levy for 2001:

Residential Home				
Estimated Market Value:	$75,000	$100,000	$150,000	$300,000
2001 Estimated Tax	$0.45	$0.69	$1.19	$ 2.67
Apartment				
Estimated Market Value:		$100,000	$500,000	$1,000,000
2001 Estimated Tax		$1.44	$7.20	$14.40
Business				
Estimated Market Value:		$100,000	$500,000	$1,000,000
2001 Estimated Tax		$1.44	$9.30	$19.50

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

EXPENDITURE/APPROPRIATION SUMMARY BY DIVISION

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
OPERATING BUDGET						
150101	Regional Railroad Administration	335,752	463,471	458,507	458,507	
150106	NE Corridor Maintenance Kellogg to Beam	12,020	45,000	33,077	33,077	
	Total Operating Budget	347,772	508,471	491,584	491,584	
SPECIAL PROJECTS						
150111	Red Rock Corridor	-	20,000	70,000	70,000	
150180	Northeast Diagonal Corridor	-	-	70,000	70,000	
150180	Central Corridor Transit Study	-	6,250,000	-	-	
150180	Riverview EIS	-	5,000,000	-	-	
	Total Special Projects	-	11,270,000	140,000	140,000	
	Total Expenditure/Appropriation RCRRA	347,772	11,778,471	631,584	631,584	

REVENUE/ESTIMATED REVENUE & FUND BALANCE SUMMARY BY DIVISION

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
OPERATING BUDGET						
150101	Regional Railroad Administration	572,373	516,471	419,584	419,584	
150106	NE Corridor Maintenance Kellogg to Beam	11,944	12,000	12,000	12,000	
	Total Operating Budget	584,317	528,471	431,584	431,584	
SPECIAL PROJECTS						
150111	Red Rock Corridor	-	-	-	-	
150180	Northeast Diagonal Corridor	-	-	-	-	
150180	Central Corridor Transit Study	-	5,000,000	-	-	
150180	Riverview EIS	-	5,000,000	-	-	
	Total Special Projects	-	10,000,000	-	-	
	Total Revenue/Estimated Revenue	584,317	10,528,471	431,584	431,584	
Fund Balance - Dec/(Inc) Adjustment to actuals		(236,545)	1,250,000	-	-	
RCRRA TAX LEVY SUMMARY						
	Tax Levy	-	-	200,000	200,000	
	Allowance for Uncollectible Tax	-	-	4,000	4,000	
	Net Tax Levy	-	-	204,000	204,000	
	Inc/(Dec) From 2000			204,000	204,000	
	% Inc/(Dec) From 2000			~	~	

MAJOR DEPARTMENT ACTIVITIES
AND ACCOMPLISHMENTS
REGIONAL RAILROAD AUTHORITY

LISTED BELOW ARE THE DEPARTMENT'S EFFORTS, SUCCESSES, AND PLANS TO MEET THE PRIORITY GOALS AS IDENTIFIED BY THE RAMSEY COUNTY BOARD OF COMMISSIONERS.

PRIORITY GOAL #1: TO PLACE INCREASED EMPHASIS ON THE PREVENTION OF COMMUNITY PROBLEMS AND FUTURE NEEDS.

1. Transit, the major project of the Regional Railroad Authority, has preventative goals of easing congestion and the need for roadway expansion. It would provide economic development benefits and access to jobs and services.

2. The Rail Authority has purchased and is in conversations with railroad companies about purchasing right of way previously used for freight operations. The land is purchased for future needs for space for rail transit.

PRIORITY GOAL #2: TO DEVELOP ALTERNATIVE WAYS AND METHODS OF DELIVERING COUNTY SERVICES.

1. Rail transit is an alternative means of transit use. In cities where it has been constructed, it has succeeded as an alternative to single occupant auto use, attracting both former bus and former auto users.

PRIORITY GOAL #3: TO DETERMINE AND DEVELOP ALTERNATIVE METHODS FOR FINANCING QUALITY SERVICES AND PROGRAMS WITHIN THE GOVERNMENT OF RAMSEY COUNTY.

1. The Regional Railroad Authority Commissioners have adopted goals which include reducing reliance on property taxes for transit services. Consequently, Commissioners and staff are often involved in studies and legislative initiatives related to sources and support for alternative means of funding transit.

2. Grant funds from the state and federal government have been sought and received in previous years. The funds provide alternatives to funding planning, engineering, and right of way acquisition solely with property tax levies.

MAJOR DEPARTMENT ACTIVITIES
AND ACCOMPLISHMENTS
REGIONAL RAILROAD AUTHORITY

PRIORITY GOAL #4: TO FOSTER INCREASED INTERGOVERNMENTAL COOPERATION WHICH INCORPORATES BOTH CITIZEN AND COMMUNITY INVOLVEMENT.

1. Rail Authority work includes participation in Riverview, Central, Rush Line and Red Rock Corridor projects with the Minnesota Department of Transportation, County Regional Railroad Authorities, Metropolitan Council, Metro Transit, St. Paul and the Metropolitan Airports Commission.

2. Ramsey County Regional Railroad Authority is a member, with the six other metro county railroad authorities, of the Metro Rail Transit Joint Powers Board.

3. In managing right of way owned by the Rail Authority, the Authority allows trail use of its property by St. Paul and Ramsey County Parks Departments. The Authority participates in discussions with St. Paul and others about the Phalen Corridor project, which impacts Rail Authority-owned property.

PRIORITY GOAL #5: TO REFLECT AND RECOGNIZE THE DIVERSITY OF THE POPULATION WITHIN RAMSEY COUNTY.

1. The Riverview Corridor and Central Corridor transit projects serve a diverse population of St. Paul residents. The area where they would be located is heavily transit dependent.

2. The Rail Authority participates on committees and groups related to the Phalen Corridor Initiative, a project designed to benefit the diverse East Side area of St. Paul.

MAJOR CHANGES (PROPOSED) RAMSEY COUNTY REGIONAL RAIL AUTHORITY

LISTED BELOW ARE THE MAJOR ITEMS THAT HAVE CONTRIBUTED TO CHANGES IN THE DEPARTMENT'S APPROPRIATION AND FINANCING OVER THE PREVIOUS YEAR. THIS MAY NOT EQUAL THE DIFFERENCE OVER 2000 AS ONLY THE MAJOR CHANGES ARE LISTED HERE.

Description	2001 Budget	2001 Financing	2001 Levy
Operating Budget inc/(dec) over 2000	33,113	(96,887)	130,000
Special Projects inc/(dec) over 2000	(11,180,000)	(11,250,000)	70,000
Adjusted inc/(dec) over 2000	(11,146,887)	(11,346,887)	200,000

OPERATING BUDGET:

1	**Consultant Services**	10,000	0	10,000

To provide additional funds for consultant services for special needs or projects which could include planning, engineering or outreach activities in 2001.

2	**Public Information Services**	(20,000)	0	(20,000)

There is a decrease in the operating budget for public information services from 2000 as it is anticipated that some of these costs will be charged to the two major projects of the Riverview EIS and the Central Corridor Study that were established in 2000.

3	**Interest on Investments**	0	(96,696)	96,696

There is a decrease in the estimated amount of interest on investments that will be earned in 2001 due to the anticipation that less cash will be available to invest. The two projects that were approved in 2000 for the Riverview EIS and the Central Corridor Study required a local match of $1,250,000 that was taken from fund balance.

4	**Project Management-Northeast Corridor**	(11,923)	0	(11,923)

There is a decrease in the amount of funding needed for staff time to be devoted to right of way issues related to the Northeast Corridor from Kellogg to Beam Avenue.

MAJOR CHANGES (PROPOSED) RAMSEY COUNTY REGIONAL RAIL AUTHORITY

Description	2001 Budget	2001 Financing	2001 Levy
SPECIAL PROJECTS			
1 **Central Corridor Transit Study**	(6,250,000)	(6,250,000)	0
This project was established in 2000 in order to fund the cost of a transit study which examines the alignments and technology. A contract was approved with the firm of Himle Horner for community education for the Central Corridor. This contract will result in the development of a plan, web site development, newsletters, fact sheets, ads, and meeting materials.			
2 **Riverview EIS**	(5,000,000)	(5,000,000)	0
This project was established in 2000 in order to fund the cost to prepare a draft Environmental Impact Statement (EIS), perform preliminary engineering and prepare a final Environmental Impact Statement.			
3 **Red Rock Corridor**	50,000	0	50,000
This corridor extends from St. Paul to Hastings. These funds will provide the local match to federal funds to continue Red Rock Corridor engineering work on commuter rail.			
4 **Northeast Diagonal Corridor**	70,000	0	70,000
To provide funds for consultant services, which could include planning, engineering or outreach activities in 2001 as well as administration fees in planning transit for the Northeast Diagonal Corridor from Minneapolis to White Bear Lake.			
TOTAL	(11,149,922)	(11,344,695)	196,774

PROGRAM/SERVICE ALLOCATION (PROPOSED) REGIONAL RAILROAD AUTHORITY

Program/Service	Mand./ Discr.	Performance Measure(s)	2001 Proposed FTE's	Budget	Financing	Levy
Administration (Transit Joint Powers)	M/D		0.00	32,344	32,344	0
Administration (RCRRA)	D	0	0.00	426,163	366,163	60,000
Northeast Corridor Maintenance (Kellogg to Beam Avenue)	D	0	0.00	33,077	33,077	0
Red Rock Corridor	D	0	0.00	70,000	0	70,000
Projects & Grants						
Northeast Diagonal Corridor	D	0	0.00	70,000	0	70,000
Central Corridor Transit Study	D	0	0.00	0	0	0
Riverview EIS	D	0	0.00	0	0	0
			0.00	631,584	431,584	200,000

SUMMARY

		Levy %	FTE's	Budget	Financing	Levy
Total Mandated	M	0.0%	0.00	0	0	0
Total Mandated/Discretionary	M/D	0.0%	0.00	32,344	32,344	0
Total Discretionary/Mandated	D/M	0.0%	0.00	0	0	0
Total Discretionary	D	0.0%	0.00	599,240	399,240	200,000
			0.00	631,584	431,584	200,000

KEY: M = Program and Service Level is Manadated; M/D = Program is Mandated, Service Level is Discretionary; D/M = Program is Discretionary, Service Level is Mandated; D = Program and Service Level is Discretionary

PROGRAM/SERVICE ALLOCATION (PROPOSED)
CHANGE FROM PRIOR YEARS APPROVED

REGIONAL RAILROAD AUTHORITY

Program/Service	Change from 2000 Approved FTE's	Budget	Financing	Levy
Administration (Transit Joint Powers)	-	-	-	-
Administration (RCRRA)	-	(4,964)	(64,964)	60,000
Northeast Corridor Maintenance (Kellogg to Beam Avenue)	-	(11,923)	(11,923)	-
Red Rock Corridor	-	50,000	(20,000)	70,000
Projects & Grants				
Northeast Diagonal Corridor	-	70,000	-	70,000
Central Corridor Transit Study	-	(6,250,000)	(6,250,000)	-
Riverview EIS	-	(5,000,000)	(5,000,000)	-
	-	(11,146,887)	(11,346,887)	200,000

Kathryn DeSpiegelaere 665 RCGC-West (651)266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
150101 – ADMINISTRATION

STATEMENT OF MISSION

To provide overall administration consistent with the Railroad Authority's mission and direction provided by the Board of the Regional Railroad Authority.

OBJECTIVES

1. To advocate for transit services to meet changing needs for today and for succeeding generations.

2. To respond to the transit needs of the County's citizens in a manner that is sensitive to the financial impact to County taxpayers.

3. To plan integrated transportation services in cooperation with other agencies.

4. To encourage community participation in Rail Authority deliberations and decision-making processes.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150101-ADMINISTRATION

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	1999 Approved	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
420000	Other Services & Charges	316,519	458,871	446,107	446,107	
430000	Supplies	1,866	3,800	3,800	3,800	
440000	Capital Outlay	17,367	800	8,600	8,600	
	Total Expenditures/Appropriations	335,752	463,471	458,507	458,507	
	Inc/(Dec) From Previous Year			(4,964)	(4,964)	
	% Inc/(Dec) From Previous Year			-1.1%	-1.1%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1999 Approved	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
314000	Intergovernmental Revenues	-	-	-	-	
318000	Revenue from Use of Money/Property	569,534	516,471	419,584	419,584	
319000	Other Revenues	2,839	-	-	-	
	Total Revenues/Estimated Revenues	572,373	516,471	419,584	419,584	
	Inc/(Dec) From Previous Year			(96,887)	(96,887)	
	% Inc/(Dec) From Previous Year			-18.8%	-18.8%	
Fund Balance Dec/(Inc)		(236,621)	-	-	-	
RCRRA TAX LEVY		-	(53,000)	38,923	38,923	
	Inc/(Dec) From Previous Year			91,923	91,923	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

EXPENDITURE/APPROPRIATION DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150101-ADMINISTRATION

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	OTHER SERVICES AND CHARGES					
421102	State Auditor	1,171	2,100	2,100	2,100	
421103	Budgeting & Accounting Services	7,001	7,000	7,000	7,000	
421208	County Attorney Services	12,539	11,741	12,000	12,000	
421402	Data Processing Services-MTCE	1,443	2,048	2,200	2,200	
421501	Consulting Services	59,166	50,000	60,000	60,000	
421506	Legislative Representative	46,264	50,000	50,000	50,000	
421511	County Project Management Services	89,462	206,000	191,000	191,000	
421519	Clerical Services	10,875	-	5,000	5,000	
421527	County Manager Services	-	30,000	10,000	10,000	
421603	Printing & Stationery	2,814	6,000	6,500	6,500	
421701	Postage	821	1,500	1,500	1,500	
421706	Telephone Long Dist Charges	76	200	200	200	
421707	Telephone-Local Service	1,628	2,100	2,100	2,100	
421710	Telephone-Cellular	1,241	1,440	1,600	1,600	
421712	Pager Services	64	65	130	130	
422402	Building & Office Space	12,662	12,883	12,883	12,883	
422403	Parking Space	1,018	900	2,600	2,600	
422601	Equipment & Machinery Repairs	1,407	2,000	2,000	2,000	
423101	Tuition	-	1,000	1,000	1,000	
423111	Employee Development	225	500	500	500	
424107	Liability & Property Damage-Ins	1,846	2,000	2,400	2,400	
424302	Membership & Dues	5,270	5,000	5,500	5,500	
424303	Conference & Seminar Expenses	23,160	15,000	18,000	18,000	
424304	Other Travel	-	10,000	10,000	10,000	
424305	Volunteer/Committee Meeting Expense	-	200	200	200	
424306	Meeting Expense Account	1,988	3,000	3,000	3,000	
424501	Mileage	1,585	2,500	3,000	3,000	
424507	Messenger Service	417	850	850	850	
424620	Books, Periodicals, and Subscriptions	32	500	500	500	
425102	Subsidies to Other Entities	32,344	32,344	32,344	32,344	
	Total Other Services & Charges	316,519	458,871	446,107	446,107	

Code	Title	1999 Approved	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	SUPPLIES					
431101	Office Supplies	1,529	2,800	2,800	2,800	
431102	Computer Operating Supplies	337	1,000	1,000	1,000	
	Total Supplies	1,866	3,800	3,800	3,800	

Code	Title	1999 Approved	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	OPERATING CAPITAL OUTLAY					
441204	Office Furniture & Equipment	3,066	800	8,600	8,600	
441206	Communications Equipment	-	-	-	-	
441211	Data Processing Equipment	9,802	-	-	-	
441215	PC Software	1,006	-	-	-	
442202	Building Renovations	3,493	-	-	-	
	Total Operating Capital Outlay	17,367	800	8,600	8,600	
	Total 150101 - Administration	335,752	463,471	458,507	458,507	

REVENUE/ESTIMATED REVENUE DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
59101-ADMINISTRATION

Code	Title	1999 Approved	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	REVENUE FROM USE OF MONEY & PROPERTY					
318102	Interest on Investments	569,116	516,471	419,584	419,584	
318203	Rental of Land	418	-	-	-	
	Total Revenue from Use of Money/Prop.	569,534	516,471	419,584	419,584	
	OTHER REVENUES					
319102	Recovery-Prior Year's Expense	-	-	-	-	
319103	Recovery-Current Year's Expense	2,839	-	-	-	
	Total Other Revenues	2,839	-	-	-	
	TAXES & PENALTIES					
322103	Delinquent Re & PP	677	-	-	-	
322104	Delinquent Mobile Homes	60	-	-	-	
322111	Gov't Acquired Property Rental	-	-	-	-	
	Total Taxes & Penalties	737	-	-	-	
	Total 150101 - Administration	573,110	516,471	419,584	419,584	

SELECTED LINE ITEM EXPLANATIONS

REGIONAL RAILROAD AUTHORITY
150101 - ADMINISTRATION

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Consultant Services	$59,166	$50,000	$60,000	$60,000	

EXPLANATION: This amount will provide for special needs for consultant services, which could include planning, engineering or outreach activities in 2001.

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Legislative Representative	$46,264	$50,000	$50,000	$50,000	

EXPLANATION: Legislation impacts Regional Railroad Authority taxing ability and responsibilities. This account provides funds for monitoring legislation and providing information to Legislators and Congress.

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
County Project Management Serv	$89,462	$206,000	$191,000	$191,000	

EXPLANATION: Ramsey County provides staff to assist the Regional Railroad Authority to develop plans, manage consultant services, coordinate with other agencies and citizen groups, provide information services, and engineering and transportation planning services. Persons providing these services are in the County Public Works Department. This account provides a specific identifier to reimburse Ramsey County departments for these services.

In 2001, County Project Management Services will be provided for administration and activities on the Riverview, Central, Red Rock, Northeast Diagonal and Rush Line Corridors. The information on this page is only for the overall Administration of the Railroad Authority.

PROJECT MANAGEMENT TEAM (Administration Cost Center)		Estimated Cost (including salaries, fringe benefits, and indirect costs)
Staff		
Director	1.0 FTE	$108,000
Transportation Planner	1.0 FTE	$58,000
Administrative Secretary	.6 FTE	$25,000
Total FTE	2.6 FTE	
Total Estimated Cost		$191,000

NOTE: Costs include salaries, fringe benefits and prorated indirect costs for processing payrolls as determined by Ramsey County Public Works Department. Costs for the Regional Railroad Authority's Right of Way Specialist position have been included in the Northeast Corridor maintenance and Beam to North County Line activities.

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Clerical Services	$10,875	---	$5,000	$5,000	

EXPLANATION: This account funds clerical support from a temporary agency during times of heavy workload and vacation time.

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
County Manager	---	$30,000	$10,000	$10,000	

EXPLANATION: Reimbursement of salary and overhead costs for public information services for transit work in general, including materials prepared for the legislative session, would be funded in this category.

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Parking Space	$1,108	$900	$2,600	$2,600	

EXPLANATION: This account funds parking spaces for employees who are required to have a car for work.

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Meeting Expenses Account	$1,988	$3,000	$3,000	$3,000	

EXPLANATION: This account funds activities related to Railroad Authority meetings.

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Subsidies to Other Entities	$32,344	$32,344	$32,344	$32,344	

EXPLANATION: The Metropolitan Rail Transit Joint Powers Board undertakes legislative, planning and coordination of transit activities in the seven county metro area. Ramsey County Regional Railroad Authority is a member, and this provides for the 2001 contribution to the work of the organization.

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Office Furniture and Equipment	$3,066	$800	$8,600	$8,600	

EXPLANATION: Equipment needs for the Rail Authority in 2001 may include a new copy machine, two palm pilots and graphics equipment.

SELECTED REVENUE EXPLANATIONS

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Interest on Investments	$569,116	$516,471	$419,775	$419,775	

EXPLANATION: The Regional Railroad Authority's cash is included with the County's investments and the earnings are distributed at the end of each month. The interest that can be earned in 2001 depends on how much cash is available for investment.

In 2000 or 2001, the Regional Railroad Authority is anticipating a right of way purchase on the Burlington Northern line from West County Line to Rollins Oil in Roseville. The Regional Railroad Authority has also received several federal grants that are paid on a reimbursement type arrangement. This means the cash on hand is temporarily not available for investment, until the cash reimbursement is received from the granting authority. The Regional Railroad Authority has approved the use of $1,250,000 of fund balance to finance the Central Corridor Transit Study that will reduce the funds available to invest as these funds are expended.

Taking into account the cash on hand ($9.0 million as of 12/31/99) and the expected uses of cash, the amount available for investment during the year will be $7.25 million. To meet the estimated interest income revenue for 2001, the rate of return needs to be approximately 5.8%.

The rate of return on short-term investments for the first seven months of 2000 has ranged from approximately 5.7% early in the year to approximately 6.5% currently in July. Needing a rate of return of 5.79% to meet the estimated interest income of $419,584 is achievable in order to finance the Regional Railroad Authority's 2001 budget.

Cash on Hand 12/31/99	$9,000,000
Less: right of way purchase	- 200,000
Less: cash flow for grants	- 300,000
Less fund balance for grants	- 1,250,000
Cash Available for Investment	$7,250,000 x 5.79% = $419,775

Kathryn DeSpiegelaere 665 RCGC-West (651)266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
150106 – NORTHEAST CORRIDOR
KELLOGG TO BEAM

STATEMENT OF MISSION

To provide for acquisition and maintenance of right of way purchased in order to preserve options for rail transit.

OBJECTIVES

1. To monitor rail abandonments in Ramsey County.
2. To coordinate with other units of government on rail abandonment and right of way re-use issues.
3. To purchase rail corridors with potential for light rail transit use.
4. To maintain property acquired by the Railroad Authority in accordance with the public interest.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150106-NORTHEAST CORRIDOR MAINTENANCE
KELLOGG TO BEAM AVENUE

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
420000	Other Services & Charges	12,020	45,000	33,077	33,077	
430000	Supplies	-	-	-	-	
	Total Expenditures/Appropriations	12,020	45,000	33,077	33,077	
	Inc/(Dec) From Previous Year			(11,923)	(11,923)	
	% Inc/(Dec) From Previous Year			-26.5%	-26.5%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
318000	Revenue from Use of Money/Property	11,944	12,000	12,000	12,000	
319000	Other Revenues	-	-	-	-	
	Total Revenues/Estimated Revenues	11,944	12,000	12,000	12,000	
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	
Fund Balance Dec/(Inc)		76	-	-	-	
RCRRA TAX LEVY		-	36,000	21,077	21,077	
	Inc/(Dec) From Previous Year			(11,923)	(11,923)	
	% Inc/(Dec) From Previous Year			-36.1%	-36.1%	

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150106 - NORTHEAST CORRIDOR MAINTENANCE
KELLOGG TO BEAM AVENUE

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	OTHER SERVICES AND CHARGES					
421511	County Project Management	10,840	25,000	13,077	13,077	
422801	Grounds-Repairs	1,150	15,000	15,000	15,000	
423303	Soil Survey	-	-	-	-	
424202	Assessments	30	5,000	5,000	5,000	
	Total Other Services & Charges	12,020	45,000	33,077	33,077	
	Total 150106 Northeast Corridor Maint.	12,020	45,000	33,077	33,077	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	REVENUE FROM USE OF MONEY & PROPERTY					
318203	Rental of Land	11,944	12,000	12,000	12,000	
	Total Revenue from Use of Money/Prop.	11,944	12,000	12,000	12,000	
	Total 150106 Northeast Corridor Maint.	11,944	12,000	12,000	12,000	

SELECTED LINE ITEM EXPLANATIONS

REGIONAL RAILROAD AUTHORITY
150106 – NORTHEAST CORRIDOR
KELLOGG TO BEAM

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
County Project Management Serv	$10,840	$25,000	$13,077	$13,077	

EXPLANATION: This account will provide funds to reimburse Ramsey County Public Works Department for staff time spent on right of way issues related to the Northeast Corridor, Kellogg to Beam.

SELECTED REVENUE EXPLANATIONS

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Rental of Land	$11,944	$12,000	$12,000	$12,000	

EXPLANATION: Leases of Rail Authority property generates revenue to the Rail Authority.

Kathryn DeSpiegelaere 665 RCGC-West (651)266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
150111 – RED ROCK CORRIDOR

STATEMENT OF MISSION

To plan transit for the Red Rock Corridor from St. Paul to Hastings.

OBJECTIVES

1. To improve transportation in the corridor.
2. To meet local and community goals.
3. To improve the environment.
4. To improve social and economic climate.
5. To minimize cost; to maximize ridership of transit.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150111 - RED ROCK CORRIDOR

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
420000	Other Services & Charges	-	20,000	70,000	70,000	
	Total Expenditures/Appropriations	-	20,000	70,000	70,000	
	Inc/(Dec) From Previous Year			50,000	50,000	
	% Inc/(Dec) From Previous Year			250.0%	250.0%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	None	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	
Fund Balance Dec/(Inc)		-	-	-	-	
RCRRA TAX LEVY		-	20,000	70,000	70,000	
	Inc/(Dec) From Previous Year			50,000	50,000	
	% Inc/(Dec) From Previous Year			250.0%	250.0%	

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150111 - RED ROCK CORRIDOR

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	OTHER SERVICES AND CHARGES					
421501	Consulting Services	-	20,000	-	-	
424610	Participation Fees	-	-	70,000	70,000	
	Total Other Services & Charges	-	20,000	70,000	70,000	
	Total 150113 Red Rock Corridor	-	20,000	70,000	70,000	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	None	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	

SELECTED LINE ITEM EXPLANATIONS

REGIONAL RAILROAD AUTHORITY
150111 - RED ROCK CORRIDOR

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Participation Fees	---	---	$70,000	$70,000	

EXPLANATION: This funding is to provide a portion of the local match to federal funds to continue Red Rock Corridor engineering work on commuter rail.

Kathryn DeSpiegelaere 665 RCGC-West (651)266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
P121002 – NORTHEAST DIAGONAL CORRIDOR

STATEMENT OF MISSION

To plan transit for the Northeast Diagonal Corridor from Minneapolis to White Bear Lake.

OBJECTIVES

1. To improve transportation in the corridor.
2. To coordinate with the local communities in planning for this corridor.
3. To meet local and community goals.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
P121002 - NORTHEAST DIAGONAL CORRIDOR

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
420000	Other Services & Charges	-	-	70,000	70,000	
	Total Expenditures/Appropriations	-	-	70,000	70,000	
	Inc/(Dec) From Previous Year			70,000	70,000	
	% Inc/(Dec) From Previous Year			~	~	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	None	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	
Fund Balance Dec/(Inc)		-	-	-	-	
RCRRA TAX LEVY		-	-	70,000	70,000	
	Inc/(Dec) From Previous Year			70,000	70,000	
	% Inc/(Dec) From Previous Year			~	~	

NOTE: This is a new project for 2001. Funds will be carried forward as needed until the project is completed.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
P121002 - NORTHEAST DIAGONAL CORRIDOR

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	OTHER SERVICES AND CHARGES					
421501	Consulting Services	-	-	50,000	50,000	
424606	Administration Fees	-	-	20,000	20,000	
	Total Other Services & Charges	-	-	70,000	70,000	
Total P121002 - Northeast Diagonal Corridor		-	-	70,000	70,000	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	INTERGOVERNMENTAL REVENUE					
314433	MN DOT LRT Grant	-	-	-	-	
	Total Intergovernmental Revenue	-	-	-	-	
Total P121002 - Northeast Diagonal Corridor		-	-	-	-	

SELECTED LINE ITEM EXPLANATIONS

REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
P121002 – NORTHEAST DIAGONAL CORRIDOR

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Consulting Fees	---	---	$50,000	$50,000	

EXPLANATION: This amount will provide for consultant services, which could include planning, engineering or outreach activities in 2001.

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Administration Fees	---	---	$20,000	$20,000	

EXPLANATION: This account funds administration of the Northeast Diagonal Corridor project.

Kathryn DeSpiegelaere 665 RCGC-West (651)266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
G205002 – CENTRAL CORRIDOR TRANSIT STUDY

STATEMENT OF MISSION

To plan major transit improvements for the Central Corridor from downtown St. Paul to downtown Minneapolis.

OBJECTIVES

1. To improve transportation in the corridor.
2. To meet local and community goals.
3. To improve the environment.
4. To improve social and economic climate.
5. To minimize cost; to maximize ridership of transit.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
G205002 - CENTRAL CORRIDOR TRANSIT STUDY

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
420000	Other Services & Charges	-	6,250,000	-	-	
	Total Expenditures/Appropriations	-	6,250,000	-	-	
	Inc/(Dec) From Previous Year			(6,250,000)	(6,250,000)	
	% Inc/(Dec) From Previous Year			-100.0%	-100.0%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
314000	Intergovernmental Revenue	-	5,000,000	-	-	
	Total Revenues/Estimated Revenues	-	5,000,000	-	-	
	Inc/(Dec) From Previous Year			(5,000,000)	(5,000,000)	
	% Inc/(Dec) From Previous Year			-100.0%	-100.0%	
Fund Balance Dec/(Inc)		-	1,250,000	-	-	
RCRRA TAX LEVY		-	-	-	-	
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

NOTE: This is a new project that was set up in 2000. Funds will be carried forward as needed until the project is completed.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
G205002 - CENTRAL CORRIDOR TRANSIT STUDY

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	OTHER SERVICES AND CHARGES					
421501	Consulting Services	-	5,000,000	-	-	
421511	County Project Management	-	1,248,700	-	-	
421603	Printing & Stationery	-	500	-	-	
421701	Postage	-	200	-	-	
424306	Meeting Expenses	-	200	-	-	
424507	Messenger Service	-	400	-	-	
	Total Other Services & Charges	-	6,250,000	-	-	
	Total G205003 - Riverview EIS	-	6,250,000	-	-	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	INTERGOVERNMENTAL REVENUE					
314433	MN DOT LRT Grant	-	5,000,000	-	-	
	Total Intergovernmental Revenue	-	5,000,000	-	-	
	Total G205003 - Riverview EIS	-	5,000,000	-	-	

Kathryn DeSpiegelaere 665 RCGC-West (651)266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
G205003 – RIVERVIEW EIS

STATEMENT OF MISSION

To plan major transit improvements for the Riverview Corridor from the East side of St. Paul to the Minneapolis/St. Paul airport and the Mall of America.

OBJECTIVES

1. To improve transportation in the corridor.
2. To meet local and community goals.
3. To improve the environment.
4. To improve social and economic climate.
5. To minimize cost; to maximize ridership of transit.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
G205003 - RIVERVIEW EIS

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
420000	Other Services & Charges	-	5,000,000	-	-	
	Total Expenditures/Appropriations	-	5,000,000	-	-	
	Inc/(Dec) From Previous Year			(5,000,000)	(5,000,000)	
	% Inc/(Dec) From Previous Year			-100.0%	-100.0%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
314000	Intergovernmental Revenue	-	5,000,000	-	-	
	Total Revenues/Estimated Revenues	-	5,000,000	-	-	
	Inc/(Dec) From Previous Year			(5,000,000)	(5,000,000)	
	% Inc/(Dec) From Previous Year			-100.0%	-100.0%	
Fund Balance Dec/(Inc)		-	-	-	-	
RCRRA TAX LEVY		-	-	-	-	
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

NOTE: This is a new project that was set up in 2000. Funds will be carried forward as needed until the project is completed.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
G205003 - RIVERVIEW EIS

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	OTHER SERVICES AND CHARGES					
421501	Consulting Services	-	4,000,000	-	-	
421511	County Project Management	-	1,000,000	-	-	
	Total Other Services & Charges	-	5,000,000	-	-	
	Total G205003 - Riverview EIS	-	5,000,000	-	-	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	INTERGOVERNMENTAL REVENUE					
314433	MN DOT LRT Grant	-	5,000,000	-	-	
	Total Intergovernmental Revenue	-	5,000,000	-	-	
	Total G205003 - Riverview EIS	-	5,000,000	-	-	

4

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K Dalpeigelaere
Authorized Signature

8/14/00
Date

Board Action Requested

Ratify quarterly report of payments for April 1, 2000 to June 30, 2000

ACTION IS REQUESTED

Request Justification

See attached:

1. Proposed Resolution
2. Memorandum from J. Kleinschmidt, dated August 2, 2000
3. Detail Disbursements for April through June, 2000
4. Appropriation Budget Status as of June 30, 2000

Budgeting and Accounting Vam Wohlaer

County Attorney Dan MacMallen

Risk Management

Documentation certified complete for:

August 22, 2000
Board Date

Kristine A. Longhenry
Signature

August 14, 2000
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period of April 1, 2000 through June 30, 2000, and a record of these disbursements is attached; Now, Therefore, Be It

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary

Office of Budgeting and Accounting
Julie Kleinschmidt, Director

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

Tel: 651-266-8041
Fax: 651-266-8066

MEMORANDUM

TO: Paul Kirkwold, County Manager

FROM: Julie Kleinschmidt, Director-Budgeting & Accounting

DATE: August 2, 2000

SUBJECT: Ramsey County Regional Railroad Authority
Report of Payments: April through June, 2000

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 is as follows:

150110 - Proj/Grant Riverview Corridor MIS:	
Budget Year 1998	$ 11,026.88
150101 - Regional Railroad Authority Administration:	
Budget Year 1999	$ 2,458.74
Budget Year 2000	73,091.96
Total RRA Admin	$ 75,550.70
150106 - Northeast Corridor Maint. Kellogg to Beam:	
Budget Year 2000	$ 3,206.54
150180 – Proj/Grant Central Corridor Transit:	
Budget Year 2000	$ 19,014.44
Total Payments April through June 2000	$108,798.56

Attached are the following reports:

A. Detail Disbursements for the period April through June 2000.

B. Appropriation Budget Status as of June 30, 2000.

JK:vw
Attachments

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

Minnesota's First Home Rule County
printed on recycled paper with a minimum of 10% post-consumer content

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 4/ 1/00 through 6/30/00

Budget Year	Fund	Organization	
1998	**12501**	**150110**	**Riverview MIS**

Account	Journal ID	Journal Date	Journal Expense Amount	Bus Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
421501	AP00187628	6/22/00	1,180.00	RRA	00000678	0000000017	0000212764	6/30/00	0000031693	Davis Communications
421501	AP00178294	5/18/00	1,280.00	RRA	00000633	0000000017	0000197885	5/26/00	0000031693	Davis Communications
421501	AP00166963	4/13/00	2,920.00	RRA	00000588	0000000017	0000183101	4/21/00	0000031693	Davis Communications
Total Account		**421501**	**5,380.00**	**Consulting Services**						
421511	AP00187628	6/22/00	1,500.00	RRA	00000689		00002360	6/29/00	0000100162	Public Works
421511	AP00187628	6/22/00	88.40	RRA	00000687		00002360	6/29/00	0000100162	Public Works
421511	AP00187628	6/22/00	113.73	RRA	00000684		00002360	6/29/00	0000100162	Public Works
421511	AP00187628	6/22/00	1,250.00	RRA	00000675		00002360	6/29/00	0000100162	Public Works
421511	AP00187628	6/22/00	199.03	RRA	00000667		00002360	6/29/00	0000100162	Public Works
421511	AP00170900	4/18/00	176.80	RRA	00000603		00002083	5/ 5/00	0000100162	Public Works
421511	AP00170900	4/18/00	1,269.99	RRA	00000599		00002083	5/ 5/00	0000100162	Public Works
421511	AP00170900	4/18/00	687.50	RRA	00000597		00002083	5/ 5/00	0000100162	Public Works
Total Account		**421511**	**5,285.45**	**Co Project Management Srvs**						
421603	AP00173354	5/ 2/00	35.45	RRA	00000615		0000192031	5/12/00	0000001770	St Paul,City Of
Total Account		**421603**	**35.45**	**Printing & Stationery**						
421701	AP00184073	6/13/00	15.41	RRA	00000645		00002343	6/23/00	0000100163	Comm Human Serv-Presort Mail
421701	AP00180342	5/15/00	24.44	RRA	00000625		00002261	6/ 9/00	0000100163	Comm Human Serv-Presort Mail
421701	AP00180342	5/15/00	69.84	RRA	00000624		00002261	6/ 9/00	0000100163	Comm Human Serv-Presort Mail
Total Account		**421701**	**109.69**	**Postage**						
424306	AP00188509	6/27/00	15.00	RRA	00000692	0000000053			0000030751	Citti Caffe
424306	AP00188509	6/27/00	56.71	RRA	00000692	0000000053			0000030751	Citti Caffe
424306	AP00184074	6/15/00	10.00	RRA	00000650	0000000051	0000210390	6/23/00	0000030751	Citti Caffe
424306	AP00184074	6/15/00	95.48	RRA	00000650	0000000051	0000210390	6/23/00	0000030751	Citti Caffe
Total Account		**424306**	**177.19**	**RCRRA Meeting Expenses Account**						

3

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 4/ 1/00 through 6/30/00

Budget Year	Fund	Organization	
1998	**12501**	**150110**	**Riverview MIS**

Account	Journal ID	Journal Date	Journal Expense Amount	Bus Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
424507	AP00188509	6/27/00	39.10	RRA	00000691	0000000052			0000007157	Roadrunner Transportation Inc
Total Account		**424507**	**39.10**	**Messenger Service**						
Total Organization		**150110**	**11,026.88**	**Riverview MIS**						
Total Budget Year		**1998**	**11,026.88**							

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 4/ 1/00 through 6/30/00

Budget Year	Fund	Organization	
1999	12501	150101	Ramsey Co Reg Rail Auth-RCRRA

Account	Journal ID	Journal Date	Journal Expense Amount	Bus Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
421506	AP00187628	6/22/00	2,083.00	RRA	00000680	0000000015	0000212832	6/30/00	0000020305	Lockridge,Grindal Nauen
Total Account		421506	2,083.00	Legislative Representative						
441204	AP00173354	5/ 2/00	146.97	RRA	00000616	0000000033	0000191868	5/12/00	0000028635	Eof Inc
Total Account		441204	146.97	Office Furniture And Equipment						
442202	AP00169864	4/ 3/00	88.77	RRA	00000575	0000000034	0000182077	4/19/00	0000018372	Ford Communications Inc
442202	AP00169864	4/ 3/00	140.00	RRA	00000575	0000000034	0000182077	4/19/00	0000018372	Ford Communications Inc
Total Account		442202	228.77	Building Renovations						
Total Organization		150101	2,458.74	Ramsey Co Reg Rail Auth-RCRRA						
Total Budget Year		1999	2,458.74							

5

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 4/ 1/00 through 6/30/00

Budget Year	Fund	Organization	
2000	**12501**	**150101**	**Ramsey Co Reg Rail Auth-RCRRA**

Account	Journal ID	Journal Date	Journal Expense Amount	Bus Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
421102	AP00184073	6/13/00	1,339.00	RRA	00000641		0000210435	6/23/00	0000108193	Minnesota State Auditor
Total Account		**421102**	**1,339.00**	**State Auditor**						
421208	AP00187628	6/22/00	283.53	RRA	00000679		00002359	6/29/00	0000100153	County Attorney
421208	AP00180343	5/16/00	51.55	RRA	00000626		00002245	6/ 9/00	0000100153	County Attorney
421208	AP00178289	5/ 1/00	695.93	RRA	00000613		00002228	5/26/00	0000100153	County Attorney
Total Account		**421208**	**1,031.01**	**County Attorney Services**						
421402	AP00187627	6/19/00	185.42	RRA	00000656		00002365	6/29/00	0000100168	Information Services
421402	AP00181207	5/23/00	269.80	RRA	00000638		00002311	6/19/00	0000100168	Information Services
421402	AP00178290	5/ 2/00	128.19	RRA	00000617		00002198	5/26/00	0000100168	Information Services
Total Account		**421402**	**583.41**	**Data Proc Srv-Mtce**						
421506	AP00178294	5/18/00	2,083.00	RRA	00000632	0000000027	0000197977	5/26/00	0000020305	Lockridge,Grindal Nauen
421506	AP00169869	4/24/00	2,083.00	RRA	00000606	0000000027	0000186589	4/28/00	0000020305	Lockridge,Grindal Nauen
Total Account		**421506**	**4,166.00**	**Legislative Representative**						
421511	AP00191564	6/27/00	1,804.20	RRA	00000695				0000100162	Public Works
421511	AP00191564	6/27/00	2,826.58	RRA	00000694				0000100162	Public Works
421511	AP00187628	6/22/00	5,718.75	RRA	00000690		00002360	6/29/00	0000100162	Public Works
421511	AP00187628	6/22/00	1,580.15	RRA	00000685		00002360	6/29/00	0000100162	Public Works
421511	AP00187628	6/22/00	5,562.50	RRA	00000677		00002360	6/29/00	0000100162	Public Works
421511	AP00187628	6/22/00	2,646.16	RRA	00000674		00002360	6/29/00	0000100162	Public Works
421511	AP00187628	6/22/00	2,601.06	RRA	00000673		00002360	6/29/00	0000100162	Public Works
421511	AP00187628	6/22/00	1,944.80	RRA	00000672		00002360	6/29/00	0000100162	Public Works
421511	AP00170900	4/18/00	2,027.68	RRA	00000601		00002083	5/ 5/00	0000100162	Public Works
421511	AP00170900	4/18/00	464.40	RRA	00000598		00002083	5/ 5/00	0000100162	Public Works
421511	AP00170900	4/18/00	6,437.50	RRA	00000595		00002083	5/ 5/00	0000100162	Public Works
421511	AP00170900	4/18/00	1,991.62	RRA	00000594		00002083	5/ 5/00	0000100162	Public Works
421511	AP00170900	4/18/00	3,127.28	RRA	00000593		00002083	5/ 5/00	0000100162	Public Works
Total Account		**421511**	**38,732.68**	**Co Project Management Srvs**						

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 4/ 1/00 through 6/30/00

Budget Year	Fund	Organization	
2000	**12501**	**150101**	**Ramsey Co Reg Rail Auth-RCRRA**

Account	Journal ID	Journal Date	Journal Expense Amount	Bus Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
421527	AP00184073	6/13/00	2,793.60	RRA	00000642		00002340	6/23/00	0000100151	County Manager
421527	AP00181208	5/30/00	2,275.20	RRA	00000639		00002304	6/19/00	0000100150	County Manager
421527	AP00170899	4/17/00	1,872.00	RRA	00000591		00002080	5/ 5/00	0000100148	County Manager
Total Account		**421527**	**6,940.80**	**County Manager Services**						
421603	AP00187627	6/19/00	41.00	RRA	00000659		0000212931	6/30/00	0000001770	St Paul,City Of
421603	AP00184073	6/13/00	51.50	RRA	00000649		0000210237	6/23/00	0000100794	City Of St Paul
421603	AP00173354	5/ 2/00	274.83	RRA	00000615		0000192031	5/12/00	0000001770	St Paul,City Of
421603	AP00166513	4/ 3/00	156.24	RRA	00000573		0000182224	4/19/00	0000001770	St Paul,City Of
Total Account		**421603**	**523.57**	**Printing & Stationery**						
421701	AP00184073	6/13/00	15.41	RRA	00000645		00002343	6/23/00	0000100163	Comm Human Serv-Presort Mail
421701	AP00180342	5/15/00	24.45	RRA	00000625		00002261	6/ 9/00	0000100163	Comm Human Serv-Presort Mail
421701	AP00180342	5/15/00	69.84	RRA	00000624		00002261	6/ 9/00	0000100163	Comm Human Serv-Presort Mail
Total Account		**421701**	**109.70**	**Postage**						
421707	AP00187627	6/22/00	159.60	RRA	00000662		00002367	6/29/00	0000100171	Telecommunications
421707	AP00187627	6/19/00	159.60	RRA	00000657		00002367	6/29/00	0000100171	Telecommunications
421707	AP00178291	5/ 4/00	159.60	RRA	00000622		00002215	5/26/00	0000100171	Telecommunications
421707	AP00170901	4/20/00	135.65	RRA	00000604		00002102	5/ 5/00	0000100171	Telecommunications
Total Account		**421707**	**614.45**	**Telephone-Local Service**						
421710	AP00184073	6/13/00	233.14	RRA	00000646	0000000049	0000210469	6/23/00	0000122690	Verizon Wireless
421710	AP00173353	5/ 1/00	314.02	RRA	00000611		0000192086	5/12/00	0000009961	Airtouch Cellular
421710	AP00169865	4/10/00	88.42	RRA	00000581	0000000038	0000183377	4/21/00	0000009961	Airtouch Cellular
421710	AP00169865	4/10/00	119.77	RRA	00000580	0000000037	0000183377	4/21/00	0000009961	Airtouch Cellular
Total Account		**421710**	**755.35**	**Telephone-Cellular Service**						
421712	AP00166962	4/10/00	127.80	RRA	00000579		0000182901	4/21/00	0000100794	City Of St Paul
Total Account		**421712**	**127.80**	**Pager Services**						
422402	AP00170902	4/24/00	3,165.50	RRA	00000608		00002092	5/ 5/00	0000100170	Property Management West
Total Account		**422402**	**3,165.50**	**Buildings & Office Space**						

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 4/ 1/00 through 6/30/00

Budget Year	Fund	Organization	
2000	**12501**	**150101**	**Ramsey Co Reg Rail Auth-RCRRA**

Account	Journal ID	Journal Date	Expense Amount	Bus Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
422403	AP00188509	6/27/00	125.00	RRA	00000693				0000100608	Standard Parking Inc
422403	AP00187628	6/22/00	128.63	RRA	00000682		0000212809	6/30/00	0000020084	Imperial Parking Inc
422403	AP00181755	6/13/00	47.93	PRMG	00000431		0000209486	6/21/00	0000018400	Ramsey County Prop Records & Rev
422403	AP00181755	6/13/00	47.93	PRMG	00000430		0000209486	6/21/00	0000018400	Ramsey County Prop Records & Rev
422403	AP00178295	5/23/00	125.00	RRA	00000637		0000202182	6/ 2/00	0000100608	Standard Parking Inc
422403	AP00181207	5/23/00	38.03	RRA	00000635		0000207159	6/16/00	0000020084	Imperial Parking Inc
422403	AP00173353	5/ 1/00	125.00	RRA	00000614		0000192032	5/12/00	0000100608	Standard Parking Inc
422403	AP00173303	4/26/00	47.93	PRMG	00000403		0000192845	5/15/00	0000018400	Ramsey County Prop Records & Rev
422403	AP00173301	4/21/00	45.00	PRMG	00000396		0000190540	5/ 8/00	0000018400	Ramsey County Prop Records & Rev
422403	AP00169867	4/18/00	38.03	RRA	00000592		0000186563	4/28/00	0000020084	Imperial Parking Inc
Total Account		**422403**	**768.48**	**Parking Space**						
422601	AP00169865	4/10/00	509.65	RRA	00000585	0000000041	0000183167	4/21/00	0000023226	Ikon Office Solutions
Total Account		**422601**	**509.65**	**Equipment & Machinery Repairs**						
424107	AP00187628	6/22/00	1,978.00	RRA	00000666		0000212725	6/30/00	0000100470	Aon Risk Services, Inc Of Mn
Total Account		**424107**	**1,978.00**	**Liability & Property Damage**						
424302	AP00184073	6/13/00	780.00	RRA	00000647		0000210381	6/23/00	0000030749	American Public Transit Assoc
Total Account		**424302**	**780.00**	**Membership & Dues**						
424303	AP00187628	6/22/00	21.80	RRA	00000681				0000123524	Morris,Steve
424303	AP00187628	6/22/00	1,375.16	RRA	00000665				0000030747	Despiegelaere,Kathryn
424303	AP00187628	6/22/00	490.00	RRA	00000661				0000030749	American Public Transit Assoc
424303	AP00180345	5/23/00	384.50	RRA	00000636		0000205905	6/12/00	0000075700	Travel Assoc Of Carriage Hill
424303	AP00180344	5/18/00	1,010.00	RRA	00000631		0000205765	6/12/00	0000029136	Mn Transportation Alliance
424303	AP00173354	5/ 2/00	273.00	RRA	00000618		0000192044	5/12/00	0000075700	Travel Assoc Of Carriage Hill
424303	AP00173353	5/ 1/00	240.00	RRA	00000610		0000191734	5/12/00	0000104692	University Of Minnesota
424303	AP00170806	4/28/00	221.00	COMGR	00001387		0000189005	5/ 5/00	0000075700	Travel Assoc Of Carriage Hill
424303	AP00170806	4/28/00	0.00	COMGR	00001386		0000188638	5/ 5/00	0000031501	Verhasselt,David
424303	AP00169868	4/20/00	399.98	RRA	00000605		0000186367	4/28/00	0000118050	Vap,Alicia
Total Account		**424303**	**4,415.44**	**Conference & Seminar**						

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 4/ 1/00 through 6/30/00

Budget Year	Fund	Organization	
2000	**12501**	**150101**	**Ramsey Co Reg Rail Auth-RCRRA**

Account	Journal ID	Journal Date	Expense Amount	Bus Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
424304	AP00187628	6/22/00	651.38	RRA	00000663				0000030722	Bennett,Tony
424304	AP00184074	6/15/00	1,059.84	RRA	00000653		0000210246	6/23/00	0000027902	Ortega,Rafael
424304	AP00184074	6/15/00	66.68	RRA	00000652		0000210253	6/23/00	0000031501	Verhasselt,David
424304	AP00180344	5/18/00	249.00	RRA	00000629		0000205744	6/12/00	0000030747	Despiegelaere,Kathryn
424304	AP00169866	4/17/00	575.00	RRA	00000590		0000186339	4/28/00	0000030747	Despiegelaere,Kathryn
424304	AP00170806	4/28/00	600.00	COMGR	00001386		0000188638	5/ 5/00	0000031501	Verhasselt,David
Total Account		424304	**3,201.90**	**Other Travel**						
424306	AP00184073	6/13/00	36.00	RRA	00000644		0000210238	6/23/00	0000030747	Despiegelaere,Kathryn
424306	AP00178294	5/18/00	362.38	RRA	00000628		0000197585	5/26/00	0000030747	Despiegelaere,Kathryn
424306	AP00173353	5/ 1/00	12.12	RRA	00000612		0000191735	5/12/00	0000118050	Vap,Alicia
424306	AP00173355	5/ 4/00	42.40	RRA	00000619		0000191707	5/12/00	0000030747	Despiegelaere,Kathryn
424306	AP00166963	4/13/00	35.89	RRA	00000587		0000182907	4/21/00	0000030747	Despiegelaere,Kathryn
424306	AP00166513	4/ 3/00	10.07	RRA	00000574		0000181839	4/19/00	0000118050	Vap,Alicia
Total Account		424306	**498.86**	**RCRRA Meeting Expenses Account**						
424501	AP00187628	6/22/00	49.00	RRA	00000683		0000212693	6/30/00	0000123524	Morris,Steve
424501	AP00187627	6/19/00	22.43	RRA	00000658		0000212676	6/30/00	0000030748	Bodin,Dennis
424501	AP00184074	6/15/00	34.13	RRA	00000651		0000210252	6/23/00	0000118050	Vap,Alicia
424501	AP00184073	6/13/00	64.00	RRA	00000643		0000210238	6/23/00	0000030747	Despiegelaere,Kathryn
424501	AP00173355	5/ 4/00	20.80	RRA	00000621		0000191701	5/12/00	0000030748	Bodin,Dennis
424501	AP00173355	5/ 4/00	130.78	RRA	00000620		0000191707	5/12/00	0000030747	Despiegelaere,Kathryn
424501	AP00173353	5/ 1/00	37.70	RRA	00000609		0000191735	5/12/00	0000118050	Vap,Alicia
424501	AP00166963	4/13/00	89.23	RRA	00000586		0000182907	4/21/00	0000030747	Despiegelaere,Kathryn
424501	AP00166962	4/10/00	43.23	RRA	00000584		0000182900	4/21/00	0000030748	Bodin,Dennis
424501	AP00166513	4/ 3/00	109.85	RRA	00000578		0000181839	4/19/00	0000118050	Vap,Alicia
Total Account		424501	**601.15**	**Mileage/Parking**						
424507	AP00184073	6/13/00	21.85	RRA	00000648	0000000050	0000210447	6/23/00	0000007157	Roadrunner Transportation Inc
424507	AP00169866	4/17/00	26.95	RRA	00000589	0000000042	0000186668	4/28/00	0000007157	Roadrunner Transportation Inc
424507	AP00169864	4/ 3/00	6.05	RRA	00000577	0000000036	0000182203	4/19/00	0000007157	Roadrunner Transportation Inc
Total Account		424507	**54.85**	**Messenger Service**						

(6)

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 4/ 1/00 through 6/30/00

Budget Year	Fund	Organization	
2000	**12501**	**150101**	**Ramsey Co Reg Rail Auth-RCRRA**

Account	Journal ID	Journal Date	Journal Expense Amount	Bus Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
431101	AP00169869	6/29/00	29.85	RRA	00000696	0000000054			0000011836	Us Office Products
431101	AP00181209	6/ 1/00	102.04	RRA	00000640	0000000048	0000207291	6/16/00	0000011836	Us Office Products
431101	AP00169869	4/24/00	19.00	RRA	00000607	0000000043	0000186729	4/28/00	0000011836	Us Office Products
431101	AP00169865	4/10/00	50.31	RRA	00000583	0000000040	0000183341	4/21/00	0000011836	Us Office Products
431101	AP00169864	4/ 3/00	59.40	RRA	00000576	0000000035	0000182250	4/19/00	0000011836	Us Office Products
431101	AP00166513	4/ 3/00	53.20	RRA	00000573		0000182224	4/19/00	0000001770	St Paul,City Of
Total Account		**431101**	**313.80**	**Office Supplies**						
431102	AP00169869	4/24/00	61.77	RRA	00000607	0000000043	0000186729	4/28/00	0000011836	Us Office Products
431102	AP00169864	4/ 3/00	26.09	RRA	00000576	0000000035	0000182250	4/19/00	0000011836	Us Office Products
Total Account		**431102**	**87.86**	**Computer Operating Supplies**						
441204	AP00178292	5/11/00	96.03	RRA	00000623	0000000046	0000198105	5/26/00	0000011836	Us Office Products
441204	AP00173354	5/ 2/00	1,300.36	RRA	00000616	0000000033	0000191868	5/12/00	0000028635	Eof Inc
Total Account		**441204**	**1,396.39**	**Office Furniture And Equipment**						
441206	AP00178294	5/18/00	5.00	RRA	00000634	0000000045	0000198039	5/26/00	0000106069	Progressive Technologies Inc.
441206	AP00178294	5/18/00	346.13	RRA	00000634	0000000045	0000198039	5/26/00	0000106069	Progressive Technologies Inc.
Total Account		**441206**	**351.13**	**Communications Equipment**						
441215	AP00178293	5/17/00	45.18	RRA	00000627	0000000044	0000200759	5/31/00	0000000230	Ge Capital Info Tech Solutions
Total Account		**441215**	**45.18**	**PC Software**						
Total Organization		**150101**	**73,091.96**	**Ramsey Co Reg Rail Auth-RCRRA**						

10

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 4/ 1/00 through 6/30/00

Budget Year	Fund	Organization	
2000	**12501**	**150106**	**RCRRA Northeast Corridor Maint**

Account	Journal ID	Journal Date	Journal Expense Amount	Bus Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
421511	AP00187628	6/22/00	71.68	RRA	00000670		00002360	6/29/00	0000100162	Public Works
421511	AP00187628	6/22/00	989.80	RRA	00000669		00002360	6/29/00	0000100162	Public Works
421511	AP00184074	6/15/00	1,345.81	RRA	00000655		0000210249	6/23/00	0000060600	Ramsey County Public Works
421511	AP00170900	4/18/00	739.25	RRA	00000600		00002083	5/ 5/00	0000100162	Public Works
Total Account		**421511**	**3,146.54**	**Co Project Management Srvs**						
421522	AP00178294	5/18/00	50.00	RRA	00000630		0000197965	5/26/00	0000035800	Land Title Inc
Total Account		**421522**	**50.00**	**Other Professional Services**						
424202	AP00187628	6/22/00	10.00	RRA	00000664		0000212933	6/30/00	0000001770	St Paul,City Of
Total Account		**424202**	**10.00**	**Assessments**						
Total Organization		**150106**	**3,206.54**	**RCRRA Northeast Corridor Maint**						

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 4/ 1/00 through 6/30/00

Budget Year	Fund	Organization	
2000	**12501**	**150180**	**RCRRA-Proj/Grant**

Account	Journal ID	Journal Date	Expense Amount	Bus Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
421501	AP00184074	6/15/00	5,563.30	RRA	00000654	0000000047	0000210406	6/23/00	0000122598	Himle Horner Incorporated
421501	AP00187627	6/19/00	8,231.70	RRA	00000660	0000000047	0000212802	6/30/00	0000122598	Himle Horner Incorporated
Total Account		421501	13,795.00	Consulting Services						
421511	AP00187628	6/22/00	1,562.50	RRA	00000688		00002360	6/29/00	0000100162	Public Works
421511	AP00187628	6/22/00	88.40	RRA	00000686		00002360	6/29/00	0000100162	Public Works
421511	AP00187628	6/22/00	1,562.50	RRA	00000676		00002360	6/29/00	0000100162	Public Works
421511	AP00187628	6/22/00	254.15	RRA	00000671		00002360	6/29/00	0000100162	Public Works
421511	AP00187628	6/22/00	265.37	RRA	00000668		00002360	6/29/00	0000100162	Public Works
421511	AP00170900	4/18/00	176.80	RRA	00000602		00002083	5/ 5/00	0000100162	Public Works
421511	AP00170900	4/18/00	1,062.50	RRA	00000596		00002083	5/ 5/00	0000100162	Public Works
Total Account		421511	4,972.22	Co Project Management Srvs						
421603	AP00184073	6/13/00	62.00	RRA	00000649		0000210237	6/23/00	0000100794	City Of St Paul
Total Account		421603	62.00	Printing & Stationery						
421701	AP00184073	6/13/00	15.40	RRA	00000645		00002343	6/23/00	0000100163	Comm Human Serv-Presort Mail
421701	AP00180342	5/15/00	24.44	RRA	00000625		00002261	6/ 9/00	0000100163	Comm Human Serv-Presort Mail
421701	AP00180342	5/15/00	69.83	RRA	00000624		00002261	6/ 9/00	0000100163	Comm Human Serv-Presort Mail
Total Account		421701	109.67	Postage						
424507	AP00184073	6/13/00	14.60	RRA	00000648	0000000050	0000210447	6/23/00	0000007157	Roadrunner Transportation Inc
424507	AP00169865	4/10/00	21.90	RRA	00000582	0000000039	0000183274	4/21/00	0000007157	Roadrunner Transportation Inc
424507	AP00169864	4/ 3/00	39.05	RRA	00000577	0000000036	0000182203	4/19/00	0000007157	Roadrunner Transportation Inc
Total Account		424507	75.55	Messenger Service						
Total Project/Grant		150180	19,014.44	G205002	Central Corridor Transit					
Total Budget Year		2000	95,312.94							
[illegible]			[illegible]							

12

Business Unit: RC *Fund:* 12501 Ramsey Co Regional Rail Auth
Budget Year: 1998

% of Year Elapsed = 50.14

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150101	All Programs 00000	Other Services & Charges 420000	58,153.41	0.00	3,114.71	55,038.70	94.64	0.00
150101	All Programs 00000	Supplies 430000	64.80	0.00	0.00	64.80	100.00	0.00
150101	All Programs 00000	Capital Outlay 440000	798.75	0.00	0.00	798.75	100.00	0.00
150101	All Programs 00000	Intergovernmental Payments 490000	0.00	0.00	0.00	0.00	0.00	0.00
Total for Organization: 150101 Ramsey Co Reg Rail Auth-RCRRA			59,016.96	0.00	3,114.71	55,902.25	94.72	0.00
150103	All Programs 00000	Other Services & Charges 420000	0.00	0.00	0.00	0.00	0.00	0.00
Total for Organization: 150103 RCRRA Phase II PE Midway Corr			0.00	0.00	0.00	0.00	0.00	0.00
150106	All Programs 00000	Other Services & Charges 420000	2,495.40	0.00	0.00	2,495.40	100.00	0.00
150106	All Programs 00000	Supplies 430000	150.00	0.00	0.00	150.00	100.00	0.00
Total for Organization: 150106 RCRRA Northeast Corridor Maint			2,645.40	0.00	0.00	2,645.40	100.00	0.00
150107	All Programs 00000	Other Services & Charges 420000	81.90	0.00	0.00	81.90	100.00	0.00

APPROPRIATION STATUS

Business Unit: RC *Fund:* 12501 Ramsey Co Regional Rail Auth
Budget Year: 1998

% of Year Elapsed = 50.14

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
Total for Organization: 150107 RCRRA NE Corr Beam To N Co Ln			81.90	0.00	0.00	81.90	100.00	0.00
150109	All Programs 00000	Other Services & Charges 420000	32,500.00	0.00	0.00	32,500.00	100.00	0.00
Total for Organization: 150109 Phalen Berm Agreement			32,500.00	0.00	0.00	32,500.00	100.00	0.00
150110	All Programs 00000	Other Services & Charges 420000	1,432,317.92	0.00	255,192.00	1,060,411.05	74.03	116,714.87
Total for Organization: 150110 Riverview MIS			1,432,317.92	0.00	255,192.00	1,060,411.05	74.03	116,714.87
150180	All Programs 00000	Other Services & Charges 420000	47,136.33	0.00	0.00	0.00	0.00	47,136.33
150180	All Programs 00000	Supplies 430000	13,253.75	0.00	0.00	0.00	0.00	13,253.75
150180	All Programs 00000	Capital Outlay 440000	2,000,000.00	0.00	0.00	0.00	0.00	2,000,000.00
Total for Organization: 150180 RCRRA-Proj/Grant			2,060,390.08	0.00	0.00	0.00	0.00	2,060,390.08
Total for Fund: 12501			3,586,952.26	0.00	258,306.71	1,151,540.60	32.10	2,177,104.95

A

Business Unit: RC *Fund:* 12501 Ramsey Co Regional Rail Auth
Budget Year: 1999

% of Year Elapsed = 50.14

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
	All Programs	Other Services & Charges	343,076.14	0.00	14,476.50	318,599.64	92.87	10,000.00
150101	00000	420000						
	All Programs	Supplies	1,865.51	0.00	0.00	1,865.51	100.00	0.00
150101	00000	430000						
	All Programs	Capital Outlay	17,397.20	0.00	0.00	17,366.15	99.82	31.05
150101	00000	440000						
	Total for Organization:	150101	362,338.85	0.00	14,476.50	337,831.30	93.24	10,031.05
	Ramsey Co Reg Rail Auth-RCRRA							
	All Programs	Other Services & Charges	13,019.89	0.00	0.00	12,019.89	92.32	1,000.00
150106	00000	420000						
	Total for Organization:	150106	13,019.89	0.00	0.00	12,019.89	92.32	1,000.00
	RCRRA Northeast Corridor Maint							
	Total for Fund:	12501	375,358.74	0.00	14,476.50	349,851.19	93.20	11,031.05

Business Unit: RC *Fund:* 12501 Ramsey Co Regional Rail Auth
Budget Year: 2000

% of Year Elapsed = 50.14

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150101	All Programs 00000	Other Services & Charges 420000	457,496.00	0.00	16,684.57	151,990.70	33.22	288,820.73
150101	All Programs 00000	Supplies 430000	3,757.58	0.00	0.00	640.06	17.03	3,117.52
150101	All Programs 00000	Capital Outlay 440000	2,217.42	0.00	0.00	2,143.83	96.68	73.59
Total for Organization: 150101 Ramsey Co Reg Rail Auth-RCRRA			463,471.00	0.00	16,684.57	154,774.59	33.39	292,011.84
150106	All Programs 00000	Other Services & Charges 420000	45,000.00	0.00	0.00	5,010.44	11.13	39,989.56
Total for Organization: 150106 RCRRA Northeast Corridor Maint			45,000.00	0.00	0.00	5,010.44	11.13	39,989.56
150111	All Programs 00000	Other Services & Charges 420000	20,000.00	0.00	0.00	0.00	0.00	20,000.00
Total for Organization: 150111 Red Rock Corridor			20,000.00	0.00	0.00	0.00	0.00	20,000.00
150180	All Programs 00000	Other Services & Charges 420000	11,250,000.00	0.00	3,237,605.95	21,708.65	0.19	7,990,685.40
Total for Organization: 150180 RCRRA-Proj/Grant			11,250,000.00	0.00	3,237,605.95	21,708.65	0.19	7,990,685.40
Total for Fund: 12501			11,778,471.00	0.00	3,254,290.52	181,493.68	1.54	8,342,686.80

Business Unit: RC *Fund:* 12501 Ramsey Co Regional Rail Auth
Budget Year: 2000

% of Year Elapsed = 50.14

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
Report Total:			11,778,471.00	0.00	3,254,290.52	181,493.68	1.54	8,342,686.80

5

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K Vanspiegelaere
Authorized Signature

8/14/00
Date

Board Action Requested

Corridor update.

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting Jerry Wolfgram

County Attorney Dan MacMillan

Risk Management

Documentation certified complete for:

August 22, 2000
Board Date

Kristine A. Longhenry
Signature

August 14, 2000
Date

INTEROFFICE MEMORANDUM

TO: Kathryn DeSpiegelaere

FROM: Alicia Vap *Alicia*

DATE: August 11, 2000

RE: RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
CORRIDOR UPDATE

Central Corridor

The Central Corridor Major Investment Study has defined the potential alternatives and technologies to be considered in the corridor and developed three phases of screening criteria to narrow down the options. Initial interviews have been held with representatives of various groups affected by the project and a survey is underway to identify current levels of knowledge and concerns.

A Central Corridor Coordinating Committee made up of representatives of the state and local governments along the corridor meets monthly. A Project Management Team made up of staff from the agencies and BRW, the lead consultant for the project, provide technical support.

Rush Line Corridor

The Rush Line Corridor Transit Study is currently underway. The market research, three focus groups and a telephone survey, has been completed and has provided the study team with many useful pieces of information, such as those residents participating in the telephone survey who supported public funding wanted to see changes in the corridor, particularly relating to bus and rail service. The consultant team has completed a draft market assessment report, which inventories the current and future population, employment, land use, highway, and transit data for the corridor. This draft report concludes that the corridor is quite diverse with a mix of urban and rural populations, but that with a large growth in population, employment, and commuter traffic, traffic congestion is projected to worsen along the already congested corridor. The consultant has begun the Interim Transit Improvement Plan, which is scheduled to be presented to the Rush Line Steering Committee in November. A Long-Term Transit Improvement Plan is scheduled to be presented to the Rush Line Task Force in January, and the final study report is to be presented at the March Task Force meeting.

Red Rock

The Red Rock Commuter Rail Feasibility Study is currently underway and is being led by Washington County. Ramsey County is a member of the Red Rock Corridor Commission and of the Technical Advisory Committee. The consultant has completed the alternatives analysis and has recommended the following three technologies for further analysis: no-build—local and express bus service; transportation system management (TSM)—advanced bus service, and a build alternative—commuter rail. The capacity modeling and engineering/capital cost analysis will be completed later this summer/fall. The bulk of the study—the station area planning/design, data and environmental analysis, detailed ridership forecasts, service planning, and operations

planning/costs analysis is scheduled to be completed by the end of the year with a final report being presented at the March Corridor Commission meeting. There will be a station area planning workshop for the downtown St. Paul station held on September 21st, as well as similar workshops for the Cottage Grove station (September 14th) and the Newport station (September 26th). More specific information regarding the downtown St. Paul workshop will be available at the August 22nd Regional Railroad Authority Meeting.

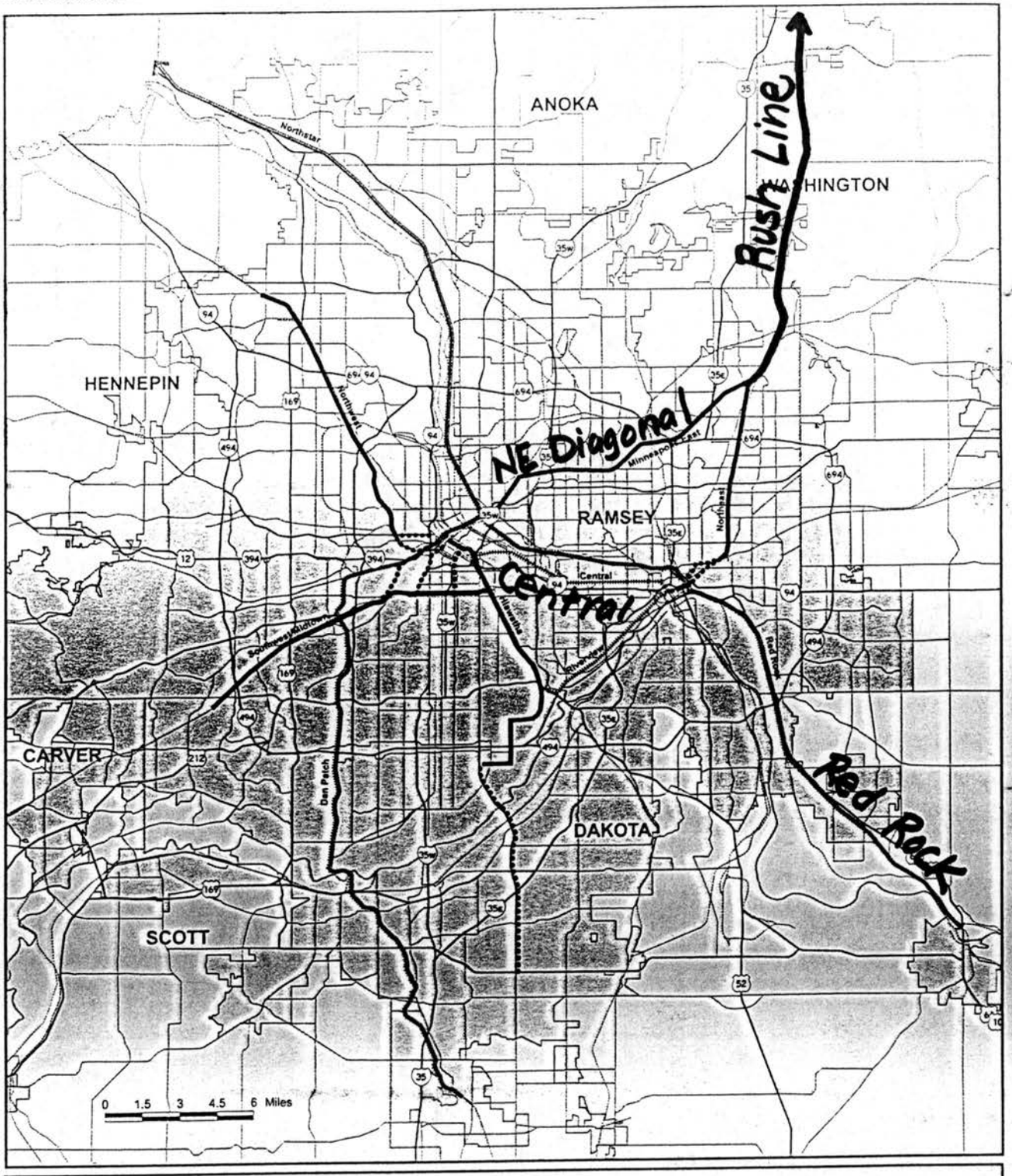
Northeast Diagonal

Several agencies forming the Northeast Diagonal Work Group, including Hennepin and Ramsey Counties Regional Railroad Authorities, the cities of Roseville, Minneapolis, and St. Anthony, Mn/DOT, Metropolitan Council, and the I-35W Corridor Coalition, have been meeting to discuss the future of the Northeast Diagonal corridor. This corridor begins just north of downtown Minneapolis and follows an abandoned rail line through St. Anthony and into Roseville (this section is being purchased by Hennepin and Ramsey Counties Regional Railroad Authorities from BNSF) and continues northeast through Little Canada, Vadnais Heights, White Bear Township, and White Bear Lake where the corridor terminates. This corridor is in the Metropolitan Council's *Transit 2020* plan as a potential busway corridor post 2010. The Northeast Diagonal Work Group has been working on a draft study scope to potentially build the transit ridership in this corridor and make the corridor more attractive to advance this transitway. The next steps would be to involve the rest of the corridor cities, finalize the study scope, send out the Request for Proposal, and select a consultant to conduct the study.

Map 4. Transitways on Dedicated Rights-of-Way

2020 Plan

Twin Cities Metropolitan Area



2020 Plan

- LRT
- Busway
- LRT Alternatives*
- Downtown Busway Connector Alternatives
- Commuter Rail
- Potential LRT Extension

Roadways

- 2020 Principal Arterials
- 2020 Minor Arterials
- Current Urban Service Area

* One of these two LRT Alternatives will be built by 2010. Bus transit improvements will be implemented in corridor not selected for LRT.

Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

Agenda

Regional Railroad Authority Special Session

August 22, 2000

Immediately Following Regional Railroad Authority Meeting

220 Courthouse Large Conference Room

1. Policy discussion on legislative issues and priorities

Printed on Recycled Paper

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K DeSpiegelaere
Authorized Signature

8/14/00
Date

Board Action Requested

Draft material for discussion at work session

DISCUSSION ONLY

Request Justification

See attached:
1. Memorandum from K. DeSpiegelaere
2. Draft material for discussion

Budgeting and Accounting Vern Wallace 8/17/00

County Attorney Dan MacMillan

Risk Management

Documentation certified complete for:

August 22, 2000
Board Date

Kristine A. Longhenry
Signature

August 14, 2000
Date

Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

Memorandum

TO: Ramsey County Regional Railroad Authority Commissioners
Paul Kirkwold, County Manager

FROM: Kathryn DeSpiegelaere, Director KD

SUBJECT: Work Session on Legislation

DATE: August 14, 2000

A draft of material for the work session on August 22, 2000 on legislative funding requests is attached. Please let me know if you have any comments on this material that you'd like incorporated into it before the Rail Authority work session.

I can be reached at 651-266-2762.

Printed on Recycled Paper

Kathy commented on the policies, practices and expectations regarding local match of commuter rail, light rail and busways:

Commuter Rail:

Mn/DOT – The Mn/DOT Commuter Rail Plan (2000) indicates that existing property taxing authority granted by the State to the counties could be utilized to offset capital and operating costs.

Northstar - The County Railroad Authorities along the Northstar Commuter Rail Corridor are contributing 10% of its anticipated capital cost, but do not plan to pay operating costs.

Red Rock – Washington County Regional Railroad Authority is assuming a 10% contribution for local share of capital costs for the Red Rock Corridor.

Light Rail:

Hiawatha – There is no policy for local match in place. Hennepin County Regional Railroad Authority is paying about 15% of the capital costs for the Hiawatha Corridor. Minneapolis and Bloomington are not contributing.

Busway:

There is no policy for local match in place; however, statements have been made by the Chair of the Metropolitan Council that a local share will be required for capital costs for a busway.

Commissioner Haigh commented that if assuming that Riverview is to become a busway, funding shouldn't come out of a tax levy because it would set a tragic precedent of putting in local shares. Nick Riley added that we are already putting money into the bus system through taxes.

Commissioner Ortega stated that we need to take an inventory of local funds going into the area, not necessarily county funds.

Commissioner Haigh said that it would be helpful for staff to work with St. Paul on investments made around the corridor, including Phalen Boulevard. She noted that Minneapolis didn't put much money into redevelopment.

Kathy DeSpiegelaere asked if the RCRRA would like to request $10 million in the state legislature for preliminary engineering on the Central Corridor with Hennepin County. This was agreed upon.

Commissioner Haigh commented that if Hennepin County wants a successful rail system, we need to show them that the Central Corridor connection needs to be made.

Kathy DeSpiegelaere asked if the RCRRA would seek and support $4 million with Dakota and Washington Counties for the Red Rock Corridor. This was agreed upon as long as it's linked to the Central Corridor.

Commissioner Wiessner noted that governance is an important issue to her. Each county doing piece by piece is not working together. Commissioner Haigh added that ultimately, regional governance is the goal, but a dedicated funding source that is not taxed based is needed first. Commissioner Haigh also stated that we should let this be known in a position statement. Commissioner Wiessner added that we could get the Governor's interest if we propose that we're willing to give up authority so transit is authorized by a regional agency instead of individual counties. Kathy DeSpiegelaere noted that even though Mn/DOT is the authority for LRT and

Discussion with the Ramsey County Regional Railroad Authority
August 22, 2000

DRAFT

Purpose:

1. Policy discussion to establish legislative positions and priorities;

2. Determine positions on funding for commuter rail, light rail and busway projects including the amount of local match for capital and operating costs;

3. Discuss the issues surrounding transit governance and develop legislative positions.

Background:

Transit corridors in the pipeline for Ramsey County Regional Railroad Authority (see map attached) are:

Riverview --- Major Investment Study includes Bus Rapid Transit and Light Rail Transit. This is a federally authorized corridor.

Central Corridor --- Transit study includes Bus Rapid Transit, Light Rail Transit and Commuter Rail Transit.

Red Rock Corridor --- Feasibility study includes Commuter Rail Transit.

Rush Line Corridor --- Transit study includes bus improvements now and Commuter Rail Transit longer term.

Northeast Diagonal --- Transit study may be conducted in 2001. Types of technology to be studied have not been determined.

Ramsey County Regional Railroad Authority can levy property taxes in the amount of approximately $11 million per year. The Railroad Authority has not levied any substantive amount since 1995. There is currently an undesignated fund balance for the Railroad Authority in the amount of $1,863,233.

Needs for 2001 legislative session (federal and state):

Riverview Corridor, if a decision is made that a busway will be implemented in this corridor, will become the construction and maintenance responsibility of the

2

Metropolitan Council. The Council will seek federal funding for the corridor. Operating funds (which are not generally available from the federal government) will be needed for transit services in the corridor. The Council has indicated an expectation of some local participation in busway projects. However, under current state law, Railroad Authority funds are not a source that can be used to fund busways.

Central Corridor needs $10 million total for preliminary engineering work which could begin in early 2002. This is not a federally authorized corridor. Should the entire $10 million be sought from the state? Or a portion of the $10 million, with a local match for some of the $10 million? Should federal legislation be pursued (although that opportunity is unlikely to be available until 2004 when the next transportation authorizing bill is in place)? What is Hennepin County's contribution and stance on this line?

Federal transit corridor planning funds are usually an 80/20 match. Federal transit corridor capital funds are usually a 50/50 match. Central is not a federally authorized project, however. Where would the remaining funds come from? This corridor is approximately 2/3 in Ramsey and 1/3 in Hennepin County.

Red Rock Corridor plans to request $4 million in the 2001 legislative session for preliminary engineering.

Rush Line Corridor will know its needs in November, 2000 when the current study progresses further. It is likely that additional funds in both capital and operating will be needed for implementing additional transit service now.

Northeast Diagonal is unlikely to have capital and operating needs in 2001.

Policies, practices and expectations regarding local match:

Although very few of the metropolitan counties have any Board policies in place regarding local match for transit projects, several of them committed some local funds for the capital portion of projects. None of the counties expects to contribute to the operating costs, but again, none have formal positions on the issue.

Commuter Rail

The Minnesota Department of Transportation Commuter Rail Plan (2000) indicates that existing property taxing authority granted by the State to the counties could be utilized to offset capital costs. It further states that existing property taxing authority granted by the State to the counties could be utilized to offset operating costs.

The County Railroad Authorities along the Northstar Commuter Rail Corridor, including Hennepin and Anoka, are contributing 10% of its anticipated capital cost. They do not plan to pay operating costs.

DRAFT 3

Washington County Regional Railroad Authority is assuming a 10% contribution for local share of capital costs for the Red Rock Corridor.

Light Rail

There is no policy for local match in place. Hennepin County Railroad Authority is paying about 15% of the capital cost for the Hiawatha Corridor. Minneapolis and Bloomington are not contributing.

Busway

There is no policy for local match in place. Nevertheless, statements have been made by the Chair of the Metropolitan Council that a local share will be required for capital costs for a busway. One of the measures by which the priority corridor will be selected by the Metropolitan Council for a busway is its financial feasibility as measured by federal funds, state funds and local funds.

Operating costs for the current bus system are funded currently by fares, property taxes and state general funds. There is a greater reliance on property taxes in this region for funding transit operations than in any other area of the country.

Questions to be considered:

1. Does Ramsey County Regional Railroad Authority want to establish a policy regarding local capital costs share for commuter rail, light rail and bus rapid transit? What should the policy be, and should it vary by mode? What are the political implications of the policy?

2. Does the Ramsey County Regional Railroad Authority wish to establish a policy regarding local share of operating costs for commuter rail, light rail and bus rapid transit?

3. Does the Ramsey County Regional Railroad Authority wish to establish a position on governance regarding light rail transit, commuter rail and busways? There are positions in place in state law already relating to light rail and commuter rail. If so, what is the Railroad Authority's position?

Pros and cons of having a regional transit authority govern transit (currently the Metropolitan Council is that agency):

Pros:

- Counties and cities might not have to levy property taxes for a local match for construction and operation of major transit investments.

DRAFT 4

- There might be fewer efforts by counties to vie against each other for federal and state transit funding.

Cons:

- There would likely be less local control over alignment and design issues of transit.
- There would be less advocacy by elected officials for transit funding.
- There would be less recognition of county involvement in the development and implementation of transit systems.

DRAFT

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY WORKSESSION

The Ramsey County Regional Railroad Authority met on Tuesday, August 22, 2000, in Room 220 Large Conference Room Courthouse.

MEMBERS PRESENT:	Chair Tony Bennett Commissioner Susan Haigh Commissioner Rafael Ortega Commissioner Victoria Reinhardt Commissioner Jan Wiessner
MEMBERS ABSENT:	Commissioner Dino Guerin Commissioner Janice Rettman
OTHERS PRESENT:	Kathy DeSpiegelaere, Paul Kirkwold, Alicia Vap, Karen Tero, Mary Ann Palmer, Julie Kleinschmidt, Lisa Lee, Nick Riley, Steve Morris, Nona Haller, Kris Longhenry

Chair Bennett called the meeting to order at 3:25 p.m.

1. Policy discussion on legislative issues and priorities.

Kathy DeSpiegelaere stated that this worksession was needed because the Metropolitan Joint Powers Board was putting needs of various Regional Railroad Authorities for transit funding requests to the Legislature on its agenda.

Kathy noted that the purpose of the worksession was:

1. to have a policy discussion to establish legislative positions and priorities;
2. to determine positions on funding for commuter rail, light rail and busway projects including the amount of local match for capital and operating costs; and
3. to discuss the issues surrounding transit governance and develop legislative positions.

Kathy reviewed RCRRA needs for the 2001 Legislative Session (federal and state):

Riverview Corridor – Metro Council will seek federal funding if a busway is the preferred mode for this corridor. Operating funds will be needed for transit services in the corridor. Metro Council has indicated an expectation of some local participation in busway projects, but Rail Authority funds cannot be a source.

Central Corridor - $10 million is needed for preliminary engineering work, but how this funding is sought is in question. Also, Hennepin County's stance is in question.

Red Rock Corridor – Plans are to request $4 million from the state for preliminary engineering.

Rush Line Corridor – Needs will be known in November 2000. It is likely that additional funds in both capital and operating will be needed for implementing additional transit service now.

Northeast Diagonal – It is unlikely to have capital and operating needs in 2001.

commuter rail, they are contracting with the counties for help. Commissioner Wiessner added that some kind of mechanism for local involvement of local elected officials should be initiated.

Kathy DeSpiegelaere stated that we should know by November of this year what funding is needed for the Rush Line Corridor.

The RCRRA agreed to push for capital and operating funds for transit and property taxes should not be the source for these funds.

Commissioner Ortega commented that we need to stay as flexible as possible for the Central Corridor's sake. Commissioner Haigh added that we need to start with the principle on local governance and non-property tax and if that doesn't work, we need to stay flexible.

Commissioner Haigh suggested bringing this item after it is reworked to a workshop versus a board meeting.

In summary, request for state funds for transit from the Metropolitan Light Rail Transit Board should be:

- Seek $10 million in the state legislature for preliminary engineering on the Central Corridor with Hennepin County
- Seek and support $4 million with Dakota and Washington Counties for the Red Rock Corridor as long as it's linked to the Central Corridor
- Create a placeholder for the Rush Line Corridor for funding needs to be identified by November

Also agreed upon by the RCRRA:

- Work to get the Central Corridor federally authorized when the authorizing time is open
- Push for a funding source for capital and operating funds for transit that doesn't use property taxes as the source and develop a specific proposal for a dedicated funding source for transit and transportation
- Tie the dedicated funding issue to a governance proposal and have a mechanism for involvement of local elected officials
- Work with St. Paul on a specific list of investments for the Riverview Corridor showing what has already been done with local funding such as the Phalen Corridor, Cleveland Circle transit hub, Shepard/Davern, Koch Mobil, etc.

The meeting adjourned at 4:40 p.m.

Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

AGENDA

Regional Railroad Authority Meeting

September 12, 2000

Immediately Following Administrative Board Meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes of the August 22, 2000 RCRRA meeting

2. * Certify levy of $204,000 for Ramsey County Regional Railroad Authority for 2001

Printed on Recycled Paper

Minutes
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, August 22, 2000, in Council Chambers Third Floor Courthouse.

MEMBERS PRESENT:	Chair Tony Bennett Commissioner Susan Haigh Commissioner Rafael Ortega Commissioner Victoria Reinhardt Commissioner Jan Wiessner Commissioner Janice Rettman
MEMBERS ABSENT:	Commissioner Dino Guerin
OTHERS PRESENT:	Kathy DeSpiegelaere, Darwin Lookingbill, Paul Kirkwold, Alicia Vap, Vern Wehlage, Jane McClure, Bonnie Jackelen, Gene Haselmann, Karen Tero, Mary Ann Palmer, Steve Morris, Julie Kleinschmidt, Nona Haller, Michelle Boulay, John Cotroneo, Nick Riley, Terry Speiker, Toni Coleman, Kris Longhenry

Chair Bennett called the meeting to order at 10:35 a.m.

1. Approve Minutes of the June 6, 2000 RCRRA meeting.

Motion by Commissioner Ortega, seconded by Commissioner Reinhardt to accept the minutes of the June 6, 2000 RCRRA meeting.

Ayes – 6, Nays – 0
Motion accepted.

2. Approve Riverview Major Investment Study for purposes of public review and comment.

Kathy DeSpiegelaere presented information on the Riverview Corridor Major Investment Study. Kathy noted that if the RCRRA accepts this draft report today, it will then go out for public review for two months and then be brought back to the RCRRA with public comments for final approval in November, 2000.

Kathy presented information from a packet called Planning for Tomorrow's Transportation on the Riverview Corridor Major Investment Study. Some details highlighted by Kathy include:

- The Riverview Corridor is part of a transit triangle. The three legs of the triangle are the Hiawatha Corridor (a light rail transit corridor extending from downtown Minneapolis to the airport and then to the Mall or America); the Central Corridor (extending from downtown St. Paul to downtown Minneapolis); and the Riverview Corridor (extending from the lower east side of St. Paul to the airport and then to the Mall of America).
- Congestion and urban sprawl are top metro concerns of 33% of a metro survey edging out crime at 27%.
- 88% of those in a recent survey believe that a more balanced investment approach that boosts transit use is important to the region's quality of life.
- A large increase in population over the next 20 years means the miles of congested highways will double and will cost $15 billion in highway facilities to meet unrestrained mobility needs.
- The Metropolitan Council has a goal in the next 20 years to create a regional transit system that includes dedicated transit corridors and fosters more efficient use of land and public infrastructure.

- The 2020 transit system will be capable of carrying twice the current number of riders.
- Even though the Riverview Corridor is in a fully developed urban area, population is expected to increase 20% in the next 20 years and employment is expected to increase 40% within the corridor.
- Downtown St. Paul has 50,000 daily workers, the airport has 25,000 employees and the Mall of America has 11,000 year-round employees. There are also many more visitors to these areas served by transit.
- The public process for the study on the Riverview Corridor has included individual meetings, community organization meetings, stakeholder meetings, surveys to residents and businesses and also a website (www.riverviewcorridor.com).
- Current improvements for transit in the Riverview Corridor include improving 28 bus shelters in the corridor and adding additional lighting and benches.
- Goals of the study were developed with the community. These are: Improving access and mobility in the corridor and region; supporting economic and housing revitalization of the corridor; contributing to positive environmental conditions; and providing effective and efficient transportation options in the corridor and throughout the region.
- The study included several alternatives. It included low capital-cost options of no build (no major investment) and transportation system management (TSM). It also included build options of light rail transit and bus rapid transit.
- The no build option utilizes existing highways, transit services and facilities; it is included in the Metropolitan Council 2020 plan; it assumes light rail transit will be built in the Hiawatha Corridor; traffic modeling of this alternative projects a doubling of ridership by 2020; and it is a required part of the Major Investment Study.
- TSM includes two new bus routes in the Corridor; improved bus frequencies; enhanced bus passenger amenities and information such as new bus shelters, and additional lighting and heating at existing shelters; new special incentive fares and marketing; new electronic information terminals for passenger use; and is the baseline for any larger plan.
- All build options include roadway modifications at junctions of TH5, West Seventh and Shepard Road; a variety of downtown and eastside route options; and improved service with transport vehicles operating every 7.5 minutes during peak times, and less frequently at other times of the day and week.
- Several routes were analyzed for the build proposals.
- Current traffic conditions show that through traffic is increasing in adjacent residential neighborhoods along the corridor; congestion occurs along the corridor on I-35E and West Seventh Street with projected congestion to increase on I-35E from 60,000 to 80,000 vehicles per day and West Seventh Street from 30,000 to 40,000 vehicles per day; and Shepard Road carries 15,000 to 18,000 vehicles per day and could carry more.
- If nothing is done in this corridor, transit ridership will be doubled due to projected increases in the population and employment.
- The projected light rail transit ridership is 16,000 per day and the projected bus rapid transit ridership is 12,000 per day in the Riverview Corridor for 2020.

Commissioner Haigh asked Kathy DeSpiegelaere to put the projected ridership figures into context of projected ridership figures of the Hiawatha plan and the old Central Corridor plan. Kathy responded that the projected ridership figure for Hiawatha light rail transit in 2020 is 25,000 riders per day and the old Central Corridor ridership figure was 32,000 riders per day.

Kathy DeSpiegelaere presented information on capital costs for build options. These options and costs associated are:

- LRT – West Seventh = $370 - $380 million
- LRT – CPR = $375 - $385 million
- LRT – I-35E = $385 - $395 million
- BRT – West Seventh = $ 75 - $ 85 million
- BRT – CPR = $120 - $130 million

Commissioner Haigh asked why the costs are different between the two BRT lines. Commissioner Bennett responded that the CPR line on I-35E, if it ended at Western, would be built on bluffs. Kathy DeSpiegelaere added that the CPR line would require acquiring rail right of way and a road would need to be constructed on the rail right of way. Kathy said that bridge structures would also need to be widened.

Kathy DeSpiegelaere stated that the purpose of the MIS is to analyze alternatives in a conceptual way. She commented that many details need to be worked through and prioritized on build options and that the public comment period ends October 20, 2000. The RCRRA will select the locally preferred alternative in mid-November. Comments should be made in writing to Kathy.

The meeting recessed at 11:00 a.m.

The meeting came to order again at 2:20 p.m. Commissioner Guerin and Commissioner Rettman were absent.

Kathy DeSpiegelaere stated that meetings for the MIS have been scheduled for:

- September 5, 2000 – Phalen Corridor Initiative at Norwest Bank (Seventh Street and Minnehaha) at 5:30 p.m.
- September 6, 2000 – Upper Swede Hollow Neighborhood Association at 7:00 p.m.
- September 7, 2000 – Highland District Council at the Hillcrest Recreation Center at 7:00 p.m.
- September 20, 2000 – Capitol River District Council at Firstar Center at 7:30 a.m.

Kathy noted that these dates will be on the website.

Commissioner Wiessner asked if there will be any meetings in the suburban area. Kathy DeSpiegelaere answered that none were scheduled, but is open to suggestions. Commissioner Wiessner stated that she will see if this could be added to a Ramsey County League of Local Government program. This would be on cable in the suburban area.

Commissioner Bennett commented that there is potential for the Riverview Corridor to go out to the Phalen Corridor and Forest Lake.

Commissioner Haigh felt that the report was well done. She asked how does the Riverview Corridor stack up against other successful projects in the country in terms of cost/ridership, etc. Kathy DeSpiegelaere responded that she would like to get assistance from Parsons Brinckerhoff on the question and then would get back to the Commissioners.

Commissioner Haigh asked if Hennepin County is being included in discussions since some alternatives go into Hennepin County. Kathy DeSpiegelaere answered that Hennepin County has participated in the Riverview Technical Committee.

Commissioner Wiessner noted that this was a good report. She asked why there would be –200 new riders attracted on the no build option on page ES-8. Kathy DeSpiegelaere responded that the federal study requires ridership forecasts to be pivoted off of Transportation System Management (TSM), which requires some minor improvements to the bus system. If it's no build, then there would be no improvements made and there would be less new riders than if there were improvements.

Commissioner Wiessner asked if while figuring the number of daily transit trips in the corridor (page ES-8), what impact did the triangle theory have and is there a factor that leads ridership figures because of light rail transit on the Hiawatha Corridor. Kathy DeSpiegelaere answered that this study does not assume any particular mode will be built on the Central Corridor, but assumes light rail on the Hiawatha. Kathy also added that the model has various imputs into its figures and one of the base imputs is the patronage forecast for the Hiawatha Corridor. Commissioner

Bennett added that if the triangle was all rail, ridership would depend on ease of transferring from one train to another.

Commissioner Wiessner asked what projected ridership for 2020 would be for a no build bus when LRT figures are 16,000 per day and BRT is 12,000 per day. Kathy DeSpiegelaere responded that she is checking with consultants, but believes that it is about 8,000.

Commissioner Wiessner questioned who decides what level of support is measured for transit oriented development. Kathy DeSpiegelaere answered that level of support for transit oriented development is not easily measurable. It is an estimation by the consultant based on their experience nation-wide and it takes into account various types of transit technology and also location.

Commissioner Reinhardt stated that the report was written to easily read. She commented that whatever we do, it has to be regional and transferring from one line to another needs to be coordinated.

Commissioner Haigh noted that on the BRT alternative that runs along West Seventh Street, an assumption is made that traffic can be diverted onto Shepard Road to help relieve congestion in the West Seventh Street/I-35 area. She questioned the impact of more traffic on Shepard Road at the Chestnut Street entrance into downtown St. Paul because the rail crossing sometimes backs traffic up onto Shepard Road. She asked that this be addressed at the next meeting.

Commissioner Haigh commented that on page 4-2 of the report, the consultant seemed to editorialize for BRT in the regional mobility paragraph.

Commissioner Wiessner asked if park and ride lots are being considered across the river. Kathy DeSpiegelaere responded that this study only included park and ride lots along the corridor. The study assumes these lots are at Metropolitan State University, between Shepard Road and West Seventh Street off of I-35E, General Services Administration Building and several lots at the Mall of America.

Commissioner Haigh noted a sentence on page 4-11 of the report that states, "Additional funds to complete a busway project must, under the legislation, be obtained from non-state sources." She asked if this means that local funds need to be sought. Kathy DeSpiegelaere answered that state legislation provides $44 million in busways for the Twin Cities with no corridor designated yet, but it also specifies that no more state funds are to be obtained. The Riverview Corridor is a federally authorized corridor and federal funds can be used.

Commissioner Wiessner asked if local property taxes are the only option being studied for the operations and maintenance costs. Commissioner Bennett commented that there needs to be a permanent funding source established for this. Kathy DeSpiegelaere stated that currently, transit is funded through fares (1/3 of cost), property tax levies (40-some % of cost) and the remainder is through state general fund appropriations. Commissioner Bennett added that other cities are coming up with other ways to fund this rather than through property tax levies.

Commissioner Reinhardt asked if the Rail Authority selects a busway as the preferred alternative, how is federal funding affected. Commissioner Bennett answered that if the preferred alternative is a busway, then the project will be turned over to the Metropolitan Council. The federal funds will follow the project.

Commissioner Haigh asked for a specific statement from the City of St. Paul on the two BRT alternatives in regards to their land use plans. Kathy DeSpiegelaere responded that she has been working with the City of St. Paul Planning Commission and there also will be a public meeting with the Planning Commission on this study. She will get a statement from them.

Commissioner Bennett asked about the cost of BRT if it gets off the CP Rail alignment at Toronto, rather than Western. Kathy DeSpiegelaere responded that she will get those figures for the next meeting.

Commissioner Haigh requested articulation on the RCRRA's role in the next step if BRT is selected. Kathy DeSpiegelaere commented that the Metropolitan Council has acted upon information on the determination of busway funding and they will meet again about this on October 4, 2000.

Commissioner Bennett requested that a film on low riders and environmentally propulsion-driven buses be viewed by the RCRRA at its next meeting.

Commissioner Wiessner asked for more detail be provided on current and proposed bus routes and schedules. Kathy DeSpiegelaere responded that information will be sought and given at interim meetings.

Motion by Commissioner Ortega, seconded by Commissioner Haigh to approve the Riverview Major Investment Study for purposes of public review and comment.

Ayes – 5, Nays – 0
Motion accepted.

WHEREAS, The Riverview Transit Corridor Major Investment Study has been completed; and

WHEREAS, The Major Investment Study compares four major technology alternatives (no build; transportation system management; bus rapid transit; light rail transit) and several technology alternatives. Now, Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the release of the Major Investment Study for the purposes of public review and comment; and Be It Further

RESOLVED, That the public comment period on the Major Investment Study will close on October 20, 2000.

3. Certify levy of $200,000 for Ramsey County Regional Railroad Authority for 2001.

Commissioner Reinhardt remarked that the Rush Line Corridor is not mentioned in the budget other than a memorandum included in the documentation. She stated that it should be added into the budget since it is being staffed by Ramsey County Regional Railroad Authority.

This item was approved by the RCRRA, but it was placed on the agenda as a Discussion Only item. After conferring with the County Attorney, this item will be up for approval at the next RCRRA meeting with Commissioner Reinhardt's amendment.

4. Ratify quarterly report of payments for April 1, 2000 to June 30, 2000.

Motion by Commissioner Reinhardt, seconded by Commissioner Wiessner to ratify quarterly report of payments for April 1, 2000 to June 30, 2000.

Ayes – 5, Nays – 0
Motion accepted.

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period of April 1, 2000 through June 30, 2000, and a record of these disbursements is attached; Now, Therefore, Be It

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

5. Corridor Updates.

Kathy DeSpiegelaere presented a brief summary of corridor updates that were included in the documentation.

Commissioner Wiessner, referring to the Northeast Diagonal Line, asked at what point is it appropriate to form a broader committee. Kathy DeSpiegelaere responded that a broader committee is formed when it is decided that a study will be done. An issue related to this is funding. Kathy estimated that a committee will be formed either late this year or early next year.

The meeting adjourned at 3:18 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY 2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

September 7, 2000

Date

Board Action Requested

Certify levy of $204,000 for Ramsey County Regional Railroad Authority for 2001.

ACTION IS REQUESTED

Request Justification

See attached:

1. Proposed resolution
2. Memorandum from K. DeSpiegelaere
3. Proposed budget

Budgeting and Accounting Vern Wallace

County Attorney

Risk Management

Documentation certified complete for:

September 12, 2000
Board Date

Kristine A. Longheney
Signature

9-7-00
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Truth in Taxation Law requires the Ramsey County Regional Railroad Authority to certify a proposed net tax levy each year to the Property Records and Revenue Department (County Auditor); and

WHEREAS, The Minnesota Department of Revenue has notified the Ramsey County Regional Railroad Authority that the proposed net tax levy to finance the 2001 budget must be certified by September 15, 2000; and

WHEREAS, A provision of the Truth in Taxation Law is that the approved net tax levy after HACA for the 2001 budget cannot be more than the proposed tax levy certified by the Ramsey County Regional Railroad Authority by September 15, 2000; and

WHEREAS, In order to continue to improve the quality of life and access to services in the region, to remain partner in transit activities in the region with other agencies, including the Minnesota Department of Transportation, the seven metro county Regional Railroad Authorities, Metropolitan Council and Metro Transit; and

WHEREAS, The 2001 maximum allowable levy for Ramsey County Regional Railroad Authority is $11,311,780; and

WHEREAS, In order to minimize the tax burden on Ramsey County Taxpayers, the Regional Railroad Authority will use only $204,000 (1.80%) of the maximum levy of $11,311,780; Now, Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby establishes the proposed net tax levy for the Truth in Taxation Law to finance the 2001 budget in the amount of $204,000.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary

Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

Memorandum

To: Ramsey County Regional Railroad Authority Commissioners
Paul Kirkwold, County Manager

From: Kathryn DeSpiegelaere, Director

Subject: 2001 Budget --- Proposed Tax Levy for Truth in Taxation Notice

Date: August 14, 2001

The Truth in Taxation law requires the Ramsey County Regional Railroad Authority to certify a proposed net tax levy each year to the Property Records and Revenue Department. The levy must be certified by September 15, 2000.

An important provision of the Truth in Taxation law is that the approved net tax levy for the 2001 budget cannot be more than the proposed net tax levy certified by the Ramsey County Regional Railroad Authority (RCRRA) by September 15, 2000. The 2001 budget is to be adopted by the Railroad Authority in December, 2000. The budget and proposed tax levy are being presented to the Regional Railroad Authority on August 22, 2000 for discussion only. Action will occur on the levy on September 12, 2000 and on the budget itself at a later date.

Interest income will provide the primary source of revenue for the operating budget of the RCRRA in 2001. However, a tax levy of $200,000 is proposed in order to fund activities relating to specific corridors that will not be addressed with grant funds. They are:

- Red Rock Corridor funding to match federal grant for continuing Major Investment Study $70,000
- Northeast Diagonal Corridor funding to match federal grant for transit study $70,000
- Consulting services $60,000.

The overall budget will allow continuation of Rail Authority activities that include:

Printed on Recycled Paper

- Staffing the Riverview Corridor transit work, which will follow the completion of the Major Investment Study
- Staffing the Central Corridor Transit Study
- Staffing the Rush Line Transit Study
- Assisting in staffing the Red Rock Corridor Major Investment Study
- Staffing the statutorily required Metro Light Rail Transit Joint Powers Board; executing tasks required by the Board
- Monitoring state and federal legislation relating to transit
- Negotiating for purchase of right of way
- Monitoring state and regional transportation plan development and advocating for inclusion of projects important to Ramsey County
- Managing 6.5 miles of right of way owned by the Rail Authority

The Regional Railroad Authority last levied in 1995. There is an increase of $103,113 over 2000 in the operating budget and two special projects for the Red Rock Corridor and the Northeast Diagonal Corridor. The Regional Railroad Authority is undertaking many more corridor transit activities in 2001 than in previous years.

Budget and levy information proposed for 2001 is as follows:

Proposed budget	$631,584
Less estimated revenue	$431,584
Proposed tax levy	$200,000
Plus allowance for uncollectible Taxes (2%)	$ 4,000
Net tax levy certified	$204,000

Property Taxes:
The estimated tax rate for 2001 would be 0.060%. The estimated taxes for light rail would be a small fraction of a percent of the total property taxes on the property. Following is a summary of the impact on property owners resulting from the Regional Railroad Authority's proposed tax levy for 2001:

Residential Home				
Estimated Market Value:	$75,000	$100,000	$150,000	$300,000
2001 Estimated Tax	$0.45	$0.69	$1.19	$ 2.67
Apartment				
Estimated Market Value:		$100,000	$500,000	$1,000,000
2001 Estimated Tax		$1.44	$7.20	$14.40
Business				
Estimated Market Value:		$100,000	$500,000	$1,000,000
2001 Estimated Tax		$1.44	$9.30	$19.50

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

EXPENDITURE/APPROPRIATION SUMMARY BY DIVISION

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
OPERATING BUDGET						
150101	Regional Railroad Administration	335,752	463,471	457,382	457,382	
150106	NE Corridor Maintenance Kellogg to Beam	12,020	45,000	33,077	33,077	
	Total Operating Budget	347,772	508,471	490,459	490,459	
SPECIAL PROJECTS						
150111	Red Rock Corridor	-	20,000	70,000	70,000	
150180	Northeast Diagonal Corridor	-	-	70,000	70,000	
150180	Rush Line Corridor	-	-	1,125	1,125	
150180	Central Corridor Transit Study	-	6,250,000	-	-	
150180	Riverview EIS	-	5,000,000	-	-	
	Total Special Projects	-	11,270,000	141,125	141,125	
	Total Expenditure/Appropriation RCRRA	347,772	11,778,471	631,584	631,584	

REVENUE/ESTIMATED REVENUE & FUND BALANCE SUMMARY BY DIVISION

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
OPERATING BUDGET						
150101	Regional Railroad Administration	572,373	516,471	419,584	419,584	
150106	NE Corridor Maintenance Kellogg to Beam	11,944	12,000	12,000	12,000	
	Total Operating Budget	584,317	528,471	431,584	431,584	
SPECIAL PROJECTS						
150111	Red Rock Corridor	-	-	-	-	
150180	Northeast Diagonal Corridor	-	-	-	-	
150180	Rush Line Corridor	-	-	-	-	
150180	Central Corridor Transit Study	-	5,000,000	-	-	
150180	Riverview EIS	-	5,000,000	-	-	
	Total Special Projects	-	10,000,000	-	-	
	Total Revenue/Estimated Revenue	584,317	10,528,471	431,584	431,584	
	Fund Balance - Dec/(Inc) Adjustment to actuals	(236,545)	1,250,000	-	-	
RCRRA TAX LEVY SUMMARY						
	Tax Levy	-	-	200,000	200,000	
	Allowance for Uncollectible Tax	-	-	4,000	4,000	
	Net Tax Levy	-	-	204,000	204,000	
	Inc/(Dec) From 2000			204,000	204,000	
	% Inc/(Dec) From 2000			~	~	

MAJOR CHANGES (PROPOSED) **RAMSEY COUNTY REGIONAL RAIL AUTHORITY**

LISTED BELOW ARE THE MAJOR ITEMS THAT HAVE CONTRIBUTED TO CHANGES IN THE DEPARTMENT'S APPROPRIATION AND FINANCING OVER THE PREVIOUS YEAR. THIS MAY NOT EQUAL THE DIFFERENCE OVER 2000 AS ONLY THE MAJOR CHANGES ARE LISTED HERE.

Description	2001 Budget	2001 Financing	2001 Levy
Operating Budget inc/(dec) over 2000	33,113	(96,887)	130,000
Special Projects inc/(dec) over 2000	(11,180,000)	(11,250,000)	70,000
Adjusted inc/(dec) over 2000	(11,146,887)	(11,346,887)	200,000

OPERATING BUDGET:

1	**Consulting Services**	10,000	0	10,000

To provide funds for consultant services for special needs or projects which could include planning, engineering or outreach activities in 2001.

2	**Public Information Services**	(20,000)	0	(20,000)

There is a decrease in the operating budget for public information services from 2000 as it is anticipated that some of these costs will be charged to the two major projects of the Riverview EIS and the Central Corridor Study that were established in 2000.

3	**Interest on Investments**	0	(96,696)	96,696

There is a decrease in the estimated amount of interest on investments that will be earned in 2001 due to the anticipation that less cash will be available to invest. The two projects that were approved in 2000 for the Riverview EIS and the Central Corridor Study required a local match of $1,250,000 that was taken from fund balance.

4	**Project Management-Northeast Corridor**	(11,923)	0	(11,923)

There is a decrease in the amount of funding needed for staff time to be devoted to right of way issues related to the Northeast Corridor from Kellogg to Beam Avenue.

MAJOR CHANGES (PROPOSED) **RAMSEY COUNTY REGIONAL RAIL AUTHORITY**

Description	2001 Budget	2001 Financing	2001 Levy
SPECIAL PROJECTS			
1 **Red Rock Corridor**	50,000	0	50,000
This corridor extends from St. Paul to Hastings. These funds will provide the local match to federal funds to continue Red Rock Corridor engineering work on commuter rail.			
2 **Northeast Diagonal Corridor**	70,000	0	70,000
To provide funds for consultant services, which could include planning, engineering or outreach activities in 2001 as well as administration fees in planning transit for the Northeast Diagonal Corridor from Minneapolis to White Bear Lake.			
3 **Rush Line Corridor**	1,125	0	1,125
To provide funds for property and liability insurance related to the Rush Line Corridor.			
4 **Central Corridor Transit Study**	(6,250,000)	(6,250,000)	0
This project was established in 2000 in order to fund the cost of a transit study which examines the alignments and technology. A contract was approved with the firm of Himle Horner for community education for the Central Corridor. This contract will result in the development of a plan, web site development, newsletters, fact sheets, ads, and meeting materials.			
5 **Riverview EIS**	(5,000,000)	(5,000,000)	0
This project was established in 2000 in order to fund the cost to prepare a draft Environmental Impact Statement (EIS), perform preliminary engineering and prepare a final Environmental Impact Statement.			
TOTAL	(11,158,797)	(11,344,695)	197,899

PROGRAM/SERVICE ALLOCATION (PROPOSED) — REGIONAL RAILROAD AUTHORITY

Program/Service	Mand./ Discr.	Performance Measure(s)	2001 Proposed FTE's	Budget	Financing	Levy
Administration (Transit Joint Powers)	M/D		0.00	32,344	32,344	0
Administration (RCRRA)	D	0	0.00	425,038	366,163	58,875
Northeast Corridor Maintenance (Kellogg to Beam Avenue)	D	0	0.00	33,077	33,077	0
Red Rock Corridor	D	0	0.00	70,000	0	70,000
Projects & Grants						
Northeast Diagonal Corridor	D	0	0.00	70,000	0	70,000
Rush Line Corridor	D	0	0.00	1,125	0	1,125
Central Corridor Transit Study	D	0	0.00	0	0	0
Riverview EIS	D	0	0.00	0	0	0
			0.00	631,584	431,584	200,000

SUMMARY

		Levy %	FTE's	Budget	Financing	Levy
Total Mandated	M	0.0%	0.00	0	0	0
Total Mandated/Discretionary	M/D	0.0%	0.00	32,344	32,344	0
Total Discretionary/Mandated	D/M	0.0%	0.00	0	0	0
Total Discretionary	D	0.0%	0.00	599,240	399,240	200,000
			0.00	631,584	431,584	200,000

KEY: M = Program and Service Level is Manadated; M/D = Program is Mandated, Service Level is Discretionary; D/M = Program is Discretionary, Service Level is Mandated; D = Program and Service Level is Discretionary

PROGRAM/SERVICE ALLOCATION (PROPOSED)
CHANGE FROM PRIOR YEARS APPROVED

REGIONAL RAILROAD AUTHORITY

Program/Service	Change from 2000 Approved FTE's	Budget	Financing	Levy
Administration (Transit Joint Powers)	-	-	-	-
Administration (RCRRA)	-	(6,089)	(64,964)	58,875
Northeast Corridor Maintenance (Kellogg to Beam Avenue)	-	(11,923)	(11,923)	-
Red Rock Corridor	-	50,000	(20,000)	70,000
Projects & Grants				
Northeast Diagonal Corridor	-	70,000	-	70,000
Rush Line Corridor	-	1,125	-	1,125
Central Corridor Transit Study	-	(6,250,000)	(6,250,000)	-
Riverview EIS	-	(5,000,000)	(5,000,000)	-
	-	(11,146,887)	(11,346,887)	200,000

MAJOR DEPARTMENT ACTIVITIES
AND ACCOMPLISHMENTS
REGIONAL RAILROAD AUTHORITY

LISTED BELOW ARE THE DEPARTMENT'S EFFORTS, SUCCESSES, AND PLANS TO MEET THE PRIORITY GOALS AS IDENTIFIED BY THE RAMSEY COUNTY BOARD OF COMMISSIONERS.

PRIORITY GOAL #1: TO PLACE INCREASED EMPHASIS ON THE PREVENTION OF COMMUNITY PROBLEMS AND FUTURE NEEDS.

1. Transit, the major project of the Regional Railroad Authority, has preventative goals of easing congestion and the need for roadway expansion. It would provide economic development benefits and access to jobs and services.

2. The Rail Authority has purchased and is in conversations with railroad companies about purchasing right of way previously used for freight operations. The land is purchased for future needs for space for rail transit.

PRIORITY GOAL #2: TO DEVELOP ALTERNATIVE WAYS AND METHODS OF DELIVERING COUNTY SERVICES.

1. Rail transit is an alternative means of transit use. In cities where it has been constructed, it has succeeded as an alternative to single occupant auto use, attracting both former bus and former auto users.

PRIORITY GOAL #3: TO DETERMINE AND DEVELOP ALTERNATIVE METHODS FOR FINANCING QUALITY SERVICES AND PROGRAMS WITHIN THE GOVERNMENT OF RAMSEY COUNTY.

1. The Regional Railroad Authority Commissioners have adopted goals which include reducing reliance on property taxes for transit services. Consequently, Commissioners and staff are often involved in studies and legislative initiatives related to sources and support for alternative means of funding transit.

2. Grant funds from the state and federal government have been sought and received in previous years. The funds provide alternatives to funding planning, engineering, and right of way acquisition solely with property tax levies.

MAJOR DEPARTMENT ACTIVITIES
AND ACCOMPLISHMENTS
REGIONAL RAILROAD AUTHORITY

PRIORITY GOAL #4: TO FOSTER INCREASED INTERGOVERNMENTAL COOPERATION WHICH INCORPORATES BOTH CITIZEN AND COMMUNITY INVOLVEMENT.

1. Rail Authority work includes participation in Riverview, Central, Rush Line and Red Rock Corridor projects with the Minnesota Department of Transportation, County Regional Railroad Authorities, Metropolitan Council, Metro Transit, St. Paul and the Metropolitan Airports Commission.

2. Ramsey County Regional Railroad Authority is a member, with the six other metro county railroad authorities, of the Metro Rail Transit Joint Powers Board.

3. In managing right of way owned by the Rail Authority, the Authority allows trail use of its property by St. Paul and Ramsey County Parks Departments. The Authority participates in discussions with St. Paul and others about the Phalen Corridor project, which impacts Rail Authority-owned property.

PRIORITY GOAL #5: TO REFLECT AND RECOGNIZE THE DIVERSITY OF THE POPULATION WITHIN RAMSEY COUNTY.

1. The Riverview Corridor and Central Corridor transit projects serve a diverse population of St. Paul residents. The area where they would be located is heavily transit dependent.

2. The Rail Authority participates on committees and groups related to the Phalen Corridor Initiative, a project designed to benefit the diverse East Side area of St. Paul.

Kathryn DeSpiegelaere 665 RCGC-West (651)266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
150101 – ADMINISTRATION

STATEMENT OF MISSION

To provide overall administration consistent with the Railroad Authority's mission and direction provided by the Board of the Regional Railroad Authority.

OBJECTIVES

1. To advocate for transit services to meet changing needs for today and for succeeding generations.

2. To respond to the transit needs of the County's citizens in a manner that is sensitive to the financial impact to County taxpayers.

3. To plan integrated transportation services in cooperation with other agencies.

4. To encourage community participation in Rail Authority deliberations and decision-making processes.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150101-ADMINISTRATION

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	1999 Approved	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
420000	Other Services & Charges	316,519	458,871	444,982	444,982	
430000	Supplies	1,866	3,800	3,800	3,800	
440000	Capital Outlay	17,367	800	8,600	8,600	
	Total Expenditures/Appropriations	335,752	463,471	457,382	457,382	
	Inc/(Dec) From Previous Year			(6,089)	(6,089)	
	% Inc/(Dec) From Previous Year			-1.3%	-1.3%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1999 Approved	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
314000	Intergovernmental Revenues	-	-	-	-	
318000	Revenue from Use of Money/Property	569,534	516,471	419,584	419,584	
319000	Other Revenues	2,839	-	-	-	
	Total Revenues/Estimated Revenues	572,373	516,471	419,584	419,584	
	Inc/(Dec) From Previous Year			(96,887)	(96,887)	
	% Inc/(Dec) From Previous Year			-18.8%	-18.8%	
Fund Balance Dec/(Inc)		(236,621)	-	-	-	
RCRRA TAX LEVY		-	(53,000)	37,798	37,798	
	Inc/(Dec) From Previous Year			90,798	90,798	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

EXPENDITURE/APPROPRIATION DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150101-ADMINISTRATION

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	OTHER SERVICES AND CHARGES					
421102	State Auditor	1,171	2,100	2,100	2,100	
421103	Budgeting & Accounting Services	7,001	7,000	7,000	7,000	
421208	County Attorney Services	12,539	11,741	12,000	12,000	
421402	Data Processing Services-MTCE	1,443	2,048	2,200	2,200	
421501	Consulting Services	59,166	50,000	60,000	60,000	
421506	Legislative Representative	46,264	50,000	50,000	50,000	
421511	County Project Management Services	89,462	206,000	191,000	191,000	
421519	Clerical Services	10,875	-	5,000	5,000	
421527	County Manager Services	-	30,000	10,000	10,000	
421603	Printing & Stationery	2,814	6,000	5,375	5,375	
421701	Postage	821	1,500	1,500	1,500	
421706	Telephone Long Dist Charges	76	200	200	200	
421707	Telephone-Local Service	1,628	2,100	2,100	2,100	
421710	Telephone-Cellular	1,241	1,440	1,600	1,600	
421712	Pager Services	64	65	130	130	
422402	Building & Office Space	12,662	12,883	12,883	12,883	
422403	Parking Space	1,018	900	2,600	2,600	
422601	Equipment & Machinery Repairs	1,407	2,000	2,000	2,000	
423101	Tuition	-	1,000	1,000	1,000	
423111	Employee Development	225	500	500	500	
424107	Liability & Property Damage-Ins	1,846	2,000	2,400	2,400	
424302	Membership & Dues	5,270	5,000	5,500	5,500	
424303	Conference & Seminar Expenses	23,160	15,000	18,000	18,000	
424304	Other Travel	-	10,000	10,000	10,000	
424305	Volunteer/Committee Meeting Expense	-	200	200	200	
424306	Meeting Expense Account	1,988	3,000	3,000	3,000	
424501	Mileage	1,585	2,500	3,000	3,000	
424507	Messenger Service	417	850	850	850	
424620	Books, Periodicals, and Subscriptions	32	500	500	500	
425102	Subsidies to Other Entities	32,344	32,344	32,344	32,344	
	Total Other Services & Charges	316,519	458,871	444,982	444,982	

Code	Title	1999 Approved	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	SUPPLIES					
431101	Office Supplies	1,529	2,800	2,800	2,800	
431102	Computer Operating Supplies	337	1,000	1,000	1,000	
	Total Supplies	1,866	3,800	3,800	3,800	

Code	Title	1999 Approved	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	OPERATING CAPITAL OUTLAY					
441204	Office Furniture & Equipment	3,066	800	8,600	8,600	
441206	Communications Equipment	-	-	-	-	
441211	Data Processing Equipment	9,802	-	-	-	
441215	PC Software	1,006	-	-	-	
442202	Building Renovations	3,493	-	-	-	
	Total Operating Capital Outlay	17,367	800	8,600	8,600	
	Total 150101 - Administration	335,752	463,471	457,382	457,382	

REVENUE/ESTIMATED REVENUE DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
59101-ADMINISTRATION

Code	Title	1999 Approved	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	REVENUE FROM USE OF MONEY & PROPERTY					
318102	Interest on Investments	569,116	516,471	419,584	419,584	
318203	Rental of Land	418	-	-	-	
	Total Revenue from Use of Money/Prop.	569,534	516,471	419,584	419,584	
	OTHER REVENUES					
319102	Recovery-Prior Year's Expense	-	-	-	-	
319103	Recovery-Current Year's Expense	2,839	-	-	-	
	Total Other Revenues	2,839	-	-	-	
	TAXES & PENALTIES					
322103	Delinquent Re & PP	677	-	-	-	
322104	Delinquent Mobile Homes	60	-	-	-	
322111	Gov't Acquired Property Rental	-	-	-	-	
	Total Taxes & Penalties	737	-	-	-	
	Total 150101 - Administration	573,110	516,471	419,584	419,584	

SELECTED LINE ITEM EXPLANATIONS

REGIONAL RAILROAD AUTHORITY
150101 - ADMINISTRATION

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Consultant Services	$59,166	$50,000	$60,000	$60,000	

EXPLANATION: This amount will provide for special needs for consultant services, which could include planning, engineering or outreach activities in 2001.

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Legislative Representative	$46,264	$50,000	$50,000	$50,000	

EXPLANATION: Legislation impacts Regional Railroad Authority taxing ability and responsibilities. This account provides funds for monitoring legislation and providing information to Legislators and Congress.

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
County Project Management Serv	$89,462	$206,000	$191,000	$191,000	

EXPLANATION: Ramsey County provides staff to assist the Regional Railroad Authority to develop plans, manage consultant services, coordinate with other agencies and citizen groups, provide information services, and engineering and transportation planning services. Persons providing these services are in the County Public Works Department. This account provides a specific identifier to reimburse Ramsey County departments for these services.

In 2001, County Project Management Services will be provided for administration and activities on the Riverview, Central, Red Rock, Northeast Diagonal and Rush Line Corridors. The information on this page is only for the overall Administration of the Railroad Authority.

PROJECT MANAGEMENT TEAM (Administration Cost Center)		Estimated Cost (including salaries, fringe benefits, and indirect costs)
Staff		
Director	1.0 FTE	$108,000
Transportation Planner	1.0 FTE	$58,000
Administrative Secretary	.6 FTE	$25,000
Total FTE	2.6 FTE	
Total Estimated Cost		$191,000

NOTE: Costs include salaries, fringe benefits and prorated indirect costs for processing payrolls as determined by Ramsey County Public Works Department. Costs for the Regional Railroad Authority's Right of Way Specialist position have been included in the Northeast Corridor maintenance and Beam to North County Line activities.

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Clerical Services	$10,875	---	$5,000	$5,000	

EXPLANATION: This account funds clerical support from a temporary agency during times of heavy workload and vacation time.

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
County Manager	---	$30,000	$10,000	$10,000	

EXPLANATION: Reimbursement of salary and overhead costs for public information services for transit work in general, including materials prepared for the legislative session, would be funded in this category.

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Parking Space	$1,108	$900	$2,600	$2,600	

EXPLANATION: This account funds parking spaces for employees who are required to have a car for work.

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Meeting Expenses Account	$1,988	$3,000	$3,000	$3,000	

EXPLANATION: This account funds activities related to Railroad Authority meetings.

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Subsidies to Other Entities	$32,344	$32,344	$32,344	$32,344	

EXPLANATION: The Metropolitan Rail Transit Joint Powers Board undertakes legislative, planning and coordination of transit activities in the seven county metro area. Ramsey County Regional Railroad Authority is a member, and this provides for the 2001 contribution to the work of the organization.

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Office Furniture and Equipment	$3,066	$800	$8,600	$8,600	

EXPLANATION: Equipment needs for the Rail Authority in 2001 may include a new copy machine, two palm pilots and graphics equipment.

SELECTED REVENUE EXPLANATIONS

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Interest on Investments	$569,116	$516,471	$419,775	$419,775	

EXPLANATION: The Regional Railroad Authority's cash is included with the County's investments and the earnings are distributed at the end of each month. The interest that can be earned in 2001 depends on how much cash is available for investment.

In 2000 or 2001, the Regional Railroad Authority is anticipating a right of way purchase on the Burlington Northern line from West County Line to Rollins Oil in Roseville. The Regional Railroad Authority has also received several federal grants that are paid on a reimbursement type arrangement. This means the cash on hand is temporarily not available for investment, until the cash reimbursement is received from the granting authority. The Regional Railroad Authority has approved the use of $1,250,000 of fund balance to finance the Central Corridor Transit Study that will reduce the funds available to invest as these funds are expended.

Taking into account the cash on hand ($9.0 million as of 12/31/99) and the expected uses of cash, the amount available for investment during the year will be $7.25 million. To meet the estimated interest income revenue for 2001, the rate of return needs to be approximately 5.8%.

The rate of return on short-term investments for the first seven months of 2000 has ranged from approximately 5.7% early in the year to approximately 6.5% currently in July. Needing a rate of return of 5.79% to meet the estimated interest income of $419,584 is achievable in order to finance the Regional Railroad Authority's 2001 budget.

Cash on Hand 12/31/99	$9,000,000
Less: right of way purchase	- 200,000
Less: cash flow for grants	- 300,000
Less fund balance for grants	- 1,250,000
Cash Available for Investment	$7,250,000 x 5.79% = $419,775

Kathryn DeSpiegelaere 665 RCGC-West (651)266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
150106 – NORTHEAST CORRIDOR
KELLOGG TO BEAM

STATEMENT OF MISSION

To provide for acquisition and maintenance of right of way purchased in order to preserve options for rail transit.

OBJECTIVES

1. To monitor rail abandonments in Ramsey County.
2. To coordinate with other units of government on rail abandonment and right of way re-use issues.
3. To purchase rail corridors with potential for light rail transit use.
4. To maintain property acquired by the Railroad Authority in accordance with the public interest.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150106-NORTHEAST CORRIDOR MAINTENANCE
KELLOGG TO BEAM AVENUE

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
420000	Other Services & Charges	12,020	45,000	33,077	33,077	
430000	Supplies	-	-	-	-	
	Total Expenditures/Appropriations	12,020	45,000	33,077	33,077	
	Inc/(Dec) From Previous Year			(11,923)	(11,923)	
	% Inc/(Dec) From Previous Year			-26.5%	-26.5%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
318000	Revenue from Use of Money/Property	11,944	12,000	12,000	12,000	
319000	Other Revenues	-	-	-	-	
	Total Revenues/Estimated Revenues	11,944	12,000	12,000	12,000	
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	
Fund Balance Dec/(Inc)		76	-	-	-	
RCRRA TAX LEVY		-	33,000	21,077	21,077	
	Inc/(Dec) From Previous Year			(11,923)	(11,923)	
	% Inc/(Dec) From Previous Year			-36.1%	-36.1%	

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150106 - NORTHEAST CORRIDOR MAINTENANCE
KELLOGG TO BEAM AVENUE

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	OTHER SERVICES AND CHARGES					
421511	County Project Management	10,840	25,000	13,077	13,077	
422801	Grounds-Repairs	1,150	15,000	15,000	15,000	
423303	Soil Survey	-	-	-	-	
424202	Assessments	30	5,000	5,000	5,000	
	Total Other Services & Charges	12,020	45,000	33,077	33,077	
	Total 150106 Northeast Corridor Maint.	12,020	45,000	33,077	33,077	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	REVENUE FROM USE OF MONEY & PROPERTY					
318203	Rental of Land	11,944	12,000	12,000	12,000	
	Total Revenue from Use of Money/Prop.	11,944	12,000	12,000	12,000	
	Total 150106 Northeast Corridor Maint.	11,944	12,000	12,000	12,000	

SELECTED LINE ITEM EXPLANATIONS

REGIONAL RAILROAD AUTHORITY
150106 – NORTHEAST CORRIDOR
KELLOGG TO BEAM

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
County Project Management Serv	$10,840	$25,000	$13,077	$13,077	

EXPLANATION: This account will provide funds to reimburse Ramsey County Public Works Department for staff time spent on right of way issues related to the Northeast Corridor, Kellogg to Beam.

SELECTED REVENUE EXPLANATIONS

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Rental of Land	$11,944	$12,000	$12,000	$12,000	

EXPLANATION: Leases of Rail Authority property generates revenue to the Rail Authority.

Kathryn DeSpiegelaere 665 RCGC-West (651)266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
150111 – RED ROCK CORRIDOR

STATEMENT OF MISSION

To plan transit for the Red Rock Corridor from St. Paul to Hastings.

OBJECTIVES

1. To improve transportation in the corridor.
2. To meet local and community goals.
3. To improve the environment.
4. To improve social and economic climate.
5. To minimize cost; to maximize ridership of transit.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150111 - RED ROCK CORRIDOR

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
420000	Other Services & Charges	-	20,000	70,000	70,000	
	Total Expenditures/Appropriations	-	20,000	70,000	70,000	
	Inc/(Dec) From Previous Year			50,000	50,000	
	% Inc/(Dec) From Previous Year			250.0%	250.0%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	None	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	
Fund Balance Dec/(Inc)		-	-	-	-	
RCRRA TAX LEVY		-	20,000	70,000	70,000	
	Inc/(Dec) From Previous Year			50,000	50,000	
	% Inc/(Dec) From Previous Year			250.0%	250.0%	

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150111 - RED ROCK CORRIDOR

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	OTHER SERVICES AND CHARGES					
421501	Consulting Services	-	20,000	-	-	
424610	Participation Fees	-	-	70,000	70,000	
	Total Other Services & Charges	-	20,000	70,000	70,000	
	Total 150111 Red Rock Corridor	-	20,000	70,000	70,000	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	None	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	

SELECTED LINE ITEM EXPLANATIONS

REGIONAL RAILROAD AUTHORITY
150111 - RED ROCK CORRIDOR

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Participation Fees	---	---	$70,000	$70,000	

EXPLANATION: This funding is to provide a portion of the local match to federal funds to continue Red Rock Corridor engineering work on commuter rail.

Kathryn DeSpiegelaere 665 RCGC-West (651)266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
P121002 – NORTHEAST DIAGONAL CORRIDOR

STATEMENT OF MISSION

To plan transit for the Northeast Diagonal Corridor from Minneapolis to White Bear Lake.

OBJECTIVES

1. To improve transportation in the corridor.
2. To coordinate with the local communities in planning for this corridor.
3. To meet local and community goals.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
P121002 - NORTHEAST DIAGONAL CORRIDOR

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
420000	Other Services & Charges	-	-	70,000	70,000	
	Total Expenditures/Appropriations	-	-	70,000	70,000	
	Inc/(Dec) From Previous Year			70,000	70,000	
	% Inc/(Dec) From Previous Year			~	~	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	None	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	
Fund Balance Dec/(Inc)		-	-	-	-	
RCRRA TAX LEVY		-	-	70,000	70,000	
	Inc/(Dec) From Previous Year			70,000	70,000	
	% Inc/(Dec) From Previous Year			~	~	

NOTE: This is a new project for 2001. Funds will be carried forward as needed until the project is completed.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
P121002 - NORTHEAST DIAGONAL CORRIDOR

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	OTHER SERVICES AND CHARGES					
421501	Consulting Services	-	-	50,000	50,000	
424606	Administration Fees	-	-	20,000	20,000	
	Total Other Services & Charges	-	-	70,000	70,000	
Total P121002 - Northeast Diagonal Corridor		-	-	70,000	70,000	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	INTERGOVERNMENTAL REVENUE					
314433	MN DOT LRT Grant	-	-	-	-	
	Total Intergovernmental Revenue	-	-	-	-	
Total P121002 - Northeast Diagonal Corridor		-	-	-	-	

SELECTED LINE ITEM EXPLANATIONS

REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
P121002 – NORTHEAST DIAGONAL CORRIDOR

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Consulting Fees	---	---	$50,000	$50,000	

EXPLANATION: This amount will provide for consultant services, which could include planning, engineering or outreach activities in 2001.

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Administration Fees	---	---	$20,000	$20,000	

EXPLANATION: This account funds administration of the Northeast Diagonal Corridor project.

Kathryn DeSpiegelaere 665 RCGC-West (651)266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
P121003 – RUSH LINE CORRIDOR

STATEMENT OF MISSION

To plan transit for the Rush Line Corridor from St. Paul to Hinckley.

OBJECTIVES

1. To improve transportation in the corridor.
2. To meet local and community goals.
3. To improve the environment.
4. To improve social and economic climate.
5. To minimize cost; to maximize ridership of transit.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
P121003 - RUSH LINE CORRIDOR

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	OTHER SERVICES AND CHARGES					
424107	Liability & Property Damage-Ins	-	-	1,125	1,125	
	Total Other Services & Charges	-	-	1,125	1,125	
	Total 150112 Rush Line Corridor	-	-	1,125	1,125	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	None	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
P121003 - RUSH LINE CORRIDOR

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
420000	Other Services & Charges	-	-	1,125	1,125	
	Total Expenditures/Appropriations	-	-	1,125	1,125	
	Inc/(Dec) From Previous Year			1,125	1,125	
	% Inc/(Dec) From Previous Year			~	~	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	None	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	
Fund Balance Dec/(Inc)		-	-	-	-	
RCRRA TAX LEVY		-	-	1,125	1,125	
	Inc/(Dec) From Previous Year			1,125	1,125	
	% Inc/(Dec) From Previous Year			~	~	

SELECTED LINE ITEM EXPLANATIONS

REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
P121003 – RUSH LINE CORRIDOR

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
Liability Insurance	---	---	$1,125	$1,125	

EXPLANATION: This amount will provide for liability insurance for Ramsey County Regional Railroad Authority participation in the Rush Line Corridor Task Force for 2001.

Kathryn DeSpiegelaere 665 RCGC-West (651)266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
G205002 – CENTRAL CORRIDOR TRANSIT STUDY

STATEMENT OF MISSION

To plan major transit improvements for the Central Corridor from downtown St. Paul to downtown Minneapolis.

OBJECTIVES

1. To improve transportation in the corridor.
2. To meet local and community goals.
3. To improve the environment.
4. To improve social and economic climate.
5. To minimize cost; to maximize ridership of transit.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
G205002 - CENTRAL CORRIDOR TRANSIT STUDY

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
420000	Other Services & Charges	-	6,250,000	-	-	
	Total Expenditures/Appropriations	-	6,250,000	-	-	
	Inc/(Dec) From Previous Year			(6,250,000)	(6,250,000)	
	% Inc/(Dec) From Previous Year			-100.0%	-100.0%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
314000	Intergovernmental Revenue	-	5,000,000	-	-	
	Total Revenues/Estimated Revenues	-	5,000,000	-	-	
	Inc/(Dec) From Previous Year			(5,000,000)	(5,000,000)	
	% Inc/(Dec) From Previous Year			-100.0%	-100.0%	
Fund Balance Dec/(Inc)		-	1,250,000	-	-	
RCRRA TAX LEVY		-	-	-	-	
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

NOTE: This is a new project that was set up in 2000. Funds will be carried forward as needed until the project is completed.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
G205002 - CENTRAL CORRIDOR TRANSIT STUDY

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	OTHER SERVICES AND CHARGES					
421501	Consulting Services	-	5,000,000	-	-	
421511	County Project Management	-	1,248,700	-	-	
421603	Printing & Stationery	-	500	-	-	
421701	Postage	-	200	-	-	
424306	Meeting Expenses	-	200	-	-	
424507	Messenger Service	-	400	-	-	
	Total Other Services & Charges	-	6,250,000	-	-	
	Total G205003 - Riverview EIS	-	6,250,000	-	-	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	INTERGOVERNMENTAL REVENUE					
314433	MN DOT LRT Grant	-	5,000,000	-	-	
	Total Intergovernmental Revenue	-	5,000,000	-	-	
	Total G205003 - Riverview EIS	-	5,000,000	-	-	

Kathryn DeSpiegelaere 665 RCGC-West (651)266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
G205003 – RIVERVIEW EIS

STATEMENT OF MISSION

To plan major transit improvements for the Riverview Corridor from the East side of St. Paul to the Minneapolis/St. Paul airport and the Mall of America.

OBJECTIVES

1. To improve transportation in the corridor.
2. To meet local and community goals.
3. To improve the environment.
4. To improve social and economic climate.
5. To minimize cost; to maximize ridership of transit.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
G205003 - RIVERVIEW EIS

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
420000	Other Services & Charges	-	5,000,000	-	-	
	Total Expenditures/Appropriations	-	5,000,000	-	-	
	Inc/(Dec) From Previous Year			(5,000,000)	(5,000,000)	
	% Inc/(Dec) From Previous Year			-100.0%	-100.0%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
314000	Intergovernmental Revenue	-	5,000,000	-	-	
	Total Revenues/Estimated Revenues	-	5,000,000	-	-	
	Inc/(Dec) From Previous Year			(5,000,000)	(5,000,000)	
	% Inc/(Dec) From Previous Year			-100.0%	-100.0%	
Fund Balance Dec/(Inc)		-	-	-	-	
RCRRA TAX LEVY		-	-	-	-	
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

NOTE: This is a new project that was set up in 2000. Funds will be carried forward as needed until the project is completed.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
G205003 - RIVERVIEW EIS

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	OTHER SERVICES AND CHARGES					
421501	Consulting Services	-	4,000,000	-	-	
421511	County Project Management	-	1,000,000	-	-	
	Total Other Services & Charges	-	5,000,000	-	-	
	Total G205003 - Riverview EIS	-	5,000,000	-	-	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	1999 Actual	2000 Approved	2001 Requested	2001 Proposed	2001 Approved
	INTERGOVERNMENTAL REVENUE					
314433	MN DOT LRT Grant	-	5,000,000	-	-	
	Total Intergovernmental Revenue	-	5,000,000	-	-	
	Total G205003 - Riverview EIS	-	5,000,000	-	-	

Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

AGENDA

Regional Railroad Authority Meeting

September 26, 2000

Immediately following Administrative Board Meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes of the September 12, 2000 RCRRA meeting

2. * Authorize staff to negotiate with BRW, Inc. for Riverview Transit Corridor project implementation services

3. * Authorize Chair to sign letter to the Northstar Corridor Development commenting on the Northstar Corridor Advanced Corridor Plan

4. * Ratify Partial Payment No. 1 in the amount of $100,777.09 to BRW, Inc.for professional consulting services for the Central Corridor Transit Study

5. * Ratify Partial Payment No. 15 in the amount of $20,833.62 to Parsons Brinckerhoff Quade & Douglas, Inc. for professional consulting services for the Riverview Corridor Major Investment Study

* Action is requested

Printed on Recycled Paper

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, September 12, 2000, in Council Chambers Third Floor Courthouse.

MEMBERS PRESENT:	Chair Tony Bennett Commissioner Dino Guerin Commissioner Susan Haigh Commissioner Rafael Ortega Commissioner Victoria Reinhardt Commissioner Jan Wiessner Commissioner Janice Rettman
OTHERS PRESENT:	Kathy DeSpiegelaere, David MacMillan, Paul Kirkwold, Alicia Vap, Vern Wehlage, Bonnie Jackelen, Gene Haselmann, Karen Tero, Mary Ann Palmer, Julie Kleinschmidt, Kris Longhenry

Chair Bennett called the meeting to order at 9:47 a.m.

1. Approve Minutes of the August 22, 2000 RCRRA meeting.

Motion by Commissioner Reinhardt, seconded by Commissioner Wiessner to accept the minutes of the August 22, 2000 RCRRA meeting.

Ayes – 7, Nays – 0
Motion accepted.

2. Certify levy of $204,000 for Ramsey County Regional Railroad Authority for 2001.

Motion by Commissioner Reinhardt, seconded by Commissioner Haigh to certify levy of $204,000 for Ramsey County Regional Railroad Authority for 2001.

Ayes – 6, Nays – 1
Motion accepted.

WHEREAS, The Truth in Taxation Law requires the Ramsey County Regional Railroad Authority to certify a proposed net tax levy each year to the Property Records and Revenue Department (County Auditor); and

WHEREAS, The Minnesota Department of Revenue has notified the Ramsey County Regional Railroad Authority that the proposed net tax levy to finance the 2001 budget must be certified by September 15, 2000; and

WHEREAS, A provision of the Truth in Taxation Law is that the approved net tax levy after HACA for the 2001 budget cannot be more than the proposed tax levy certified by the Ramsey County Regional Railroad Authority by September 15, 2000; and

WHEREAS, In order to continue to improve the quality of life and access to services in the region, to remain partner in transit activities in the region with other agencies, including the Minnesota Department of Transportation, the seven metro county Regional Railroad Authorities, Metropolitan Council and Metro Transit; and

WHEREAS, The 2001 maximum allowable levy for Ramsey County Regional Railroad Authority is $11,311,780; and

WHEREAS, In order to minimize the tax burden on Ramsey County Taxpayers, the Regional Railroad Authority will use only $204,000 (1.80%) of the maximum levy of $11,311,780; Now, Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby establishes the proposed net tax levy for the Truth in Taxation Law to finance the 2001 budget in the amount of $204,000.

The meeting adjourned at 9:49 a.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY 2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K DeSpiegelaere
Authorized Signature

9/19/00
Date

Board Action Requested

Authorize staff to negotiate with BRW, Inc. for Riverview Transit Corridor project implementation services.

ACTION IS REQUESTED

Request Justification

See attached:
1. Proposed resolution
2. Memorandum from K. DeSpiegelaere

Budgeting and Accounting Marlene Johnson

County Attorney Dan MacMillan

Risk Management

Documentation certified complete for:

September 26, 2000
Board Date

Kristine A. Longhenry
Signature

9/19/00
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, Ramsey County Regional Railroad Authority has issued a request for proposals for the next phase of implementing transit improvements for the Riverview Corridor; and

WHEREAS, A proposal was received from BRW, Inc. Minneapolis; Now, Therefore Be It

RESOLVED, That staff is authorized to negotiate with BRW, Inc. for the scope of work and contract amount for the next phase of Riverview Corridor work; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority will have an opportunity to approve the contract and funding sources at a subsequent meeting.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary

Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

Memorandum

To: Ramsey County Regional Railroad Authority Commissioners
Paul Kirkwold, County Manager

From: Kathryn DeSpiegelaere, Director

Subject: Riverview Corridor next phase of work

Date: September 19, 2000

Ramsey County Regional Railroad Authority previously authorized staff to solicit proposals for a subsequent phase of work for the Riverview Transit Corridor.

The type of work to be undertaken will depend upon the alternative selected by Ramsey County Regional Railroad Authority on November 14, 2000 for the Riverview Corridor. In order to expedite the implementation process, we are requesting your authorization to begin contract negotiations at this time.

Requests for proposal were submitted to the list of firms attached. A single proposal was received from the firm of BRW, Inc. Minneapolis. A group of reviewers, which included representatives from the St. Paul Transportation Management Organization, Upper Swede Hollow Neighborhood Association, Ramsey County, Metropolitan Council and Ramsey County Regional Railroad Authority met to review the proposal and discuss if additional proposals should be sought. Two firms sent letters declining the request because of other work commitments. Staff felt that soliciting proposals again would not result in additional proposals.

Therefore, the recommendation is to proceed with negotiation with the firm of BRW, Inc.

The Riverview Corridor is following a federal process, and the Brooks Act applies. Therefore, price information was submitted in a sealed envelope, which will only be opened after a decision is made to negotiate a contract with the firm. The contract amount will be the subject of negotiation. The work to be completed will depend upon the alternative selected for this corridor by the Railroad Authority and will also be the subject of negotiation. It is likely to include environmental processes appropriate to the alternative selected.

The funding of this contract could come from various sources, depending upon the alternative selected for the corridor. It could come from Metropolitan Council busway funds, funds allocated to Ramsey County Regional Railroad Authority by the Minnesota Department of Transportation, or federal funds.

Printed on Recycled Paper

Recommendation:

Authorize staff to negotiate a contract with BRW for environmental work for the Riverview Corridor. The actual work and cost will be subject to negotiation and Ramsey County Regional Railroad Authority will have an opportunity to approve the contract and funding sources at a subsequent meeting.

BRW, Inc.
Attn: Dick Wolsfeld
[redacted] South Third Street
Minneapolis, MN 55415

SRF Consulting Group, Inc.
Attn: Peter Fausch
1 Carlson Parkway North
Suite 150
Plymouth, MN 55447

Vollmr Associates
Attn: Marketing Director
50 West 23rd Street
New York, NY 10010

Prosser, Hallock & Kristoff, Inc.
Attn: Marketing Director
8101 Philips Highway, #1
Jacksonville, FL 32256

TransCare
Attn: Vince Jackson
1900 North Beauregard Street
[redacted]xandria, VA 22311

Parsons Transportation Group
Attn: David B. Warzala
111 Third Avenue South, #350
Minneapolis, MN 55401

LS Transit Systems, Inc.
Attn: Stanley G. Feinsod
1 Ecker Street, Suite 350
San Francisco, CA 94105

Dennis Leach
Trans Management
505 Capitol Court NE, Suite 300
Washington, D.C. 20002

Parson Brinckerhoff Quade & Douglas, Inc.
510 First Avenue North, Suite 550
Minneapolis, MN 55403

[redacted]le Horner
Attn: Tom Horner
8500 Normandale Lake Boulevard
Suite 720
Bloomington, MN 55437

Goff & Howard
Attn: Bob Goff
255 East Kellogg Boulevard
Suite 102
St. Paul, MN 55101

Thomas Cooke Associates
Attn: Marketing Director
1944 Embarcadero
Oakland, CA 94606

Post Buckley Schuh & Jernigan, Inc
Attn: Marketing Director
2001 Northwest 107th Avenue
Miami, FL 33172

TEC Management Consultants
Tim Coffey
2070 Business Center Drive
Suite 198
Irvine, CA 92612

TKDA
Attn: Darrel Berkowitz
1500 Piper Jaffrey Plaza
444 Cedar Street
St. Paul, MN 55101

Buckhurst Fish & Jacquemart, Inc.
Attn: Frank Fish
881 Broadway, Third Floor
New York, NY 10003

Padilla Speer Beardsley
14001 Ridgedale Drive, Suite 300
Minnetonka, MN 55305

Resource Strategies
14001 Ridgedale Drive, Suite 300
Minnetonka, MN 55305

ZGF
Attn: Bob Packard
320 SW Oak Street, #500
Portland, OR 97204

West Central Env Consultant, Inc.
14 Green River Road
P.O. Box 594
Morris, MN 56267-0594

Vierbicher Associates
Attn: Marketing Director
400 Viking Drive
P.O. Box 379
Reedsburg, WI 53959

Wilbur Smith Associates
Attn: Richard Tower
221 Main Street
Suite 1200
San Francisco, CA 94105

Bucher, Willis & Ratliff Corp.
Attn: Marketing Director
7920 Ward Parkway, #100
Kansas City, MO 64141

Richards Consulting, LTD.
Bruce J. Richards
312 Millaudon Street
New Orleans, LA 70118

Edwards & Kelsey, Inc.
Attn: R. Sands, P.E.
7401 Metro Boulevard
Suite 430
Minneapolis, MN 55439-3032

Maxim Technologies, Inc.
Attn: Scott Wallington
8235 Douglas Avenue, Suite 700
Dallas, TX 75225

Burgess & Niple
Attn: Doug Moore
5085 Reed Road
Columbus, OH 43220

HNTB Corporation
3400 West 66th Street, Suite 250
Minneapolis, MN 55435

SEH
3535 Vadnais Center Drive
Vadnais Heights, MN 55127

Arlig Environmental, Inc.
P.O. Box 1842
Minnetonka, MN 55345-0842

Town Planning Collaboration
3346 Hennepin Avenue South
Room 200
Minneapolis, MN 55408

Bill Morrish, Director
Design Center for the American Urban Landscape
1313 Fifth Street S.E., #222
Minneapolis, MN 55414-1546

Dahlgren Shardlow & Uban
300 First Avenue North, Suite 210
Minneapolis, MN 55401

BIKO Associates, Inc.
2501 Dupont Avenue North
Minneapolis, MN 55411

Nakawatase Wyns & Associates Inc
205 West Wacker Drive, #1200
Chicago, IL 60606

Otak
105 West Evergreen Boulevard
Suite 300
Vancouver, WA 98660-3123

Richardson Richter and Associates
Attn: Mary Richardson
413 Wacouta Street, #200
St. Paul, MN 55101

KFH Group, Inc.
4630 Montgomery Avenue
Suite 520
Bethesda, MD 20817

LKC Consulting Services
4617 Montrose Boulevard
Suite C230
Houston, TX 77006

Mary Means
814 King Street, Suite 400
Alexandria, VA 22314

Symmes Maini & McKee Assoc.
801 Nicollet, Suite 1600
Minneapolis, MN 55402

Berridge Lewinberg Greenberg Dark Gabor LTD
Ken Greenberg
257 Adelaide Street West, Suite 500
Toronto, Canada M5H 1X9

K.T. Analytics, Inc.
103 Boughman's Lane, Suite 175
Frederick, MD 21701

HDR Engineering, Inc.
5401 Gamble Drive
300 Parkdale 1 Building
Minneapolis, MN 55416-1581

Maxfield Research Group
510 Marquette Avenue, Suite 200
Minneapolis, MN 55402

Dick Pratt
11112 Rokeby Avenue
P.O. Box 158
Garrett Park, MD 20896

Tony
Martinez Corporation
1408 Northland Drive, Suite 104
Mendota Heights, MN 55120-1013
651 686-8424

Camiros
411 South Wells Street
Chicago, IL 60607

Hutton Associates
5 Union Square West
New York, NY 10003

Nelson/Nygaard Associates
Attn: Diane Nygaard
833 Market Street, #900
San Francisco, CA 94103

Beata E. Welsh
1509 West Juneway
Chicago, IL 60626

Hoisington Koegler Group
123 North Third Street
Minneapolis, MN 55401

CJ Olsen Market Research
2125 East Hennepin Avenue
Minneapolis, MN 55413

Korunsky Krank Erickson Arch Inc.
300 First Avenue North
Minneapolis, MN 55401

McComb Frank Roos Associates
15050 - 23rd Avenue North
Plymouth, MN 55444-4739

Westwood Professional Services Inc
7599 Anagram Drive
Eden Prairie, MN 55344

Bell Associates, Inc.
Attn: David Larcome
18 Hurley Street
Cambridge, MA 02141

ROMA
1527 Stockton Street
San Francisco, CA 94133

Manuel Padron & Associates
1175 Peachtree Street, Suite 414
Atlanta, GA 30361

Joradan Jones & Goulding
2000 Cleaview Avenue N.E.
Atlanta, GA 30340

Tony Martinez
651 686-8424

EDI
3731 Briarpark Drive, Suite 300
Houston, TX 77042

ALK
100 Lexington Drive, Suite 150
Buffalo Grove, IL 60089

Planning Collaborative
Pier 33 North
San Francisco, CA 94111

LJR, Inc.
Attn: Lisa Raduenz
1425 Sargent Avenue
St. Paul, MN 55105

L.S. Gallegos & Associates
9137 East Mineral Circle
Suite 220
Englewood, CO 80112

Transmart Technologies
2122 Luann Lane
Madison, WI 53713-4567

Ted Davis
456 Warwick Street
St. Paul, MN 55105

Sterling Executive Counselors
340 Cedar Street
St. Paul, MN 55101

Tunheim Santrizos Company
8009 – 34th Avenue South
Bloomington, MN 55425

Carter Burgess
P.O. Box 131487
Houston, TX 77219

The Al Chalabi Group
330 West Dluersey Parkway
Suite 1403
Chicago, IL 60657

ELF Incorporated
Attn: Amy Flom
3225 Jerri Court
Brookfield, WI 53045-1509

Calthorpe Associates
739 Allston Way
Berkeley, CA 94710

S.B. Friedman & Company
221 North LaSalle Street
Suite 1007
Chicago, IL 60601

Sverdrup Civil Inc.
Don Karban, Market Prncpl, Transit
13723 Riverport Drive
Maryland Heights, MO 63043

Shandwick
8400 Normandale Lake Boulevard
Bloomington, MN 55437

Karwoski and Courage
520 Marquette Avenue
Suite 850
Minneapolis, MN 55402

Buckley McGrath Consulting
207 Bank Street
Minneapolis, MN 55403

Faithful and Gould
500 International Center
900 Second Avenue South
Minneapolis, MN 55402

Wilbur Smith Associates
Barry Lundberg, Senior Vice Pres.
318 West Adams Street
Chicago, IL 60606

STV
225 Park Avenue South
New York, NY 10003

EDAW
753 Davis Street
San Francisco, CA 94111

PBQD
Julie Hoover
1 Penn Plaza
New York, NY 10019

Glatting Jackson
33 East Pine Street
Orlando, FL 32801

Colle and McVoy Inc.
8500 Normandale Lake Boulevard
Bloomington, MN 55437

Carmichael Lynch Inc.
800 Hennepin Avenue
Minneapolis, MN 55403

Miller Meester Advertising Inc.
17 Washington Avenue North
Minneapolis, MN 55401

3

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

September 21, 2000
Date

Board Action Requested

Authorize Chair to sign attached letter to the Northstar Corridor Development Authority commenting on the Northstar Corridor Advanced Corridor Plan.

ACTION IS REQUESTED

Request Justification

See attached:

1. Proposed resolution
2. March 28, 2000 related resolution
3. Northstar Corridor Advanced Corridor Plan – Minneapolis Northeast and Minneapolis Downtown Station Drawnings
4. Proposed letter to NCDA

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

September 26, 2000
Board Date

Kristine A. Longhenry
Signature

9-21-00
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Northstar Corridor Development Authority has completed the physical design component of the Advanced Corridor Plan for the Northstar Corridor Commuter Rail line; and

WHEREAS, The Northstar Corridor Advance Corridor Plan includes preliminary station plans for the Minneapolis Northeast and Minneapolis Downtown commuter rail stations; and

WHEREAS, The Northeast Minneapolis commuter rail station is the preferred station to connect with and facilitate transfers with the Central Corridor/Red Rock Commuter Rail Corridor; and

WHEREAS, The Ramsey County Regional Railroad Authority has reviewed the Northstar Corridor Advanced Corridor Plan for the Minneapolis Northeast and Minneapolis Downtown commuter rail stations; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority strongly recommends that the Northstar Corridor Development Authority reconsider the location of the Minneapolis Northeast Station to avoid the necessity of transferring in downtown Minneapolis for commuter rail passengers traveling on Central Corridor/Red Rock Corridor wanting to travel to Anoka County and points beyond, and for commuter rail passengers traveling on Northstar wanting to travel to St. Paul and points beyond; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority recommends that the Minnesota Department of Transportation convene a Northstar Corridor Development Authority joint subcommittee that has requested one member from the Central Corridor, the Red Rock Corridor, the City of Minneapolis, and Mn/DOT to determine the viability of the Minneapolis Junction transfer station and to share and review information regarding the Minneapolis Junction station.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: March 28, 2000 No: R00-09

(Page 1 of 2)

WHEREAS, The Minnesota Department of Transportation (Mn/DOT) Commuter Rail System Plan ranks corridors for priority for implementation for commuter rail; and

WHEREAS, The Metropolitan Council Regional Master Plan, Transit 2020, proposes commuter rail to be built by 2010 in the Northstar, Central, and Red Rock Corridors; and

WHEREAS, The Northstar Corridor Development Authority (NCDA) has completed a Federal Major Investment Study and a Preliminary Draft Environmental Impact Statement for the Corridor between the City of Rice and downtown Minneapolis; and

WHEREAS, The Red Rock Corridor and Central Corridor are beginning further commuter rail studies; and

WHEREAS, The Central Corridor is conducting a Federal Transit Study which will analyze commuter rail between downtown St. Paul and downtown Minneapolis that includes connections to the Northstar and Red Rock Corridors; and

WHEREAS, A potential connection via existing railroad tracks in the vicinity of Harrison Street in Northeast Minneapolis known as Minneapolis Junction appears to provide an opportunity to create a seamless transit connection between Red Rock – Central – Northstar commuter rail routes; and

WHEREAS, The City of Minneapolis will need to approve all commuter rail stations located in the city; Now, Therefore, Be It

RESOLVED, That, The Executive Committee of the Northstar and Red Rock Corridors, and the Ramsey County Regional Railroad Authority recommend that the Minneapolis Junction/Harrison Street location appears to be an appropriate location for a passenger transfer station to create a seamless transition between Red Rock – Central – Northstar Commuter Rail Corridors; and Be It Further

RESOLVED, That the Northstar, Redrock, and Central organizations will work with the City of Minneapolis, Mn/DOT, and the appropriate metropolitan agencies to determine the viability of the Minneapolis Junction transfer station; and Be It Further

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: March 28, 2000 No: R00-09

RESOLVED, That the Northstar Corridor Development Authority will organize a joint subcommittee and request one member from the Central Corridor, the Red Rock Corridor, the City of Minneapolis, and Mn/DOT to review and share information regarding the Minneapolis Junction transit station for commuter rail.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	AYES	NAYS	OTHER
Tony Bennett	X		
Dino Guerin	X		
Susan M. Haigh	X		
Rafael E. Ortega	X		
Victoria Reinhardt	X		
Janice Rettman	X		
Jan Wiessner	X		

Tony Bennett, Chairman

By: _____
Rafael E. Ortega, Secretary

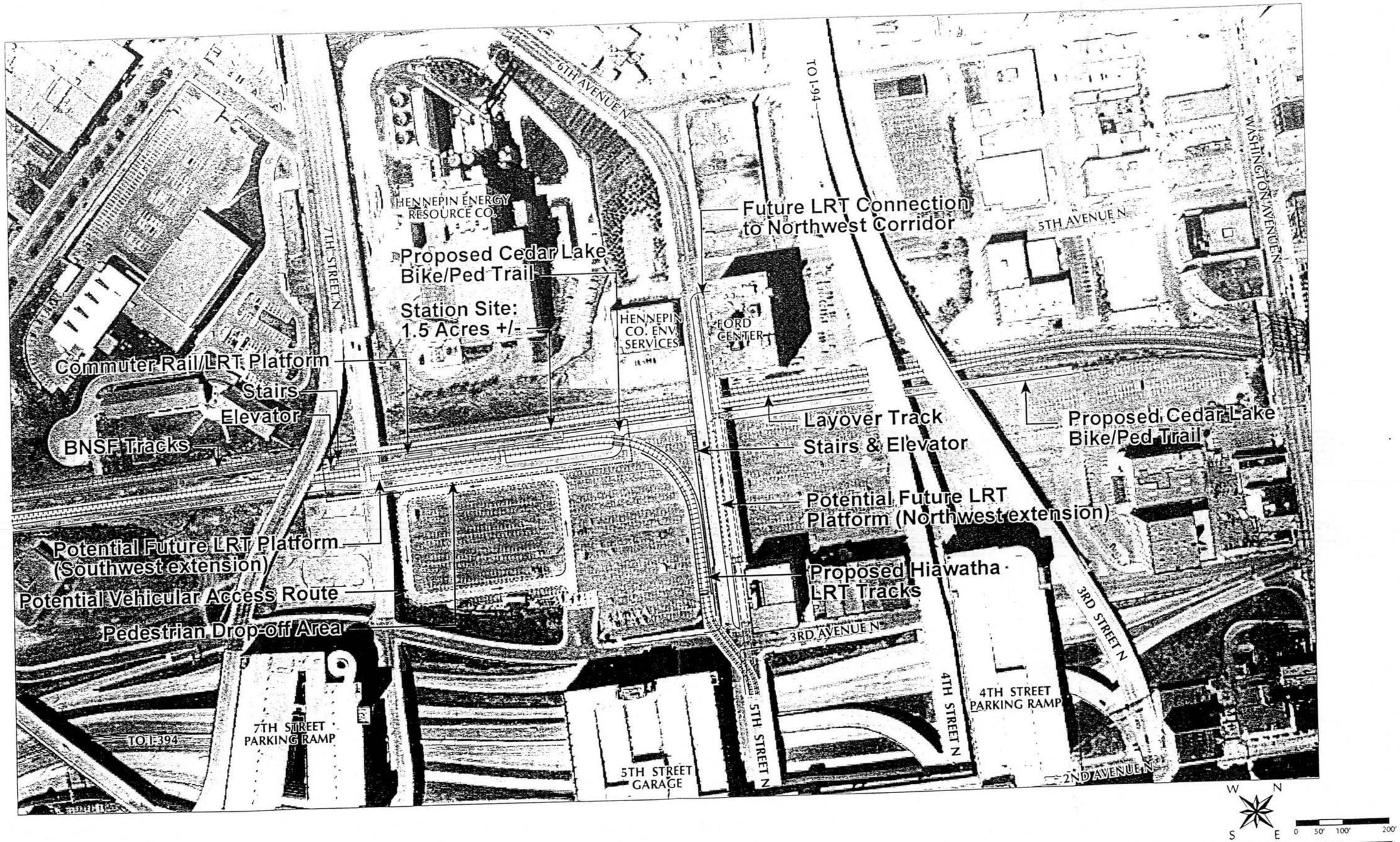


Figure 12.1

Minneapolis Downtown Station Context Plan

August 3, 2000

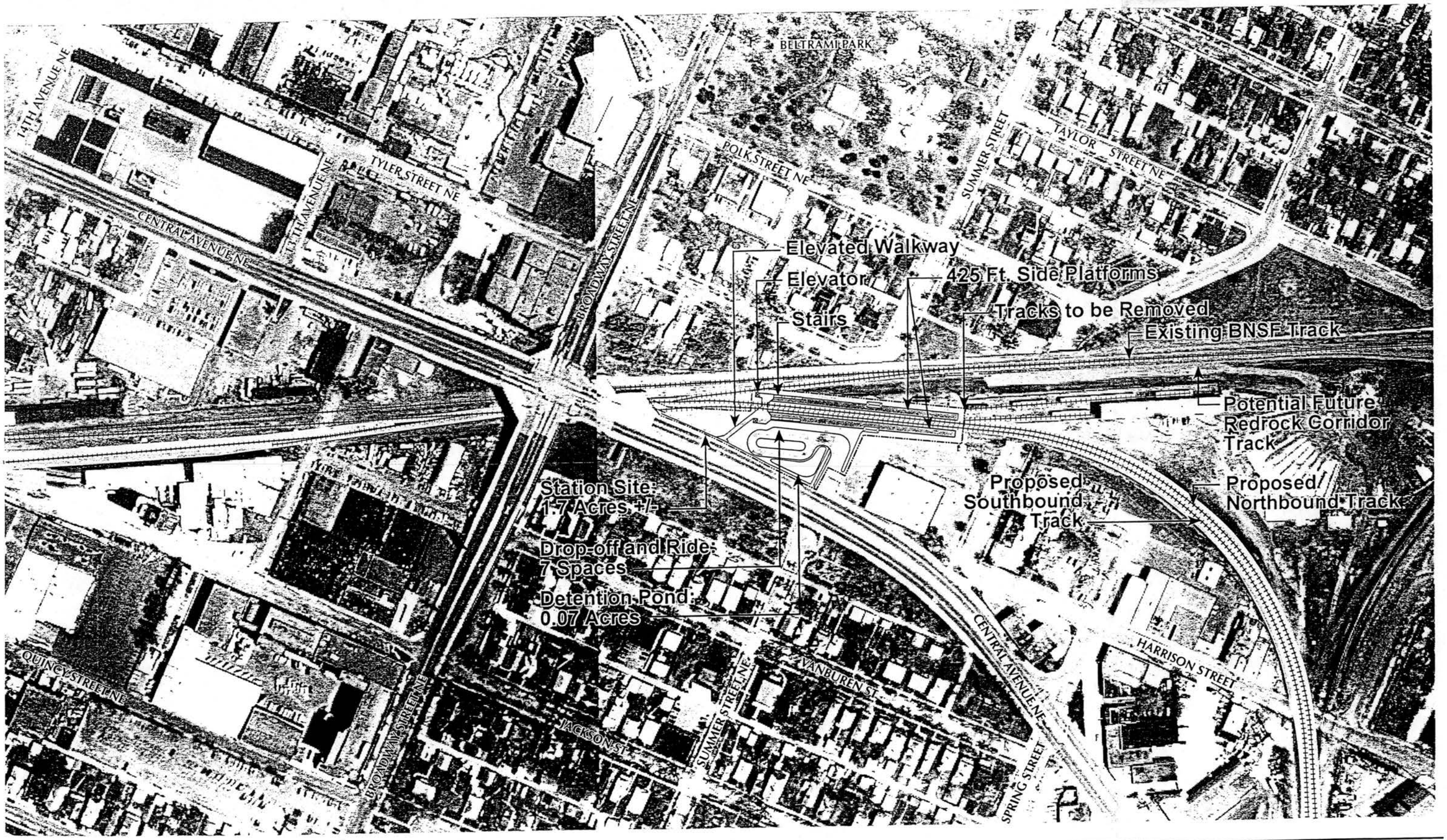


Figure 11.1

Minneapolis Northeast Station Context Plan

August 3, 2000

Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

September 26th, 2000

Mr. Tim Yantos
Northstar Corridor Development Authority
Anoka County Government Center
2100 3rd Avenue
Anoka, MN 55303

Dear Tim:

I am writing to comment on the Northstar Corridor Advanced Corridor Plan. The Ramsey County Regional Railroad Authority has received a copy of this plan and would like to offer comments on the Minneapolis Northeast Station and the Minneapolis Downtown Station.

The Railroad Authority would like to express our concerns with the Minneapolis Northeast Station plan. After examining this plan, we have concluded that the only way to safely and reasonably transfer from the Central Corridor/Red Rock Corridor to the Northstar Corridor is to continue traveling into the downtown Minneapolis Station and then transfer onto a Northstar train headed out of downtown Minneapolis. This is not an acceptable transfer concept to us. We would like the location of a transfer station in an appropriate site to avoid the necessity of transferring in downtown Minneapolis. We recommend that the Minneapolis Northeast station be the station that could accommodate this transfer, which at its present location and design, would not. The proposed station is too far north or too far south (we feel a more appropriate location would be north or south of the existing location) and does not connect with future Central Corridor/Red Rock Corridor Commuter Rail.

Anoka County Commissioner and NCDA member Paul McCarron and I had reached an agreement that this connection issue be resolved. I would recommend that the Minnesota Department of Transportation arrange a meeting to discuss this issue. This issue of a regional and seamless commuter rail system is a significant concern to this board and to Ramsey County.

Thank you in advance for your consideration of these comments.

Sincerely,

Tony Bennett, Chair

6

Printed on Recycled Paper

cc: Elwyn Tinklenberg, Transportation Commissioner
Mukhtar Thakur, Mn/DOT Office of Passenger Rail
Betsy Wergin, NCDA Chair
Paul McCarron, NCDA
Dan Erhardt, NCDA
Myra Peterson, Red Rock Corridor Commission Chair
Joe Harris, Red Rock Corridor Commission
Kathryn DeSpiegelaere, Railroad Authority Director

4

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Authorized Signature

9/19/00
Date

Board Action Requested

Ratify Partial Payment No. 1 in the amount of $100,777.09 to BRW, Inc. for professional consulting services for the Central Corridor Transit Study.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional consulting of BRW, Inc. for the purpose of conducting the Central Corridor Transit Study. Payment in the amount of $100,777.09 for the period ending May 26, 2000 will be issued upon approval by the Director of Ramsey County Regional Railroad Authority in accordance with contract provisions and Rail Authority Resolution No. 00-05. Payment documentation is being submitted for ratification in compliance with the latter.

See attached:
1. Proposed resolution ratifying payment
2. Accounts Payable forms and partial payment No. 1
3. BRW, Inc. Invoice No. 267-09297 and attachments.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

September 26, 2000
Board Date

Kristine A. Longheney
Signature

9/19/00
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of BRW, Inc. for the purpose of conducting the Central Corridor Transit Study; and

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through May 26, 2000; and

WHEREAS, submittal of invoices and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation is required; and

WHEREAS, BRW, Inc. Invoice No. 267-09297, Partial Payment No. 1, in the amount of $100,777.09 attachments thereto, provide the correct documentation of payments due BRW, Inc. through May 26, 2000; Now Therefore Be It

RESOLVED, Payment to BRW, Inc. in the amount of $100,777.09 for services rendered through May 26, 2000, is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____		_____
Susan M. Haigh	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary

Business Unit: RRA
Voucher ID: 00000753

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date 14.Aug.2000
Run Time 1:48:07 PM

ort ID: RMAP19

Voucher Header Information

Pay Method: System Check

ed Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
g.2000	267-09297	07.Jul.2000	0000002207	RRW INC	ONL	LONGHEKR p		14 Aug 2000	U	Due Now

s	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip
	$100,777.09	$0.00	THRESHER SQUARE	700 THIRD ST SO		MINNEAPOLIS	MN	55415

ling	Group ID	Sales Tax	Pckp Ordr Nbr
	000162	$0.00	

Voucher Line Information

#	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099
	Provide consulting services	$100,777.09		$100,777.09		Y	N	Y	N

Distribution Line Information

#	Account	Fund	Org	Program	Approp	Client Name	BY	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asse
	421501	12501	150180	00000	0000000	Default Client ID	2000	G205002			$100,777.09			N

Account Name: Consulting Services Org Name: RCRRA-Proj/Grant

ment Comments-Check Stub

ice No. 267-09297, dated 7/7/00
ices for 3/11/00-5/26/00

cher Comments

lare that the above material and/or services have been received, are for Ramsey County, allowed by law, and approved for payment.

Authorization K Dellspiegelaere Date 8/18/00

N

Ramsey County Purchase Order

Regional Rail Authority
Regional Rail Authority
665 RCGC-West
St Paul, MN 55102
USA

Purchase Order	Date	Revision	Page
RRA - 0000000032	03/01/2000		1
Payment Terms	Freight Terms		Ship Via
Due Now	Origin PPD Allowed		US MAIL
From Date		To Date	
Buyer:	RRA		

Ship To: Regional Rail Authority
665 RCGC-West
St Paul, MN 55102
USA

Vendor: 0000002207
BRW INC
THRESHER SQUARE
700 THIRD ST SO
MINNEAPOLIS, MN 55415
USA

Bill To: Regional Rail Authority
665 RCGC-West
St Paul, MN 55102
USA

Tax Exempt? Y Tax Exempt ID: 9999999999999

Line-Schd Item	Description	Mfg ID	Quantity	UOM	PO Price	Extended Amt	Due Date
1 - 1	Provide consulting services		1.00	EA	3,001,400.00	3,001,400.00	03/01/200
				Schedule Total		3,001,400.00	

Item Total Provide consulting services 3,001,400.00

Total PO Amount 3,001,400.00

All shipments, shipping papers, invoices, and correspondence must be identified with our Purchase Order Number. Overshipments will not be accepted unless authorized by Buyer prior to shipment.

Unauthorized

& BRW
A DAMES & MOORE GROUP COMPANY

700 THIRD STREET SOUTH, MINNEAPOLIS, MN 55415**(612)370-0700

** INVOICE **

JULY 7, 2000

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
665 RAMSEY CO. GOV. CENTER-WST
50 WEST KELLOGG BLVD.
ST. PAUL, MN 55102
ATTN: MS. KATHRYN DESPIEGELAERE

PLEASE INCLUDE)
ON REMITTANCE) --> INVOICE NUMBER : 267 -09297 :

ACCOUNT NUMBER 45550-001-267

TAX PAYERS I.D. NO. 41-1625272

CENTRAL CORRIDOR STUDY
CONSECUTIVE INVOICE NO.

RAMSEY COUNTY REGIONAL RAILROAD AUTH.

PERIOD COVERING 03/11/00 THROUGH 05/26/00	US$ Current	US$ JTD Cum
PROFESSIONAL SERVICES RENDERED	106,089.14	106,089.14
RETAINAGE @ 5%	-5,304.45	-5,304.45
*****TOTAL AMOUNT DUE THIS INVOICE	100,784.69	100,784.69

I HEREBY CERTIFY THAT THE ABOVE STATEMENT IS JUST AND CORRECT
AND PAYMENT HAS NOT BEEN RECEIVED.

DIANA C. MENDES
PROJECT MANAGER

PROGRESS BILLING
PLEASE REMIT TO:
BRW, INC., FILE: 54967, LOS ANGELES, CA 90074-4967

THIS INVOICE IS DUE AND PAYABLE UPON PRESENTATION
PLEASE RETURN ONE COPY OF THIS INVOICE WITH YOUR REMITTANCE

4

& BRW

A DAMES & MOORE GROUP COMPANY

INVOICE NO.: 267 -09297
ACCOUNT NO.: 45550-001-267

PERIOD COVERING INCEPTION THROUGH 05/26/00

** RECORD OF CHARGES NUMBER 1 **

DESCRIPTION OF CHARGES	RATE	UNITS	MEAS	AMOUNT
PERSONNEL CHARGES				
ASSOCIATES				
18598 HEPPELMANN, ANTHONY	45.25	33.00	HR	1,493.11
18712 MENDES, DIANA C.	57.69	116.00	HR	6,692.04
18837 SMOLUCHOWSKI, PETER	58.19	8.00	HR	465.59
18889 WITZIG, JEANNE M.	42.14	17.00	HR	716.38
18890 WOLSFELD JR., RICHARD P.	65.00	10.50	HR	682.50
TOTAL ASSOCIATES				10,049.62
SENIOR PROFESSIONALS				
18716 MEYERS, DANIEL T.	38.86	102.50	HR	3,983.36
18822 SHOWALTER, DAVID	37.51	22.00	HR	825.31
TOTAL SENIOR PROFESSIONALS				4,808.67
PROJECT PROFESSIONALS				
18501 COLBURN, ELIZABETH G.	22.83	11.00	HR	251.13
18789 RINGROSE, MICHAEL R.	27.75	16.00	HR	443.98
20796 TATGE, PAUL ALLEN	25.73	8.50	HR	218.70
23844 CRAWFORD, JOHN F.	27.75	12.50	HR	346.84
23918 PETERSON, GARNETH O.	24.52	16.00	HR	392.32
24544 WITTSTOCK, JEROME C.	37.50	21.00	HR	787.50
24886 FORSLUND, JOHN L.	29.33	202.50	HR	5,939.33
TOTAL PROJECT PROFESSIONALS				8,379.80
STAFF PROFESSIONALS				
22439 KRAGENBRING, APRIL MANLAPAZ	25.52	28.00	HR	714.65
24617 JOHNSON, DAVID ALAN	23.08	364.50	HR	8,411.57
TOTAL STAFF PROFESSIONALS				9,126.22
ASSISTANT PROFESSIONAL				
18767 POTTER, SETH I.	15.29	31.00	HR	474.12
TOTAL ASSISTANT PROFESSIONAL				474.12

& BRW

A DAMES & MOORE GROUP COMPANY

INVOICE NO.: 267 -09297
ACCOUNT NO.: 45550-001-267

PERIOD COVERING INCEPTION THROUGH 05/26/00

** RECORD OF CHARGES NUMBER 1 **

DESCRIPTION OF CHARGES	RATE	UNITS	MEAS	AMOUNT
TECHNICAL SUPPORT				
20679 VANG, YANG	15.09	5.00	HR	75.43
23397 KLAMAR, JULIE ANN	13.78	0.50	HR	6.89
24564 SCHWAB, JENNIFER ROSE	13.00	18.00	HR	234.00
25078 GADBOIS, PATRICK MICHAEL	14.00	6.50	HR	91.00
25138 MARSKE, ANDREW N.	12.50	4.00	HR	50.00
TOTAL TECHNICAL SUPPORT				457.32
SENIOR TECH/DRAFTSMEN				
18441 BASILE, LISA A.	18.17	9.00	HR	163.55
18730 NAGAN, CAROL M.	17.12	1.00	HR	17.12
18752 PATRICK, CHRISTOPHER	20.06	40.50	HR	812.61
25355 NOLAN, MARK KENNETH	19.00	7.50	HR	142.50
25355 NOLAN, MARK KENNETH	19.00	25.50	HR	484.50
TOTAL SENIOR TECH/DRAFTSMEN				1,620.28
JUNIOR TECH/DRAFTSMAN				
23916 BUSKEY, SCOTT MICHAEL	13.25	5.00	HR	66.25
TOTAL JUNIOR TECH/DRAFTSMAN				66.25
CLERICAL & ACCOUNTING PERSONNEL				
20415 OLSON, JEAN M.	17.10	5.00	HR	85.52
TOTAL CLERICAL & ACCOUNTING PERSONNEL				85.52
OVERHEAD @ 157.41%				55,200.24
* TOTAL PERSONNEL CHARGES				90,268.04

Offices Worldwide

& BRW

A DAMES & MOORE GROUP COMPANY

INVOICE NO.: 267 -09297
ACCOUNT NO.: 45550-001-267

PERIOD COVERING INCEPTION THROUGH 05/26/00

** RECORD OF CHARGES NUMBER 1 **

DESCRIPTION OF CHARGES	RATE	UNITS	MEAS	AMOUNT
SERVICES AND SUPPLIES OBTAINED FOR YOUR ACCOUNT				
SUBSISTENCE				326.86
NON-LOCAL TRANSPORTATION				2,909.38
LOCAL TRANSPORTATION				262.20
PRINTING & REPRODUCTION				9.32
CONTRACT LABOR				137.50
MISCELLANEOUS SUPPLIES				10.00
OTHER-TWO MONTHES APARTMENT RENT @ $1,190.00 PER (75%)				1,785.00
* TOTAL SERVICES AND SUPPLIES				5,440.26
FEE @ 11.5%				10,380.84
***** TOTAL CHARGES				106,089.14

CENTRAL CORRIDOR TRANSIT STUDY
BRW TEAM PROGRESS REPORT

FOR THE PERIOD:
Project Inception to May 26, 2000

Below each of the following project tasks are listed the work items that were accomplished between project inception and May 26, 2000.

Task 1.0: Define Goals and Objectives

- Completed background data collection for Tech Memo #1
- Completed INTERNAL REVIEW DRAFT of Tech Memo 1 – Summary of Prior Studies and Transit Technologies
- Completed DISTRIBUTION DRAFT of Tech Memo 1 – Summary of Prior Studies and Transit Technologies
- Initiated FINAL of Tech Memo 1 – Summary of Prior Studies and Transit Technologies
- Initiated development of project vision and goals/objectives statement
- Prepared for and participated in the following meetings related to the development of the above deliverables:
  April 3, 2000 – BRW in-house consultant team meeting
  April 11, 2000 – BRW in-house consultant team meeting
  April 25, 2000 – BRW in-house consultant team meeting
  April 26, 2000 – Meetings with key corridor leaders
  May 10, 2000 – BRW in-house consultant team meeting
  May 18, 2000 – RCCRA Commissioners Briefing

Task 2.0: Establish Project Charter

- Initiated preparation of the Project Management Plan (INTERNAL REVIEW DRAFT)
- Developed list of milestones, meetings, and product delivery dates
- Initiated preparation of Statement of Purpose and Need (INTERNAL REVIEW DRAFT)
- Developed Evaluation Framework/Criteria (DISTRIBUTION DRAFT)
- Attended May 11, 2000 meeting at Met Council to discuss ridership forecasting methodology for adjacent commuter rail corridors
- Initiated preliminary data collection:
  - Regional Long Range Plan and TIP
  - Existing Transit Service and Ridership in the Corridor

Task 3.0: Alternatives Definition

- Prepared interim aerial base map to outline universe of alternatives
- Prepared graphic/report base map
- Initiated conceptual planning layout of alignment alternatives

Task 4.0: Refine Alternatives

- Coordinated aerial photography flight and initiated base mapping for alternatives development

Task 5.0: Implementation and Funding Plans

- No work completed on this task

Task 6.0: EIS Preparation

- No work completed on this task

Task 7.0: Public Involvement

- Reviewed Himle Horner work scope and coordinated project schedule with Himle Horner schedule
- Reviewed and commented on Himle Horner work scope
- Reviewed and commented on Himle Horner discussion guidelines

Task 8.0: Project Management

- Developed and Updated Gant Chart Project Schedule
- Prepared for and Attended the following meetings
  March 15, 2000 – Project Kick-off/Working Group #1
  March 30, 2000 – Working Group #2
  April 12, 2000 – Working Group #3
  April 12, 2000 – Project Management Team #1
  April 26, 2000 – Working Group #4
  May 17, 2000 – Working Group #5
  May 17, 2000 – Project Management Team #2
- Prepared Minutes for Project Management Team #1 and #2
- Prepared Progress Report

5

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Authorized Signature

9/19/00

Date

Board Action Requested

Ratify Partial Payments No. 15 in the amount of $20,833.62 to Parsons Brinckerhoff Quade and Douglas, Inc. for professional consulting services for the Riverview Corridor Major Investment Study.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional consulting of Parsons Brinckerhoff Quade & Douglas, Inc. for the purpose of conducting the Riverview Corridor Major Investment Study. Payment in the amount of $20,833.62 for the period ending April 7, 2000 will be issued upon approval by the Director of Ramsey County Regional Railroad Authority in accordance with contract provisions and Rail Authority Resolution No. R98-26. Payment documentation is being submitted for ratification in compliance with the latter.

See attached :

1. Proposed resolution ratifying payment
2. Accounts Payable form and partial payment No. 15
3. Parsons Brinckerhoff Quade & Douglas, Inc. Invoice No. 15 and attachments.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

September 26, 2000
Board Date

Kristine A. Longhenry
Signature

9/19/00
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of Parsons Brinckerhoff Quade & Douglas, Inc. for the purpose of conducting the Riverview Corridor Major Investment Study; and

WHEREAS, Parsons Brinckerhoff Quade & Douglas, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through April 7, 2000; and

WHEREAS, submittal of invoices and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation is required; and

WHEREAS, Parsons Brinckerhoff Quade & Douglas, Inc. Invoice No. 15, Partial Payment No. 15, in the amount of $20,833.62 attachments thereto, provide the correct documentation of payments due Parsons Brinckerhoff Quade & Douglas, Inc. through April 7, 2000; Now Therefore Be It

RESOLVED, Payment to Parsons Brinckerhoff Quade & Douglas, Inc. in the amount of $20,833.62 for services rendered through April 7, 2000, is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____		_____
Susan M. Haigh	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary

RAMSEY COUNTY

Business Unit: RRA
Voucher ID: 00000785

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date 11.Sep.2000
Run Time 10:26:02 AM

port ID: RMAP19

Voucher Header Information

Pay Method: System Check

red Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
ep.2000	15	14.Apr.2000	0000100427	PARSONS BRINCKERHOFF QUADE & DOUGLAS INC	ONL	LONGHEKR	P	11 Sep 2000	U	Due Now

us	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip
	$20,833.62	$0.00	CHURCH STREET STATION	PO BOX 6241		NEW YORK	NY	10249-6241

dling	Group ID	Sales Tax	Pckp Ordr Nbr
	000165	$0.00	

Voucher Line Information

#	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099
	ENCUMBRANCE LOAD	$20,833.62		$20,833.62		Y	N	Y	N

Distribution Line Information

#	Account	Fund	Org	Program	Approp	Client Name	BY	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asse
	421501	12501	150110	00000	0000000	Default Client ID	1998				$20,833.62			N

Account Name: Consulting Services Org Name: Riverview MIS

ment Comments-Check Stub

oice No. 15, dated 4/14/00
vices for 1/15/00-4/7/00

cher Comments

clare that the above material and/or services have been received, are for Ramsey County, allowed by law, and approved for payment.

Authorization Kildspiegelaere Date 9/11/00

2

Parsons Brinckerhoff
510 First Avenue North
Suite 550
Minneapolis, MN 55403
612-371-0443
Fax: 612-371-4410

To: Ramsey County Regional Railroad Authority
Suite 665 RCGC - West
50 West Kellogg Boulevard
St. Paul, Minnesota 55102

9/14/00

Attn: Ms. Kathy DeSpiegelaere

Estimated Completion:	90.0%
Period Ending:	04/07/2000
Invoice Date:	04/14/2000
Invoice No.:	15
AR No.	114746

Re Riverview Major Investment Study
PB Project No. 19046M
Expiration Date: October, 2000

Project Description: Riverview MIS

	TOTAL AGREEMENT AMOUNT	TOTAL BILLING TO DATE	AMOUNT PREVIOUSLY BILLED	BILLED THIS INVOICE
1. DIRECT SALARIES COSTS: PBQD (See Attachment "A" for breakdown)	246,665.77	270,563.14	270,563.14	0.00
2. OVERHEAD COSTS: Rate=157% PBQD (Direct Salary * Overhead Rate)	387,265.26	424,642.95	424,642.95	0.00
1. DIRECT SALARIES COSTS: PBCS (See Attachment "A" for breakdown)	0.00	2,655.03	2,655.03	0.00
2. OVERHEAD COSTS: Rate=112.5% PBCS (Direct Salary * Overhead Rate)	0.00	2,986.91	2,986.91	0.00
3. FIXED FEE (Profit): Rate=10% Fixed Fee=Rate*(D.S. costs and Overhead)	52,399.17	52,399.17	52,399.17	0.00
4. OTHER DIRECT COSTS: (See Attachment B)	79,489.49	117,077.21	117,171.26	-94.05
5. SUBCONTRACTORS (s): (See Attachment C)	264,116.00	169,040.68	147,016.49	22,024.19
SUBTOTAL:	1,029,935.69	1,039,365.09	1,017,434.95	21,930.14
6. CONTINGENCY:	120,000.00	0.00	0.00	0.00
SUBTOTAL:	1,149,935.69	1,039,365.09	1,017,434.95	21,930.14
LESS RETAINAGE (5%)	57,496.78	51,968.25	50,871.75	1,096.51
NET EARNINGS TOTALS:	1,092,438.91	987,396.84	966,563.20	20,833.62

TOTAL AMOUNT DUE THIS INVOICE: **$20,833.62**

I hereby certify that the above statement is just and correct and payment has not been received:

for Myrna Valdez, Project Manager
Parsons Brinckerhoff Quade & Douglas, Inc.
510 First Avenue North, Suite 550
Minneapolis, Minnesota 55403

Reviewed and Recommended for Payment by RCRRA:

9/8/00
Date Approved for Payment

ATTACHMENT "A" - LABOR SUMMARY

PB PROJECT No. 19046M

PERIOD ENDING	EMPLOYEE NAME	PB CLASSIFICATION	CONTRACT CLASSIFICATION	HOURS	RATE	DOLLAR AMOUNT
See attached Time Sheets		**TOTALS**		**0.00**		**$0.00**

Riverview MIS
INVOICE #15

PB PROJECT No. 19046M

ATTACHMENT "B" - DIRECT EXPENSE SUMMARY

06-May-99 Nextel Communications - Credit	($94.05)
TOTAL DIRECT EXPENSES	**($94.05)**

See attached Receipts

ATTACHMENT "C" - SUBCONTRACTORS

Zimmer Gunsul Frasca Partnership (Inv. P90474.01/25891)	$3,520.44
Zimmer Gunsul Frasca Partnership (Inv. P90474.01/26152)	$1,602.45
Montoya Communications, Inc. (Inv. 1-0019/9813)	$7,264.99
Maxfield Research, Inc. (Inv. 4)	$9,636.31
TOTAL SUBCONTRACTORS	**$22,024.19**

See attached Invoices

SUBCONSULTANT AND DBE SUMMARY

Firm Name	DBE	Amount This Invoice	Previously Invoiced	Total Invoiced To Date
C.J. Olson	WBE		23,116.00	23,116.00
Dyett & Bhatia	DBE		18,283.26	18,283.26
Macromedia			7,473.55	7,473.55
MPA	MBE		10,000.00	10,000.00
Maxfield		9,636.31	12,350.00	21,986.31
McCormick			3,037.89	3,037.89
Montoya	WBE	7,264.99		7,264.99
Quam Sumnicht			12,681.17	12,681.17
Rowekamp	WBE		9,935.28	9,935.28
Schaefer	WBE			0.00
Zimmer Gunsel		5,122.89	50,139.34	55,262.23
	TOTAL	$22,024.19	$147,016.49	$169,040.68

DBE PARTICIPATION GOAL AND ACHIEVEMENT

Participation	Percentage	Goal	Achievement	% of Goal Achieved to Date	% of Total to Date
DBE GOAL	11.7%	$135,000.00	$58,599.53	43.41%	5.10%

To: Kathy DeSpiegelaere
Ramsey County Regional Railroad Authority

BUDGET PROGRESS REPORT

From: Parsons Brinckerhoff

Riverview MIS

Billing Period 1/15/00 -4/7/00

INVOICE #15
PB PROJECT No. 19046M

Agreement Expiration Date: October, 2000

Task Description		Physical % Work Completed This Period By Task	Physical % Work Completed To Date By Task	Original Task Budget	Revised Task Budget	Charges Accrued This Period	Total Charges Accrued To Date	% of Budget Used by Task	Budget Remaining by Task	Cost to Complete
1		2	3	4	5	6	7	8	9	10
1.0	Project Management & Admin	5.0%	95.0%	68,708.76	96,310.00	0.00	119,030.83	123.59%	-22,720.83	-22,720.83
2.0	Public Education & Involvement	0.0%	100.0%	217,566.14	194,663.00	7,264.99	164,061.21	84.28%	30,601.79	30,601.79
3.0	Land Use & Economic Development	10.0%	95.0%	216,456.85	196,456.85	14,759.20	177,693.47	90.45%	18,763.38	18,763.38
4.0	Transit Service Planning	20.0%	92.0%	31,822.52	31,822.52	0.00	31,532.21	99.09%	290.31	290.31
5.0	Conceptual Engineering/Cost Estimates	5.0%	95.0%	80,477.68	165,874.04	0.00	182,095.83	109.78%	-16,221.79	-16,221.79
6.0	Enviromental	5.0%	95.0%	69,862.13	84,274.08	0.00	48,882.94	58.00%	35,391.14	35,391.14
7.0	Financial	66.0%	90.0%	28,317.50	28,317.50	0.00	11,120.21	39.27%	17,197.29	17,197.29
8.0	Definition of Alternatives	0.0%	94.0%	30,985.05	66,418.00	0.00	62,061.17	93.44%	4,356.83	4,356.83
9.0	Travel Forecasting	5.0%	90.0%	30,745.09	30,745.09	0.00	75,543.04	245.71%	-44,797.95	-44,797.95
10.0	Evaluation of Alternatives	0.0%	100.0%	21,900.88	31,900.88	0.00	31,893.93	99.98%	6.95	6.95
11.0	MIS Report Preparation	0.0%	45.0%	23,664.24	23,664.24	0.00	18,373.04	77.64%	5,291.20	5,291.20
	Direct Expenses	N/A	N/A	99,428.85	79,489.49	-94.05	117,077.21	147.29%	-37,587.72	-37,587.72
	Totals:	N/A	N/A	$919,935.69	$1,029,935.69	$21,930.14	$1,039,365.09	100.92%	-$9,429.40	-$9,429.41

I hereby certify that the above statement is just and correct and payment has not been received:

Myrna Valdez, Project Manager
Parsons Brinckerhoff Quade & Douglas, Inc.

Approved and recommended for payment

RCRRA Project Manager

Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

AGENDA

Regional Railroad Authority Meeting

Public Hearing

October 24, 2000

10:00 a.m.

Third Floor Council Chambers Courthouse

1. Riverview Corridor Major Investment Study Public Hearing.

* Action is requested

Printed on Recycled Paper

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

October 29, 2000
Date

Board Action Requested

Riverview Corridor Major Investment Study Public Hearing.

DISCUSSION ONLY

Request Justification

A public hearing on the Riverview Corridor Major Investment Study will be conducted at a Rail Authority meeting on October 24, 2000 at 10:00 a.m.

Comments received to date are summarized and attached. The public comment period closes on October 20, 2000 and the full public record will be presented to the Railroad Authority for its November 14, 2000 meeting, when a decision is anticipated to be made by the Railroad Authority on the locally preferred alternative.

Budgeting and Accounting _____

County Attorney _____

Risk Management _____

Documentation certified complete for:

October 24, 2000
Board Date

Kristine A. Longhenry
Signature

October 19, 2000
Date

The Ramsey County Regional Railroad Authority adopted the Riverview Corridor Major Investment Study on August 22 for the purposes of public review.

To date, public meetings on the study results since August have been held with:

Phalen Corridor Initiative
East Side Area Business Association
St. Paul Planning Commission
Highland District Council
West Seventh Business Federation
West End Business Association
St. Paul Transportation Management Organization
St. Paul Area Chamber of Commerce
Upper Swede Hollow Neighborhood Association
Dayton's Bluff District Council
Capitol River District Council
Payne Arcade Business Association
Payne/Phalen District Council

Public hearings were held on October 11 and 17. Transcripts are being prepared.

Comments can be summarized as follows:

1. The St. Paul Planning Commission position favors a busway alternative. The location favored is West Seventh from the St. Paul west border to the CP Rail alignment, West Seventh from Toronto to Smith, Smith or a combination of Smith/West Seventh to downtown St. Paul, diamond lanes in downtown on 5th and 6th Streets, an alignment along Kittson to East Seventh, East Seventh to Arcade and the connection to a potential Phalen Boulevard.

2. A letter was received from Fred Perez and Lee Pao Xiong, Metropolitan Council members, favoring a busway alternative.

3. Bicycle accommodations along the proposed improvement, especially along the TH 5 bridge over the Mississippi River (proposed for replacement if LRT is constructed) were favored by 32 commenters by e-mail.

4. Two correspondents asked questions about the Major Investment Study by e-mail.

5. Two residents near the Canadian Pacific Rail line expressed opposition to LRT or BRT on the tracks.

6. The pastor of St. Francis and St. James Churches in the corridor expressed concern on the part of his parishioners about the alternatives. A meeting is being scheduled with him and his parishioners.

7. Eight correspondents proposed additional alternatives.

8. Two correspondents expressed opposition to LRT.

9. Several correspondents noted concerns about impacts of LRT and busway.

10. Support for BRT alternative came from a correspondent.

11. Support for an improved bus system came from two correspondents.

12. Support for LRT came from one correspondent.

PLANNING COMMISSION

Gladys Morton, Chair

CITY OF SAINT PAUL
Norm Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 651-266-6565
Facsimile: 651-228-3314

Riverview Transit Corridor Issue Summary

Rationale for the Saint Paul Planning Commission's Recommendations
October 6, 2000

Summary of Planning Commission Recommendation

- Transit should be built in the Riverview Corridor because it is a key piece of the regional transportation strategy to cope with increasing traffic congestion, because it is consistent with the City's Comprehensive Plan, and because it brings many benefits to city residents and businesses.
- Bus Rapid Transit (BRT) in the Riverview Corridor is a practical and workable transit strategy for next 20 years.
- The Planning Commission supports a combination of the alignments evaluated in the MIS.
- The CP Rail segment works better than going straight along W. Seventh Street because it by-passes the high traffic levels at the I-35E interchange with W. Seventh and because it causes fewer negative impacts on private property owners.
- On W. Seventh Street from Randolph into the downtown, the busway should be located in diamond lanes so that almost all of the existing on-street parking can be retained. To the extent on-street parking is lost, this impact will be mitigated by adding new parking facilities.
- Further analysis is needed to choose the best alignment in the Shepard-Davern area and in the United Hospital/Cleveland Circle Transit Hub area.
- Station area planning is needed in the next phase of study to coordinate the busway with development at many of the station areas. Local neighborhood concerns should be addressed in the station area plans.

Background and Planning Commission Role

After two years of study and work by a transit consultant, the Ramsey County Regional Rail Authority (RCRRA) released the River Corridor Major Investment Study (MIS) in August 2000. The MIS is a step toward eligibility for federal transit funding. The City is asked to submit its recommendation and comments to the RCRRA by October 20, 2000. The Mayor and City Council, in turn, asked the Saint Paul Planning Commission to develop a recommendation to them for City Council action on October 18th. The RCRRA will select the preferred alternative on November 14th.

The decision process became urgent when the state legislature in the 2000 session allocated $44 million for a busway in the metro area. The leading contenders for the funds are the Riverview Corridor and a northwest corridor from Minneapolis to Anoka County. The Metropolitan Council will make a decision on how to spend the state funds before the end of the year. It is anticipated that the state funds would be matched by a greater amount of federal transit funds.

The Planning Commission held a public hearing on the MIS on September 22, 2000, but there was very little testimony by neighborhood and business organizations along the corridor, presumably because of the limited time at the end of the summer when the MIS document was available. The City Council will probably receive more public testimony. The Planning Commission toured the alternative alignments, attended meetings with interested organizations, and met for several hours with staff from City departments, the RCRRA, Metro Transit and Metro Council. The Commission's recommendation gives the Commission's best judgment on what is best for the whole city based on the Comprehensive Plan and on how to minimize the number of negative local impacts and mitigate remaining ones.

The Planning Commission had neither the time nor expertise to address cost-effectiveness questions; these are properly questions for the RCRRA and Metro Transit. The Commission was advised, however, that the modeling done for transit studies give conservative ridership projections. Future ridership is likely to be higher when public transportation is improved generally and when traffic gets worse.

Regional and Citywide Planning Context

1. The Planning Commission accepts as a premise that traffic congestion in the Twin Cities and on the Riverview Corridor will become much worse, as discussed in the MIS and regional transportation plans. Public policy and investments need to respond not only with road construction but also by improving bus service, creating transitways, and adjusting land use to complement public transportation.

2. Regional transportation plans call for a "central triangle of transitways" with radiating

spokes (Attachment A). The triangle interconnects downtown Minneapolis, downtown Saint Paul, and the Mall of America/MSP Airport. Other transitways radiate from the triangle. The Hiawatha side of triangle will be LRT. The City of Saint Paul would like the Central Corridor to be considered for the next LRT line because it has more employment, more households, and greater projected ridership than other transit corridors in the region. Due to cost, regions of our size find they can build about one LRT line per decade.

3. The Riverview Corridor is designated as a "primary transit express corridor" in the Comprehensive Plan's Transportation Chapter. Actually the MIS covers what is designated as the Riverview Corridor along W. Seventh Street and part of the Northeast Corridor, which runs out to the Maplewood Mall (Attachment B). The Transportation Chapter has three major strategies, one of which is "Travel Mode Choice" with "transit improvement" as the first objective. Upgrading public transportation on the Riverview Corridor is clearly supported in the city's Transportation Plan. The corridor does an excellent job of interconnecting a series of employment and activity centers and many residential areas from the East Side through the downtown and along W. Seventh to the Airport (MSP) and the Mall of America (MOA).

5. A Riverview Corridor transitway is also consistent with the Land Use Chapter of the Comprehensive Plan. One of the specific purposes of the Land Use Plan is "to inter-relate land use and transportation to minimize traffic congestion and to reduce dependence on automobiles." Two of the four general strategies in the Land Use Plan are "A Growing, Vital City Center" and "Corridors for Growth." Both W. Seventh and the Phalen Corridor are designated as growth corridors (Attachment C) where series of major redevelopment opportunities lie near the proposed transitway (Phalen Village, Quadrille, Stroh's, Metro State, North Quadrant, downtown office core, Cleveland Circle Transit Hub, Upper Landing, ADM, Koch-Mobil, Quebecor, Shepard-Davern).

Transit Mode Preference for Busway

The Planning Commission recommends Bus Rapid Transit (BRT) for several reasons:

- Since funding is available now and several of the redevelopment sites listed above are still in design stages, the new land uses and site plans can be adjusted to be transit-oriented or at least as compatible as possible. If the City waits for another opportunity to build transit, most of these sites will have already been redeveloped and some may even become obstacles to a transitway.
- BRT offers the flexibility to mix exclusive busway lanes with diamond lanes; a "perfect" transit right-of-way is not essential.
- BRT has fewer local impacts than LRT because on-street parking and left-turn movements can be preserved in the diamond lane segments.

- If LRT will be funded for only one Saint Paul corridor in the next decade, the City Council has previously expressed it's support for the Central Corridor.
- If BRT succeeds and increases ridership significantly above MIS projections, the alignment can be upgraded to LRT in the future. If a busway is not established now, it will be all the more difficult to create an LRT right-of-way in the future.

Busway Alignment Preferences

1. In the scoping phase before the MIS, Shepard Road was eliminated as an alignment because it would provide almost no service to Saint Paul neighborhoods. BRT or LRT stations should be near neighborhood commercial centers where as many people as possible live within a quarter-mile walk. Shepard Road has only two or three potential station locations that would serve even a small number of households or businesses. BRT is not intended as a by-pass express bus; that is already found on Shepard Road. Transitways are intended to provide mobility for Saint Paul people as the road system becomes increasingly congested.

2. Direct service to MSP is important; transferring at the airport from BRT to LRT to go to the Mall of America is acceptable to Saint Paul.

3. In the Shepard-Davern area more analysis should be done on the pros and cons of W. Seventh vs. Norfolk Ave. alignments. W. Seventh may be a better station location for neighborhood service, but widening the W. Seventh right-of-way may cause too much hardship.

4. The CP Rail alignment should be used from Alton Street to Toronto Avenue, providing a segment of exclusive busway that bypasses the high traffic volumes on W. Seventh to the west of the I-35E interchange. For this stretch, a busway on W. Seventh would require either a major widening of W. Seventh Street or else a new interchange at I-35E and Shepard Road so that traffic would shift to Shepard Road.

5. From Toronto to Smith the busway should operate in diamond lanes that preserve on-street parking lanes where they exist now and are critical to abutting homes and businesses. A small number of parking spaces would be lost for left-turn slots or bus stops. Local buses should also run in the diamond lanes.

6. Detailed analysis is needed for the United Hospitals-Cleveland Circle Transit Hub area. The hospital wants improved transit and needs to preserve access and pedestrian circulation. The City wants to open Smith Avenue through the Armstrong House site and ensure convenient pedestrian connections between the proposed transit hub/parking ramp and the busway.

7. The City supports the Fifth-Sixth Street pair through downtown.

8. East of the downtown core, the busway should use E. Fifth Street from Broadway to Kittson, going under the Lafayette Bridge and bypassing the Lafayette-E. Seventh intersection until that intersection is reconstructed in the future. The intersection is too congested to create diamond lanes. The Kittson connection, unfortunately, puts the station farther from Lafayette Park employment centers; thus, when the intersection is rebuilt in the future, it should be redesigned to accommodate the busway on E. Seventh Street itself.

9. On E. Seventh Street through Dayton's Bluff, an exclusive busway appears to be workable if there is an adequate parking replacement program.

10. The busway should turn north on Arcade Street, go over the bridge and then ramp down to the planned Phalen Blvd.

11. Even if busway lanes do not continue on Phalen Blvd., the bus routes should continue to Phalen Village and destinations farther out on the planned Northeast Transit Corridor.

Right-of-Way Issues

1. The Planning Commission thinks that more study is needed on whether to reconstruct ramps from the Highway 5 bridge to Shepard Road. For traffic diversion to succeed, new ramps may also need to connect I-35E to Shepard Road because so much of the MSP and Bloomington-bound traffic uses I-35E and W. Seventh.

2. Right-of-way width at Sibley Plaza and Sibley Manor may be a great obstacle to creating putting the busway and a station there, which is why the Norfolk Avenue alignment should also be considered.

3. Some additional right-of-way will be needed wherever the busway bridges over or tunnels under the CP railroad track.

4. The City wants to open Smith Avenue through the proposed Cleveland Circle Transit Hub, where the historic Armstrong House sits, and wants the busway to connect conveniently into the transit hub.

5. Access from the Arcade Street bridge to Phalen Blvd. is currently planned as a single, two-way loop at the northwest corner of the bridge. The loop should be designed to accommodate buses.

6. In the diamond lane segments, the busway can operate–retaining the on-street parking except at intersections with left turn slots or bus stops–within the existing rights-of-way. However, more right-of-way will be needed to build decent BRT stations.

7. If E. Seventh Street is built with exclusive busway lanes, widening of the right-of way will be necessary at least at certain points, and especially between Kittson and Mounds Blvd.

Local Land Use and Development Impacts

1. The Shepard-Davern Gateway Small Area Plan does not anticipates BRT as planned in the MIS. The Shepard-Davern Plan should be adjusted to accommodate the busway as a community asset. If Shepard-Davern Gateway Beautification Project needs some adjustments, the busway budget should provide an alternative that conforms to the spirit of the plan and has equivalent aesthetic quality.

2. The Quebecor plant occupies a prominent river bluff site and is currently vacant. It should become a target site for redevelopment, possible for residential use.

3. Like Shepard-Davern, the Brewery/Ran-View Small Area Plan may need minor revision to accommodate BRT. In particular, the Koch-Mobil site plan should be revised to be transit–oriented development. The busway on the CR rail corridor through this entire residential area needs to be carefully designed. The Brewery/Ran-View Plan supports improved public transit generally and anticipates that it will occur on W. Seventh.

4. Another need for station area planning is at the W. Seventh-Randolph-Toronto, where the busway switches from the CP rail alignment to W. Seventh.

5. Detailed planning is needed for the United-Children's Hospital area on Smith and may include one-way pairing of the busway using Smith and W. Seventh. The hospitals have expressed their readiness to participate. This area would include the proposed transit hub.

6. Metro State University wants to build a library on the north side of E.Seventh Street. The station plan should be coordinated with their campus planning.

7. With exclusive busway lanes on E. Seventh Street, there will be some left turn and access issues. These need to be resolved case by case in a more detailed level of planning.

8. The Arcade Street station should probably be a little north of E. Seventh Street where it can link to both 3M and the Stroh's redevelopment site. An additional future station more proximate to the Stroh's redevelopment site should be considered.

Bus Service Issues

1. The City is opposed to forced transfers from neighborhood bus lines onto the busway.

2. The City supports use of busway and diamond lanes by neighborhood bus lines as they head into and through downtown.

3. Local bus service should be preserved on E. and W. Seventh Streets.

4. The City agrees with the MIS statement that BRT buses should have priority at stop lights, that is, they can extend green lights until they cross. But they should not fully preempt stop lights the way emergency vehicles do. Preemption blocks out pedestrian crossing lights for a full cycle, making it too difficult for pedestrians to cross. Moreover, frequent preemption would throw whole signal sequencing patterns out of sync much of the time and disrupt traffic flow.

Attachments:

- Regional transitways map
- Citywide proposed transit corridors (Comp Plan)
- Maps of Planning Commission's preferred alignments
- Cross-section drawings of busway
- Corridor map of major development sites (Comp Plan)

city of saint paul
planning commission resolution
file number 00-62
date 10-6-00

WHEREAS, the City has received the *Riverview Corridor Major Investment Study Draft Report* from the Ramsey County Regional Railroad Authority (RCRRA) for review and comment; and

WHEREAS, the RCRRA will select the Locally Preferred Alternative or strategy based on assessment of the data and public input after receiving comments from interested parties; and

WHEREAS, the Planning Commission serves as an advisory body to the Mayor and City Council on municipal planning matters per Section 107.02 of the City Administrative Code; and

WHEREAS, the Planning Commission, on September 22, 2000, held a public hearing on the *Riverview Corridor Major Investment Study (MIS) Draft Report* at which all persons present were given an opportunity to be heard; and

WHEREAS, the *Transportation Policy Plan* chapter of the *Saint Paul Comprehensive Plan* calls for development of frequent, fast, limited-stop, high-level transit trunk line service (including dedicated busways and/or LRT) in six transit corridor "spines" that have high job concentrations, population density, transit dependency, and opportunity for redevelopment including the **Riverview Corridor** between downtown St. Paul and MSP International Airport (connecting to the Hiawatha Corridor at Fort Snelling/Airport) and the **Northeast Corridor** going northeast from downtown Saint Paul to Lafayette Park, Metro State University, 3M, Phalen Village, Hillcrest Center and Maplewood Mall; and

WHEREAS, the *Riverview Corridor MIS* includes both the Riverview Corridor and part of the Northeast Corridor identified in the *Transportation Policy Plan*; and

WHEREAS, Northeast Corridor trunk line transit service was the subject of detailed study in the *Saint Paul Northeast Area Transit/Land Use Restructuring Plan* in 1994 by RTB, MTC and City staff, and continues to be discussed in the Metropolitan Council's recent *Transit 2020 Master Plan*, which lists the corridor as one of the top two of four corridors in the metropolitan area for possible development of busways; and

WHEREAS, decisions on Riverview Corridor transit improvement alternatives could have significant long-range effects on transportation systems and land use patterns in Saint Paul; and

moved by Gordon
seconded by Kramer
in favor Unanimous
against _____

9

WHEREAS, the *Land Use Plan* chapter of the *Saint Paul Comprehensive Plan* calls for focusing job and housing development efforts in the next 20 years in five corridors including the Phalen/Northeast Corridor and the Seventh Street/Riverview Corridor, where it calls for development of mixed-use urban villages including higher-density housing within a quarter mile of transit stops, and working with Ramsey County, the Metropolitan Council and Metro Transit to improve public transit; and

WHEREAS, the Riverview Corridor and Northeast Corridor include a number of significant opportunities for higher density transit-oriented redevelopment and creation of urban villages around transit stations, most notably including 37 acres of vacant and under-used land at Shepard-Davern, the 63 acre former Koch-Mobil tank farm site, the 25 acre Randolph Industrial Site at Randolph and Toronto, the North Quadrant and other urban villages being developed in downtown St. Paul, the growing Metro State University campus, the 24 acre Hamm's Brewery site and Phalen Village; and

WHEREAS, the City has completed a number of detailed plans for transit-oriented redevelopment of these areas, including the *Shepard Davern Gateway Small Area Plan*, the *Brewery/Ran-View Small Area Plan*, the *North Quadrant Precinct Plan*, the *North Quadrant Redevelopment Plan*, and the *Phalen Village Small Area Plan*; and

WHEREAS, the Planning Commission's recommendations are written in more detail in a Riverview Transit Corridor Issue Summary (October 6, 2000);

NOW, THEREFORE, BE IT RESOLVED, that the Saint Paul Planning Commission recommends selection of Alternative 7 "BRT CPR Corridor" in the *Riverview Corridor Major Investment Study Draft Report* as the Locally Preferred Alternative subject to the following modifications and conditions:

1. Consider alternatives to BRT alignment on W. Seventh St. between the TH 5 bridge over the Mississippi River and the CPR right-of-way, and work with the City and neighborhood organizations to design transit improvements in this area to incorporate and complement recommendations in the *Shepard Davern Gateway Small Area Plan* and reinforce Gateway Project plans for this area; and

2. BRT on the CPR right-of-way from about Alton St. to Toronto St., and then follow W. Seventh St. toward downtown St. Paul to mitigate the expense and residential impact of BRT on the portion of the CPR right-of-way from Toronto to Western (see attached map); and

3. Busway on outside (right side rather than in the median) bus-only diamond lanes on W. Seventh St. from Toronto St. to Smith Ave., with possible bump-outs for bus stops and bump-ins for on-street parking, to mitigate potential impact on parking and property along Seventh St. (in order to stay in the current right-of-way as much as possible, variances from MSA standards should be sought); and

4. In the United Hospital area, consider whether a one-way pair of bus lanes on Smith Ave. and W. Seventh St. would work better than leaving all busway traffic on Smith Ave.; and

5. Busway on bus-only diamond lanes on Fifth and Sixth Streets in downtown St. Paul between Seventh St. and Broadway; and

6. Busway on E. Fifth St. from Broadway to Kittson St. to avoid the high cost of developing busway diamond lanes on a very constrained and congested section of E. Seventh St. between Wacouta St. and Kittson St., where a busway might be more economically added later as part of major highway reconstruction; and

7. In addition to the proposed Phase 1 stations identified in the MIS (Shepard-Davern, Crosby Lake, Randolph, Hospital, Washington, Cedar/Minnesota, Sibley, Lafayette, MSU, and Arcade), add stations identified in the MIS as "potential future stations" in the Madison/Rankin area, in the W. Seventh St./St. Clair area, and at the Cleveland Circle Transit Hub as Phase 1 stations, with all stations to be strategically located and designed to enhance economic development as well as access to transit; and

8. Give the City a significant and formal role in a participatory design process, with public input and review, to ensure that stations and other major features of Riverview Corridor transit improvements in St. Paul are designed to conform to an overall design theme reflecting St. Paul's historic character, and to be compatible with the street environment and adjacent buildings; and

9. Allow regular and express route buses to share use of the bus-only diamond lanes; and

10. At the west end, provide for an efficient BRT connection to the MSP airport and an efficient, user-friendly transit connection from the Riverview Corridor to the Mall of America; and

11. From the east end of the Riverview Corridor busway, extend busway service northeast to Phalen Village and the Hillcrest Transit Hub, and possibly on to Maplewood Mall to provide improved transit service for commuters to downtown St. Paul and demonstrate the advantage of busways to allow buses to provide continuing seamless service beyond the busway; and

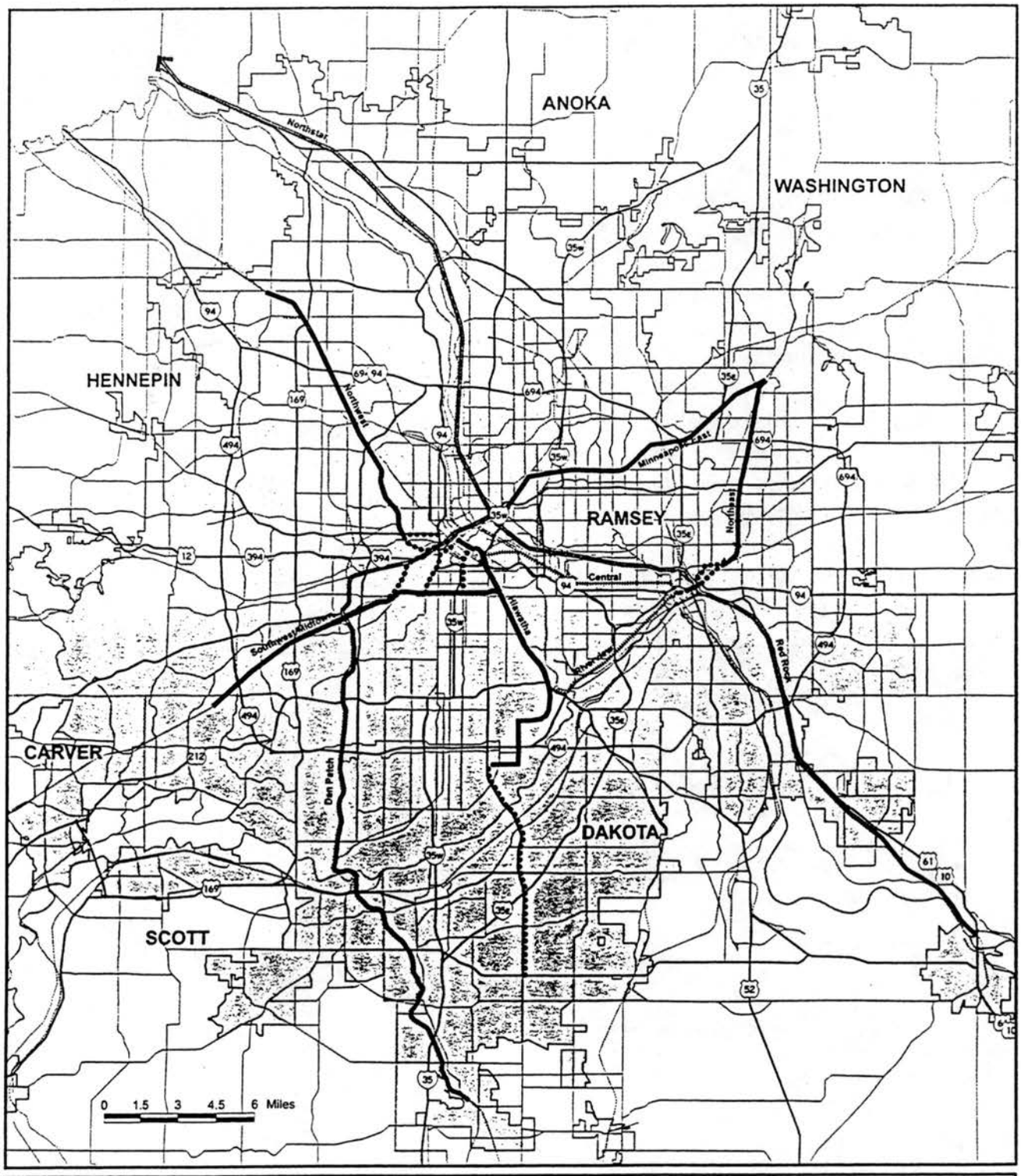
12. Coordinate and incorporate local development of the Shepard-Davern Gateway Project, the Cleveland Circle Transit Hub, the new Arcade bridge and on-ramp to Phalen Blvd., and Phalen Blvd. on RCRRA-owned right-of-way between Arcade St. and Johnson Parkway with the Riverview Corridor transit improvements; and

ALSO, BE IT RESOLVED, that the Planning Commission supports the creation of a public/private partnership for the for the purpose of building transit ridership and supporting transit and transportation improvements in the Riverview Corridor; and

FINALLY, BE IT RESOLVED, that the Planning Commission transmits these recommendations to the Mayor and City Council for their consideration in reviewing and commenting on the *Riverview Corridor Major Investment Study Draft Report*, and making their recommendation on a Locally Preferred Alternative.

Map 4. Transitways on Dedicated Rights-of-Way 2020 Plan

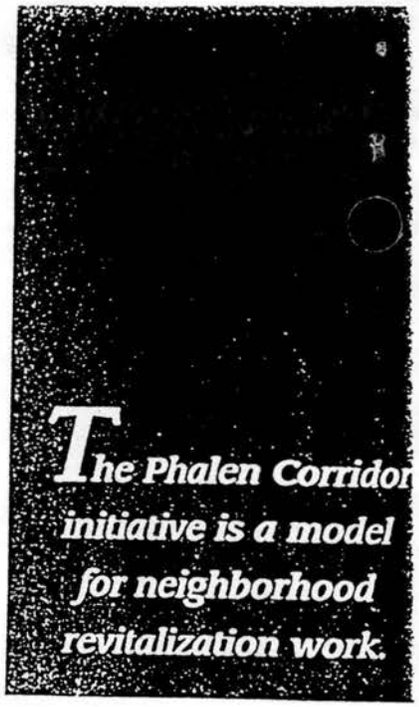
Twin Cities Metropolitan Area



Land Use Plan
(4 pages)

Objective 6.4 Phalen Corridor

The Phalen Corridor Initiative is a model for neighborhood revitalization work. It is a community partnership among residents, businesses, service agencies, and different levels of government. It is tying economic development, workforce development, human services, and housing rehabilitation together.



Policies:

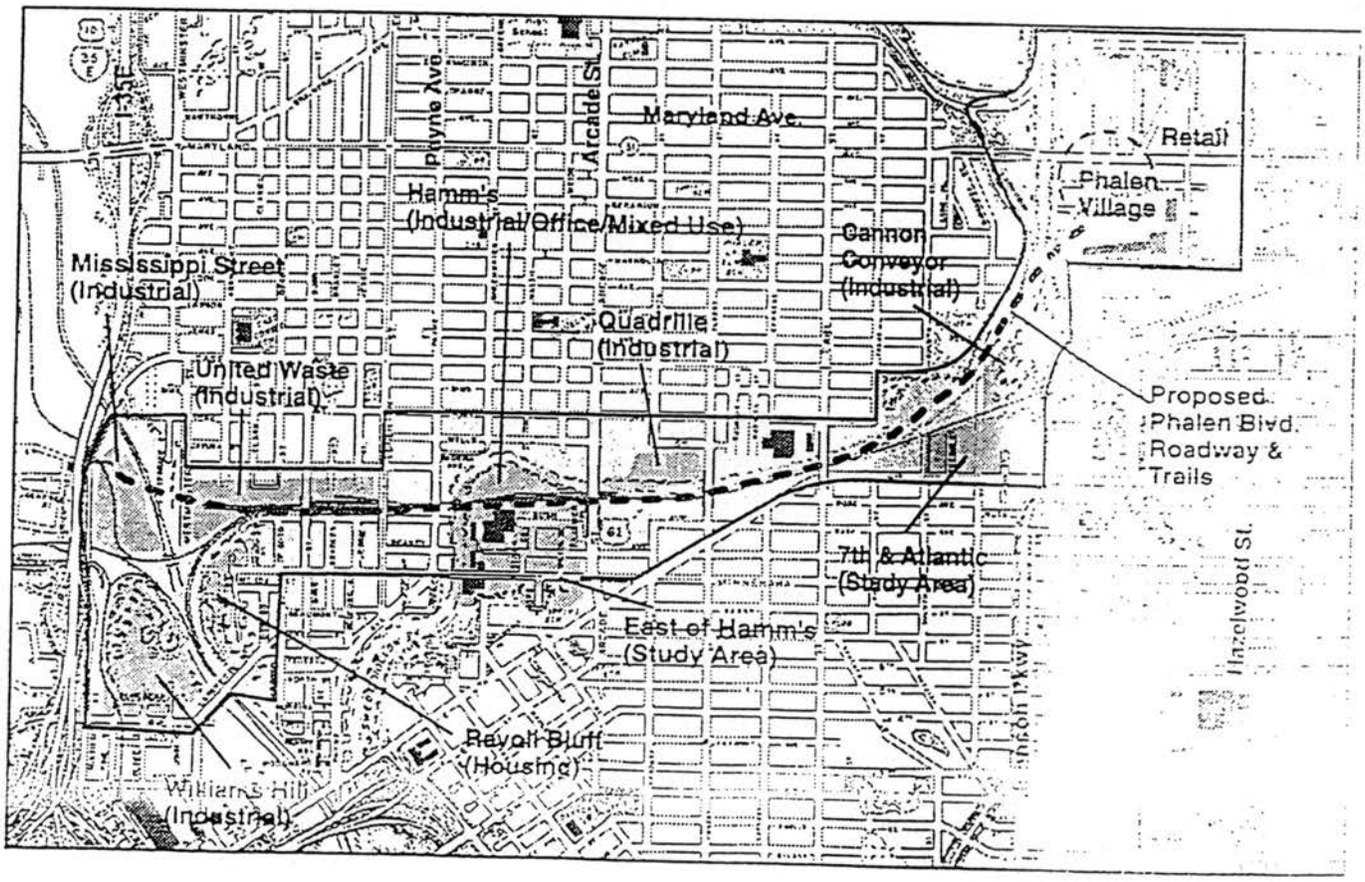
6.4.1 The goals for physical development along the Phalen Corridor are:

- To create a mix of new jobs (up to 2000)
- To increase the tax base
- To be economically sustainable
- To be integrated and compatible with the area's natural amenities and historic neighborhoods

6.4.2 The planned land uses along the Phalen Corridor are as shown in Figure Q. There are ten significant redevelopment sites along the corridor; the biggest ones are the Williams Hill Industrial Park, Hamm's Brewery, and Phalen Village.

6.4.3 The City and the Port Authority will continue to support and seek

Figure Q
Phalen Corridor
Development
Opportunities



13

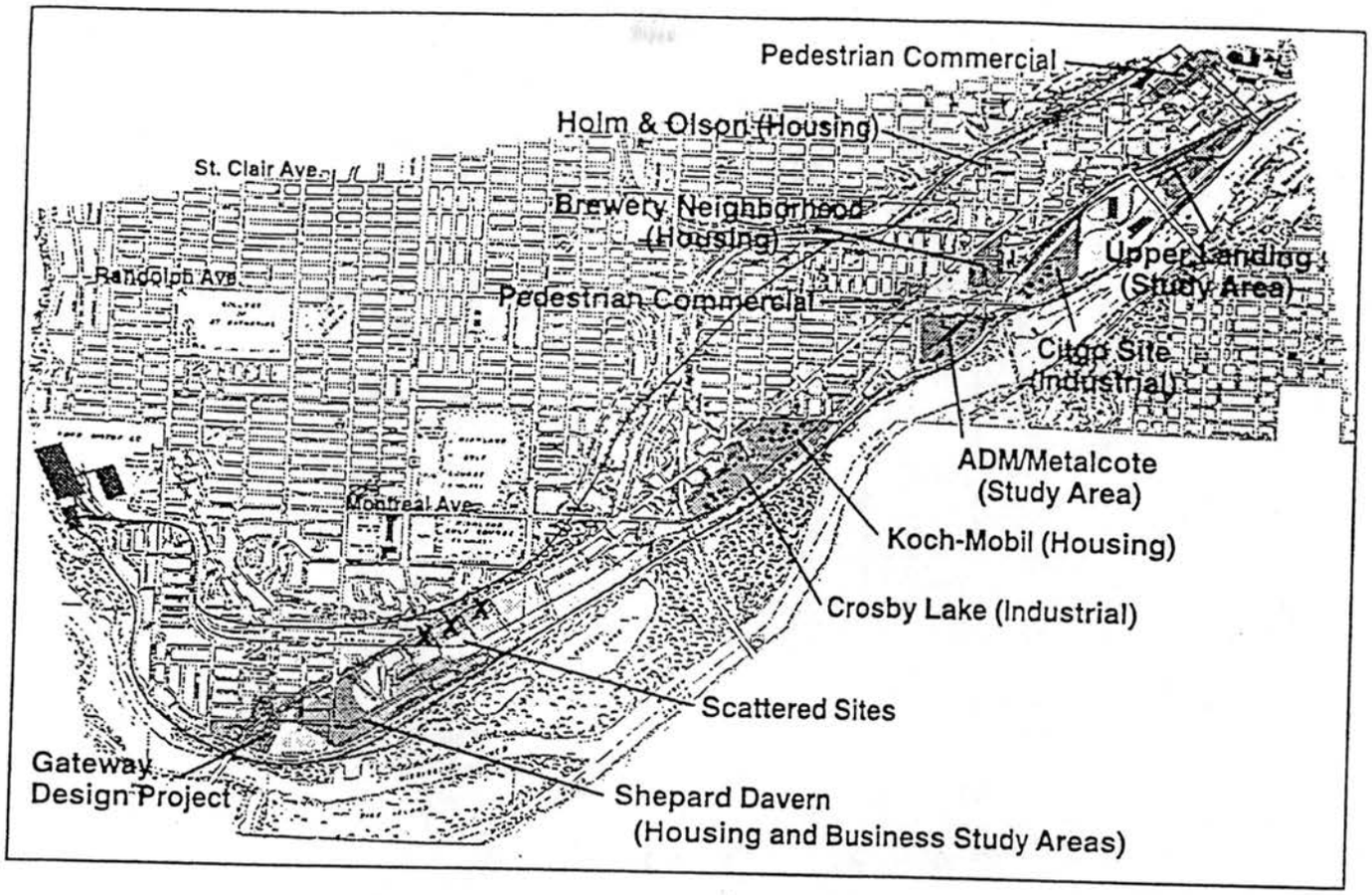


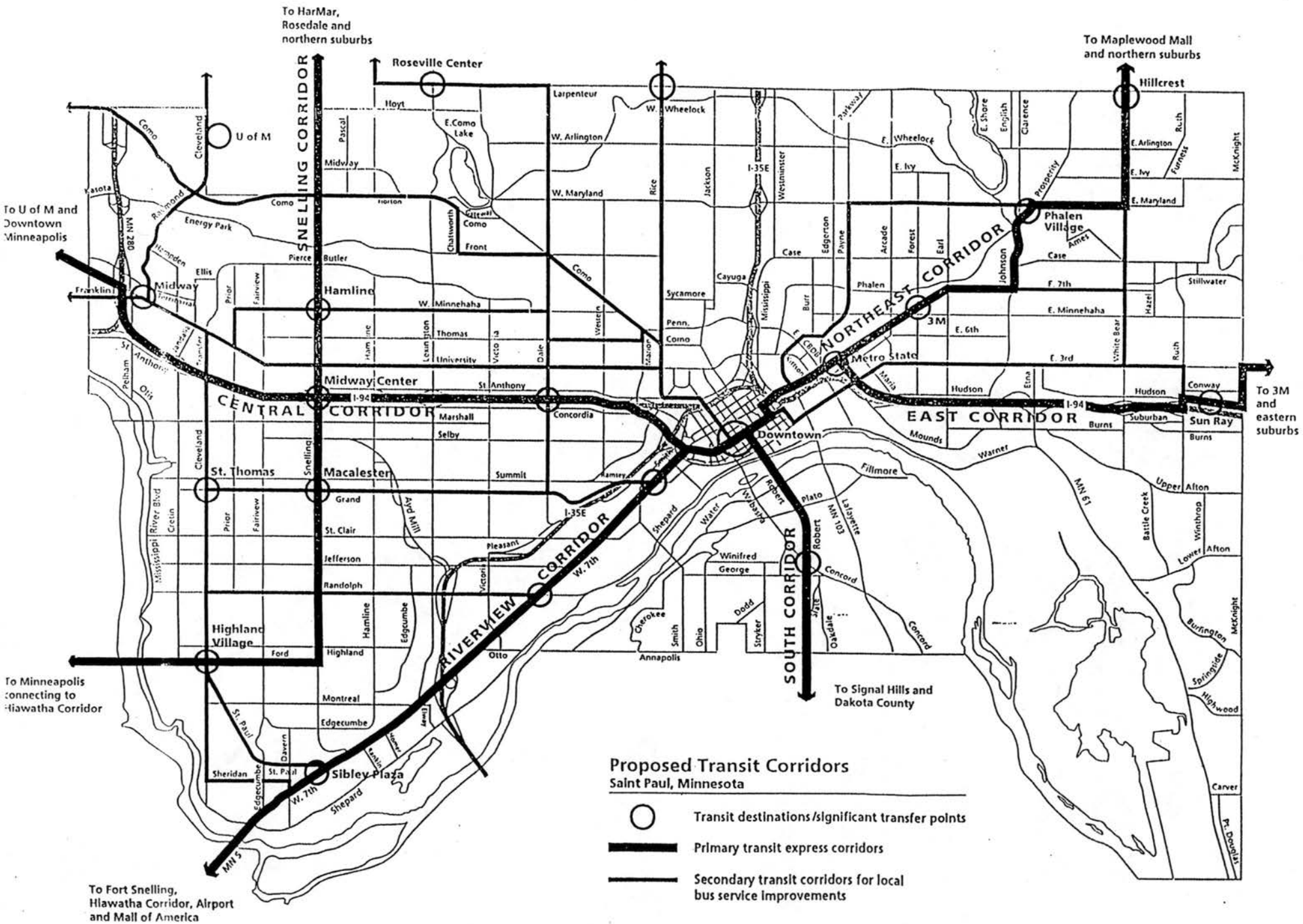
Figure R
West Seventh Corridor Development Opportunities

6.5.2 A primary goal of redevelopment planning for the Riverview Corridor is transit-oriented development. The mix of land uses, densities, and site plan arrangements should augment the ridership base and make riding public transit an attractive option. The City will join with Ramsey County in advocating public transportation improvements in the corridor.

6.5.3 Along West Seventh Corridor bluffs, development should take full advantage of the views and amenity of the river valley, while at the same time improving views from the river to the bluff lines and protecting the ecology of the river.

6.5.4 The southwest end of the corridor at the river is an important gateway to Saint Paul adjacent to the international airport. Landscaping and signage and improvement of adjacent development and pedestrian areas are among the improvements needed to change its character to that of an inviting urban neighborhood and business center and entrance to Saint Paul.

6.5.5 Any major transit developments within the Riverview corridor should be incorporated into the existing residential, commercial and enviornmental character of the corridor. In particular, physical changes should respect and complement natural amenities in the corridor, such as Crosby Park, Hidden Falls Park and the Mississippi River Boulevard Park and should avoid unnecessary intrusion.


To HarMar, Rosedale and northern suburbs
Roseville Center
To Maplewood Mall and northern suburbs
Hillcrest
To U of M and Downtown Minneapolis
U of M
SNELLING CORRIDOR
Midway
Hamline
Midway Center
CENTRAL CORRIDOR
St. Thomas
Macalester
Highland Village
RIVERVIEW CORRIDOR
Sibley Plaza
Downtown
Metro State
NORTHEAST CORRIDOR
Phalen Village
3M
EAST CORRIDOR
Sun Ray
To 3M and eastern suburbs
SOUTH CORRIDOR
To Signal Hills and Dakota County
To Minneapolis connecting to Hiawatha Corridor
To Fort Snelling, Hiawatha Corridor, Airport and Mall of America
Proposed Transit Corridors
Saint Paul, Minnesota
Transit destinations/significant transfer points
Primary transit express corridors
Secondary transit corridors for local bus service improvements

TYPICAL STREET SECTIONS
FOR
PLANNING COMMISSION RESOLUTION
ALTERNATE BRT 7

The following is a brief description of eight (8) possible typical street sections that apply to various locations of the Planning Commission Resolution for Alternative BRT 7

Sections Page 1 - All the street sections on this page are designed for a speed limit of 35 MPH or less and an average daily traffic volume of less than 15,000 vehicles. The sections provide twenty-four (24) feet for a raised center median for exclusive bus use only, provide one (1) lane of through traffic in each direction, no on street parking and maintains a minimum of ten (10) feet of public boulevard space. These sections would apply to Arcade Street.

Section 1 - This is the basic section, does not allow adequate width to provide for local bus stops without blocking through vehicle movement.

Section 2 - This section widens the right of way by four (4) feet on either side of the street only where local bus stops are necessary.

Section 3 - This section widens the right of way by eighteen (18) feet to accommodate in street platform busway stations and left turn lanes.

Section 4 - This section widens the right of way by thirty-two (32) feet to accommodate in street platform busway stations, local bus stops at the curb and left turn lanes.

Sections Page 2 - All the street sections on this page are designed for a speed limit of 35 MPH or less and an average daily traffic volume of greater than 15,000 vehicles. The sections provide twenty-four (24) feet for a raised center median for exclusive bus use only, provide two (2) lanes of through traffic in each direction, no on street parking and maintains a minimum of ten (10) feet of public boulevard space. Local bus stops use the curb lane. These sections would apply to East Seventh Street from Arcade to Kittson and West Seventh Street from the C. P. Rail to the West City Limits.

Section 5 - Street section without busway stations and requires eighteen (18) feet additional right of way.

Section 6 - This section widens the right of way need by thirty-two (42) feet to accommodate in street platform busway stations and left turn lanes.

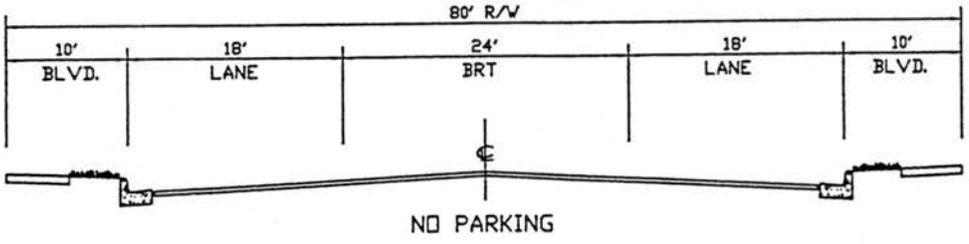
Sections Page 3 - All the street sections on this page are designed for a speed limit of 35 MPH or less and an average daily traffic volume of less than 15,000 vehicles. The sections provides painted diamond lanes for bus and right turning vehicles use only, provides one (1) lane of through traffic in each direction, on street parking and maintains a minimum of ten (10) feet of public boulevard space. Local bus stops use the curb lane. These sections would apply to West Seventh Street from Smith to about Randolph.

Section 7 - Does not allow for left turn lanes.

Section 8 - Where left turn lanes are required, parking would need to be removed.

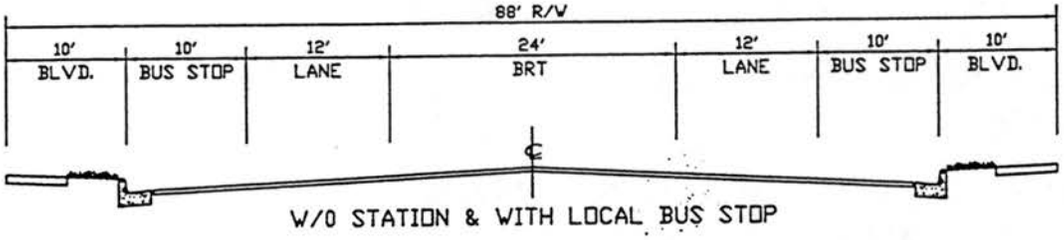
BRT ALTERNATIVES
TYPICAL 2-LANE SECTIONS

SECTION 1



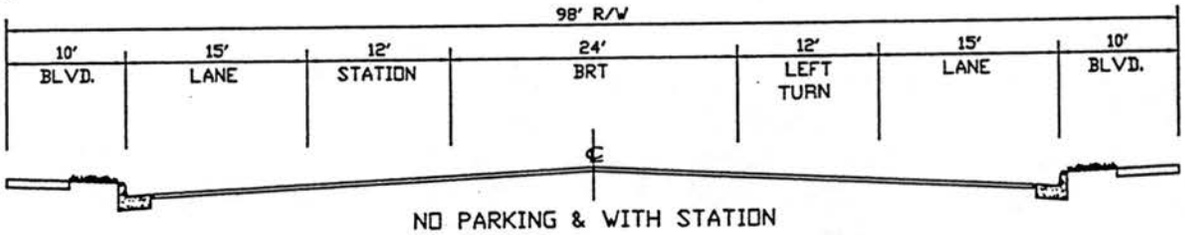
NO PARKING

SECTION 2



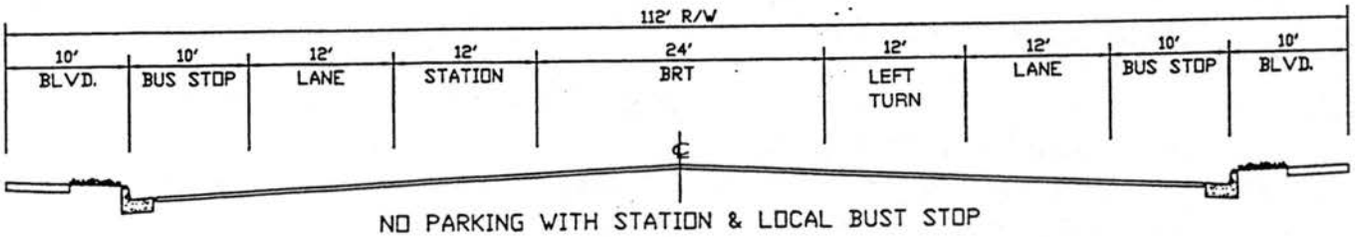
W/O STATION & WITH LOCAL BUS STOP

SECTION 3



NO PARKING & WITH STATION

SECTION 4

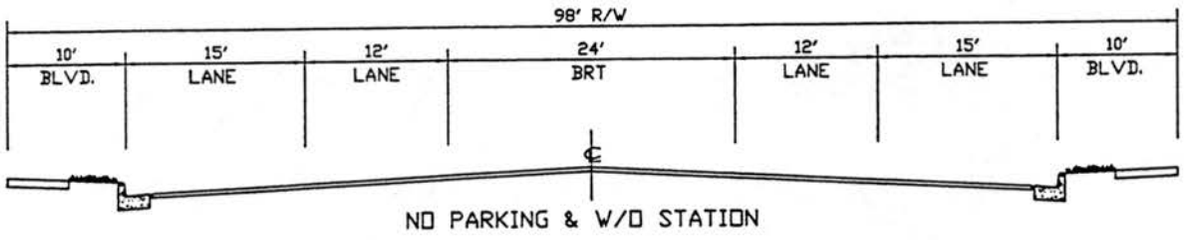


NO PARKING WITH STATION & LOCAL BUST STOP

NOTES:
* 10FT MINIMUM BOULEVARD WIDTH
* DESIGN ADT 10,000-15,000 VPD
* DESIGN SPEED LIMIT 30-35 MPH

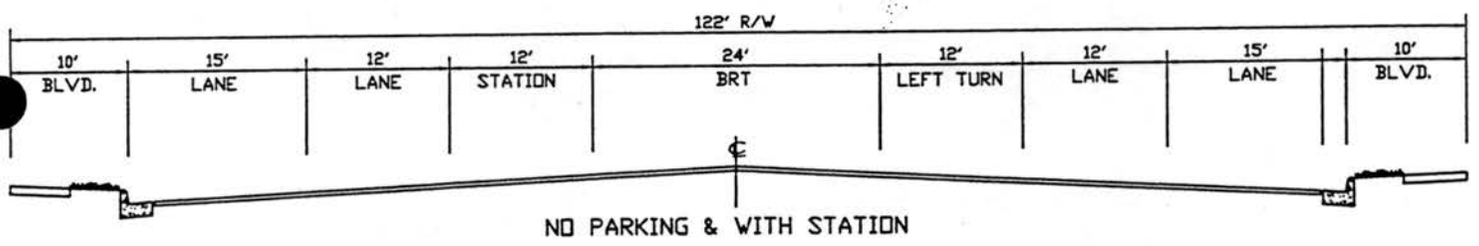
BRT ALTERNATIVES
TYPICAL 4-LANE SECTIONS

SECTION 5



NO PARKING & W/O STATION

SECTION 6

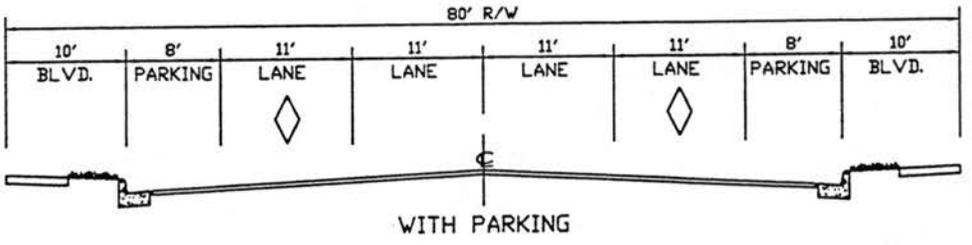


NO PARKING & WITH STATION

NOTES:
- 10FT MINIMUM BOULEVARD WIDTH
- DESIGN ADT >15,000 VPD
- DESIGN SPEED LIMIT 30-35 MPH
- LOCAL BUS SERVICE STOPS IN CURB LANE

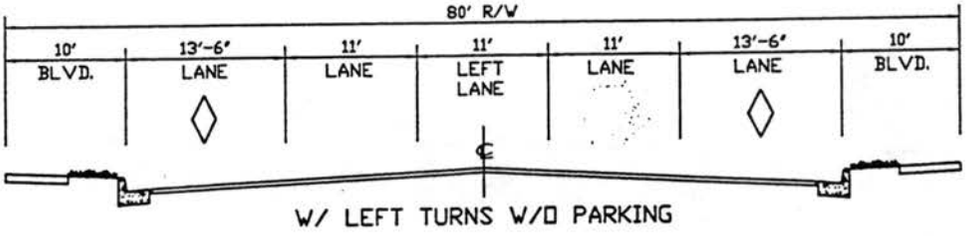
BRT ALTERNATIVES
TYPICAL SECTIONS
DIAMOND LANE DESIGN

SECTION 7



WITH PARKING

SECTION 8



W/ LEFT TURNS W/O PARKING

NOTES:
- 10FT MINIMUM BOULEVARD WIDTH
- DESIGN ADT >15,000 VPD
- DESIGN SPEED LIMIT 30-35 MPH

Saint Paul

TMO

Transportation Management Organization

Riverview Corridor Position

Resolved, that the Saint Paul Transportation Management Organization (TMO) supports public investment in Bus Rapid Transit in the Riverview Corridor. This option best balances the critical need for improved transit within Saint Paul and the region with potential costs and funding sources.

Ramsey County Regional Railroad Authority is nearing completion of a Major Investment Study to identify potential transportation improvements in the corridor running from Earl Street on the East Side to Minneapolis/Saint Paul International Airport and the Mall of America with a connection to the Hiawatha Transit Corridor. Several alternatives have been presented for consideration by the Ramsey County Board for further study. The Ramsey County Board will choose one locally preferred alternative for further study.

The Major Investment Study analysis concludes that congestion within the corridor will reach critical levels within twenty years if the population and business grow at projected rates. This will have severe negative impacts on accessibility to downtown, to the airport and to the residential and business developments currently operating within or planned along 7th Street.

Bus Rapid Transit (alternatives 6 and 7) would provide residents within the corridor greater access to their neighborhood, to downtown, to the airport and to points west and north. Specifically, Bus Rapid Transit would:

- Improve traffic flow by taking busses out of regular traffic on West 7th Street
- Give busses priority over other traffic at signalized intersections
- Reduce travel times within the corridor even in the face of increasing automobile congestion
- Offer commuters convenient access to all points in the corridor by operating every 7.5 minutes during peak hours

* * *

The Saint Paul Transportation Management Organization (TMO) is a private/public partnership dedicated to alternative forms of transportation. Our mission is to promote and coordinate efficient and environmentally sound transportation networks to assure the continued growth and prosperity of Saint Paul and the East Metro Area.

Our purpose it to provide commuter transportation information, education and services to employers, commuters and residents in the downtown area. Serving as a coordinating board, the Saint Paul TMO will use its public and private partners and their expertise, networks, and resources to engage downtown employers' support and active participation in the implementation of workplace commuter transportation programs to reduce congestion and make downtown more accessible.

To that end, the Saint Paul TMO supports and encourages those transportation projects and programs that reduce traffic congestion and offer commuters viable options to driving alone including transit, car/vanpooling, and bicycling.

First National Bank Building, N-205 • 332 Minnesota Street • Saint Paul, Minnesota 55101
main line • 651.223.5000 •• direct line • 651.265.2782 •• fax line • 651.223.5119

Metropolitan Council
Working for the Region, Planning for the Future

October 11, 2000

Rafael E. Ortega, Chair
Ramsey County Board
220 Courthouse
15 West Kellogg Boulevard
St. Paul, MN. 55102

Dear Chair Ortega,

Over the last few years, the Metropolitan Council, Ramsey County and other agencies have worked very hard at advancing the transit agenda in the Twin Cities Metropolitan Area. A balanced transportation system with vastly improved transit services is essential to meet the growing transportation challenges of this region. Better transit will help keep us mobile and economically competitive as growth continues. A stronger transit system will also support Smart Growth development strategies which in turn will foster more efficient use of land, lower public facility costs, improve air quality and protect open space and agricultural land. It is the Council goal to double transit system capacity by 2020 and to develop a network of dedicated transitways.

Cooperative efforts by the Council, the Regional Rail Authorities and others have produced many positive transit system outcomes over the past few years. Transit ridership has experienced an unprecedented 22 percent increase over the last four years in response to modest service improvements. Federal, state and local funds have been secured to build the first Light Rail Transit (LRT) line in this region along the Hiawatha Avenue corridor. Other corridor studies are being performed to determine the most appropriate technologies and alignments for the transitway network proposed by the Council.

We are following with great interest the completion by Ramsey County Regional Rail Authority of the Major Investment Study (MIS) for the Riverview corridor. This is one of the corridors identified in the Council's Transit 2020 Master Plan. Moreover, its eligibility for federal funding in the TEA-21 bill and the level of technical analysis already completed make it an even stronger candidate for the $50.3 million for the development of dedicated busyways.

28

It is important to acknowledge, however, that the successful completion of the MIS process would greatly enhance the Riverview corridor position in the allocation of state funds for busway development by the Council. Many decisions will be made on the basis of the extensive public process currently underway which includes the City of St Paul, neighborhood and business organizations as well as city residents. Strong consensus regarding key issues will clearly strengthen Ramsey County Regional Rail Authority's ability to make a good decision by the middle of November. Furthermore, the selection of a busway as the preferred alternative, the identification of a viable alignment and service concept that could receive strong local support and the availability of local funds to match the state resources are essential elements to make it possible to implement a dedicated busway in this corridor.

We are looking forward to working with the Ramsey County Regional Rail, the City of St. Paul and its residents in order to continue making progress in the development and a network of transitways.

Sincerely,

Fred Perez, District 13
METROPOLITAN COUNCIL

Lee Pao Xiong, District 14
METROPOLITAN COUNCIL

FP:LPX:nd:ejm

Cc: Tony Bennet, Chair-RCRRA
✓Kathy Despiegelaere, Director -RCRRA

DeSpiegelaere, Kathryn

From: Casey O'Keefe [casey19@ix.netcom.com]
Sent: Monday, October 16, 2000 7:44 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Hwy 5 bridge bicycle access

Dear Kathryn,

I grew up in the Highland/Macalester Groveland area of St.Paul, and I also went to St.Thomas Acedamy. There were many occassions that I would bike to STA and would take the Hwy 5 bridge. It was always very inconvienant to haul my bike up and down the stairs on either side of the bridge, and then have to wind my way through the upper parts of Fort Snelling to reach the Mendota Heights bridge. I think it is about time that the State and the Cities started to take a real serious look at most of our river crossings. The mendaota Bridge crossing is much improved, but without an adequate junction between it and the Hwy 5 bridge much of St.Paul is being ignored. I am a tireless booster of St.Paul, and revel in it's renewed status in the state of minnesota. Making it easier for people to access all portions of the city is vital to its continued revitalization.

thank you for your consideration of this matter

Casey O'Keefe

30

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Monday, October 16, 2000 10:43 AM
To: 'Tim McNamara'
Cc: 'teddavis@mn.mediaone.net'; Morris, Steve; Haller, Nona
Subject: RE: Hwy 5 bridge bike/ped access

Thank you for your comments. They will be included as part of the Riverview Corridor Major Investment Study public comment record.

-----Original Message-----
From: Tim McNamara [SMTP:timmcn@mr.net]
Sent: Saturday, October 14, 2000 7:32 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Hwy 5 bridge bike/ped access

Dear Ms. DeSpiegelaere:

I am writing in regard to the bike/pedestrian bridge on Hwy 5, between East River Road/Shepherd Road and Fort Snelling. Bike and pedestrian access to bridges is a significant issue in the Twin Cities, with long stretches of the Mississippi and Minnesota Rivers being uncrossable on foot or by bike at all. I use my bike preferentially over my car as much as possible, using it for commuting to work, errands and recreation. I ride between 5,000 and 6,000 miles per year and as such have become quite familiar with the conditions faced by cyclists in the Twin Cities area.

The current Hwy 5 bridge is a significant barrier to the use of bicycles and an absolute barrier to wheelchairs for crossing the river at this point, and the nearest suitable bridges are the High Bridge (about 3 miles away) and the Ford Parkway bridge (about 2 miles away). It is only possible, from the High Bridge, for cyclists or pedestrians to access Fort Snelling via the Mendota Bridge, and from the Ford Parkway bridge it is only possible to access Fort Snelling via the bike trail from Minnehaha Park. Unfortunately, that trail has been closed and/or poorly accessible for most of the year due to the Hwy 55 realignment. Indeed it is still poorly accessible due to the construction, as I found tonight when I tried to ride through that area.

I use the Hwy 5 bridge at least 100 times per year- carrying my bike down the stairs, riding across the bridge, carrying my bike up the stairs on the other side and continuing my journey. I do this because it is by far the most direct route to many of the places I am going to. I'm 41 years old, very fit and quite able to use the bridge as it exists. However, I have had to help older people carry their bikes, because they had gotten down onto the bridge and were unable to get their bikes up the stairs on the other end. I have seen people with partial disabilities have to turn around and go back the way they came because they couldn't carry their bikes down the stairs. I have seen people in wheelchairs stranded at the top of the stairs, unable to go further. The stairs are also a hazard from slipping while carrying your bike, since you don't have your hands free to catch yourself if you do slip. I even had to help one younger man who was quite able to ride his bike, but suffered from some sort of disability of one of his arms and was unable to push or carry his bike up the stairs except with great difficulty.

The need to make the bridge accessible to bicycles and wheelchairs by either elevating the walkway or by somehow installing ramps down to the existing walkway, is clear. The probably easier option, elevating the walkway, would have several benefits including raising pedestrians and other users above the traffic which would greatly reduce the noise and also the accumulation of debris such as sand from winter sanding/salting which remains on the walkway well into the summer, since there appears to be no maintenance whatsoever. Broken glass is also very common on the walkway and remains there for

31

months on end. In the winter and spring, snowplowing on Hwy 5 packs the walkway with snow, making passage dangerous or impossible.

Non-motorized forms of transportation including walking, cycling, wheelchairs, etc. continue receive short shrift in Minnesota transportation planning. When we are facing a massive cost-prohibitive escalation in new road construction to accommodate rising single-occupant car traffic, in the trillions of dollars over the next 20 years or so, it seems inconceivable to me that we would not do everything possible to eliminate barriers to the use of alternative modes of transportation. The bike trails that have been built in Minnesota are largely designed for recreational rather than practical use, and do not encourage the daily use of cycling for getting to work, running errands, etc. The 28th St. Greenway, once it is complete, will be the primary exception to this.

Given the access to federal ISTEA/TEA-21 funding for exactly these sorts of projects, in large part due to the hard work of Mr. Oberstar, is is amazing to me that cyclists, pedestrians and wheelchair users continue to have to fight for even a fraction of the access that is already in place for drivers of cars. Simple things such as sweeping St. Paul's streets more than once or twice a year would do so much for promoting cycling. Adequate lighting, replacing storm sewer grates that can trap bicycle tires, making sure than sewer access covers are level with the street, repairing pot holes along the edge of the streets where cyclists are supposed to ride- these things are not difficult nor expensive, but they would eliminate many dangerous situations and make cycling a much more attractive option for many people. Riding a bike in Minneapolis or St. Paul is currently an exercise in dealing with a hostile environment- both the physical aspect of road quality and design and from the behavior of other road users.

I thank you for your attention to this matter, and strongly urge the development of safe and easy access to the Hwy 5 bridge by pedestrians, cyclists and wheelchairs. Another issue is the need to reopen or replace the toll bridge between Newport and Inver Grove Heights, as there is no bicycle access for crossing the river between Hastings and Robert Street in downtown St. Paul, since the toll bridge has closed.

Timothy C. McNamara, M.A., L.P.
2137 Temple Court
'St. Paul MN 55104
651-644-5057

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Thursday, October 12, 2000 5:07 PM
To: 'Connie Koski'; 'Kathryn.DeSpiegelaere@co.ramsey.mn.us'
Cc: Julie Talbott; Lenora Madigan; 'teddavis@mn.mediaone.net'; Haller, Nona; Morris, Steve
Subject: RE: Highway 5 River Bridge

Thanks for your comments. They'll be included in the Riverview Corridor Major Investment Study public comment record.

-----Original Message-----
From: Connie Koski [SMTP:Connie.Koski@state.mn.us]
Sent: Thursday, October 12, 2000 4:46 PM
To: 'Kathryn.DeSpiegelaere@co.ramsey.mn.us'
Cc: Julie Talbott; Lenora Madigan
Subject: Highway 5 River Bridge

I'm writing in my role as a Transportation Coordinator for State employees to ask for your support in re-designing the Highway 5 bridge to better accommodate bicyclists, pedestrians, and disabled commuters.
I believe that a redesign of the bridge could facilitate an increase in the use of alternative transportation by commuters, which could lessen the traffic congestion in the affected neighborhoods.

Thank you for requesting our input!

Connie Koski
Transportation Coordinator
Department of Administration
Plant Management
117 University Avenue, Room 301
Saint Paul, MN. 55155

Telephone: 651.215.1895
Fax: 651.297.5158
E-Mail: connie.koski@state.mn.us

33

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Thursday, October 12, 2000 5:05 PM
To: 'craig ishman'
Cc: 'teddavis@mn.mediaone.net'; Haller, Nona; Morris, Steve
Subject: RE: Transit improvements - Hwy 5 bridge

Thank you for your comments. They will be included as part of the Riverview Corridor Major Investment Study public comment record.

-----Original Message-----
From: craig ishman [SMTP:cvishman@juno.com]
Sent: Thursday, October 12, 2000 12:04 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Transit improvements - Hwy 5 bridge

Kathryn,
I understand that a study being completed by The Ramsey County Regional Railroad Authority and the Federal Transit Administration of potential transit improvements in St. Paul's West End, Homecroft, West Seventh, Downtown and Lower East Side neighborhoods.

The Hwy 5 bridge over the river connecting East River Road/Shepard Road and Fort Snelling Park needs an upgraded, enhanced design for bicyclists/peds/wheelchair access using ramps. Current stairs are barriers to safe access.

Because of the original bike/ped access design, there is a series of stairs both on the East River Road/Shepard Road side and the Fort Snelling Park side. The stairs require bicyclists to get off their bike and maneuver it down to and then up from the section of the bridge (next to motor vehicle lanes) made for bicyclists/pedestrian use. Adult bicyclists can usually negotiate the stairs without falling; however, kids on bicycles and bicycles that are tandems, recumbants, or those with kid's trailers or trail-a-bikes attached find that the stairs are a major barrier to use the bridge as a part of their route. And those using wheelchairs are ruled out as users altogether.

Importance of Hwy 5 river bridge for recreational and commuter bicyclists:
This bridges connects bicyclists to six major use areas-
1. East River Road leading right to Shepard Road to downtown St. Paul,
2. South entrance of Hidden Falls Park with trails leading right to Crosby Lake Park
3. Fort Snelling Park leading to
a. Post Road, around the edge of the airport, to Bloomington
b. Minnehaha Park leading to West River Road to downtown Mpls., and
c. Big Rivers Regional Trail via the Mendota Bridge crossing

Please consider these thoughts in your study and thank you for taking the time to listen to bicyclists views.
Craig Ishman

34

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Thursday, October 12, 2000 5:04 PM
To: 'kristine.poelzer@co.hennepin.mn.us'
Cc: 'teddavis@mn.mediaone.net'; Haller, Nona; Morris, Steve
Subject: RE: Hwy 5 Bridge

Thank you for your comments. T hey'll be included as part of the Riverview Corridor Major Investment Study public comment record.

-----Original Message-----
From: kristine.poelzer@co.hennepin.mn.us [SMTP:kristine.poelzer@co.hennepin.mn.us]
Sent: Thursday, October 12, 2000 11:52 AM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US; teddavis@mediaone.net
Subject: Re: Hwy 5 Bridge

Hi Kathy and Ted....

below are two emails.... the first is my reply to an email - that email appears last (ahhh, confusing?).

see you at the 10/17 meeting
---------- Forwarded by Kristine L. Poelzer/AS/Hennepin on 10/12/2000 11:49 AM ----------

Kristine L. Poelzer
10/12/2000 11:48 AM

To: "Allyson J. Hartle" <Hartlaj@locklaw.com>
cc:

Subject: Re: Hwy 5 Bridge (Document link: Kristine L. Poelzer)

Hi there..... thanks for sending me your email with some excellent points. While our points of view on the removal of the stairs and replace with a ramp are different from each other, I can appreciate your perspective. I hope you've sent in your comments to the Ramsey County Railroad Authority, but if you haven't I'll be sending it in as I've done with other comments I've received on this issue.

Minnesota does not rank particularly high in comparison to the other 49 states in using the federal dollars through TEA-21 for bicycle facility enhancements. Resources exist but they need to be requested. Any excess dollars not used for bicycle facility enhancements would then not be available or would go to meet requests for other transit modes such as motor vehicle transit. Looking into using these dollars for an enhancement that includes ramps on the Hwy 5 bridge would make it accessible to all bicyclists regardless of an individual's ease in bike handling as well as wheelchair users.

In the works already for a couple years is a collaboration with the Minnesota Historical Society, DNR, and MN Council of Hostelling International to remodel a Fort Snelling 'barracks' building into a 150+ bed international hostel. The building is a stone's throw from the historic fort. The number of users of the Hwy 5 bridge would be increased due to the likeliness that the hostel will have bike rental facilities to afford visitors the opportunity to ride the many paths in the park and along East and West River Roads. DNR is already looking at a redesign of the various paved and natural surface trails in the Ft Snelling park; especially to and from the Mendota bridge that right now takes bicyclists in front of the double doors into the old fort and the user-created single track dirt route.

Yes, the 35E bridge is in the works for adding bicycle/ped/wheelchair crossing and access. I believe the design is finished and it includes this much-fought-for enhancement. Also, in the works is a ramp from Big Rivers RegionalTrail trailhead along the river to the Hwy 494 bridge bike/ped path

35

as well as a ramp from the Mendota bridge bike/ped path to the Big Rivers Regional trail: both these enhancements enables all bicyclists/peds/wheelchair users to not have to leave one path, get on or cross a road(s), to then continue on another path designed for their use.

Thanks again for taking the time to write.

"Allyson J. Hartle" <Hartlaj@locklaw.com> on 10/12/2000 10:30:13 AM

To: <kristine.poelzer@co.hennepin.mn.us>
cc:

Subject: Hwy 5 Bridge

I live in Highland Park and am a member of St. Paul Bicycle Racing Club (grand Performance). I use the highway 5 crossing almost every time I ride. (3 to 5 times a week)

The current crossing is dangerous in part because of the deteriorating stairs and the temporary, inadequate barrier at the South end. Last fall I took pictures and contacted Kent Barmard, PR guy for the DOT's metro district.

I would not be supportive of a complete rebuild..with ramps. Less costly improvements could be made to make the stairs easier for people, including kids and tandems (I have both) to negotiate.

Why not ramp it? It would require a major facility upgrade at Fort snelling. Currently, cyclists take this nice single (dirt) track path across the south end of the Fort Grounds to the mendota bridge. If you accomodate wheel chairs on the crossing, there should be adequate facilities at Fort Snelling. This would be extremely expensive.

There are limited resources. I think it would be more important to use the resources to upgrade the existing staris. Any additional resources should be used to create a ped/cycle crossing at 35E. (I understand this bridge will be upgraded in the near future...is this true?) Or why not use excess resources to reopen the toll bridge in St. Paul Park.

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Thursday, October 12, 2000 5:02 PM
To: 'THOMAS IBSEN'
Cc: 'teddavis@mn.mediaone.net'; Haller, Nona; Morris, Steve
Subject: RE: Highway 5 Bridge

Thank you for your comments. They will be included as part of the Riverview Corridor Major Investment Study public comment record.

-----Original Message-----
From: THOMAS IBSEN [SMTP:ecoperson@hotmail.com]
Sent: Thursday, October 12, 2000 9:49 AM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Highway 5 Bridge

Kathryn,

I am writing to advocate for the research of an easier access for bicycles and pedestrians across the Highway 5 bridge between Saint Paul and the Historic Fort Snelling Area. I, and many others, use this bridge frequently as I commute to downtown Saint Paul and explore the many trails that are accessed in this area. At present, the stairway to the main deck of the bridge is difficult to manuever. With the recent talk of busways and reconstruction of the bridge, I want to ensure that efforts are made to improve bicycle, wheelchair and walking access to the bridge.

Thank you,

Thomas Ibsen
1314 Jefferson Ave
Saint Paul, MN 55105

Get Your Private, Free E-mail from MSN Hotmail at http://www.hotmail.com.

Share information about yourself, create your own public profile at http://profiles.msn.com.

37

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Sunday, October 15, 2000 5:16 PM
To: 'Dennis Dempsey'
Cc: 'teddavis@mn.mediaone.net'; Morris, Steve; Haller, Nona; Sontag, Fran; Murphy, Joe
Subject: RE: denmn

Thank you for your comments. They will be included as part of the Riverview Corridor public record.

The information from some of the citizens who spoke last week was incorrect. I suggest that we meet with you and others of your parishioners to lay out the facts. I'll give you a call on Monday to discuss this. Thanks for your interest.

-----Original Message-----
From: Dennis Dempsey [SMTP:denmn@usfamily.net]
Sent: Friday, October 13, 2000 1:35 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: denmn

Kathryn DeSpiegelaere, Director

Ramsey Co. Regional Railroad Authority

665 Ramsey Co. Govt. Center West

50 West Kellogg Blvd.

St. Paul MN 55102

October 13, 2000

Dear Ms De Spiegelaere,

I am pastor of the parishes of St. Francis de Sales and St. James here in St. Paul. Both parish centers are within a few blocks of the intersection of Randolph and West 7th. I received the draft summary for the Riverview Corridor back in August and looked it over. My initial reaction was "Good plan!" I'm in favor of rapid mass transit. The plan looked good on paper completing the triangle with the Hiawatha and Central Corridors. What wasn't indicated in the draft, and what I (apparently along with the designers of the project) wasn't sufficiently attentive to, were the impact on the local community and the high cost to usage ratio.

I attended the meeting held at the West Seventh Community Center last Wednesday evening. During the week prior to the meeting, I began to hear from many parishioners about their concerns and the possible to probable negative impact the project would have on this neighborhood. With the opinions expressed at the meeting and in these past couple days since, it is clear to me that the project would have little positive effect and considerable negative impact on the local community.

1. Another St. Paul neighborhood would be broken up by yet another barrier, as limited crossing of West Seventh would effectively cut the area south of the avenue from that on the north.
2. Businesses would be negatively impacted from lack of street parking on West 7th. Those on the south side of the street, currently dependent on a clientele base of residents on the north side of the street, would be most affected. Their customers would have to drive over to Otto or Randolph, pass along West 7th, try to find parking, and return in the same round-a-bout manner. Many of those businessmen are members of the parish.

Even if a LRT system traveled from downtown St. Paul at 30 miles per hour down the middle of West 7th, it would not reach the airport as quickly as an express bus leaving downtown and

38

passing by way of Shephard Road. It would seem to be a very logical approach. There are currently more than sufficient express buses that run the corridor between downtown and the airport with far more customer accessibility than what would be available under the proposed project.

Prior to coming to these two parishes in July of 1999, I worked for 5 1/2 years in South America where mass transit systems, particularly in big cities such as LaPaz (Bolivia), Lima (Peru), and Caracas (Venezuela), are far more heavily used and far more accessible to the populace. Even in smaller cities of Latin America, the number of people per square mile (population density) is far greater than here in the Twin Cities. Moreover, cars are extremely expensive and only a small percentage of the population had their own vehicle. People were accustomed to taking public transportation. Those factors are not present in the Twin Cities and will not be as long as the automobile is king and nearly every family has one or more vehicles.

The boundaries of these two parishes extends along West 7th from St. Clair to a bit west of Lexington. Nearly the entire populace of this area who have expressed any opinion are against the construction of the rail system or a special bus lane down West 7th.

If it would be helpful to those charged with making a decision on this project to hear the voice of the people more clearly, I am sure we could gather 1,000 to 2,000 signatures within a week. Please let me know if you would like such a petition. Thank you for your attention.

Sincerely,

Fr. Dennis Dempsey

Pastor, St. Francis de Sales Catholic Church

650 Palace Avenue

St. James Catholic Church

496 View

------ USFamily.Net <http://www.usfamily.net/info> - Unlimited Internet - From **$7.99/mo!** ------

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Thursday, October 12, 2000 5:00 PM
To: 'teddavis@mn.mediaone'; Haller, Nona; Morris, Steve
Subject: FW: Work on Highway 5

-----Original Message-----
From: kristine.poelzer@co.hennepin.mn.us [SMTP:kristine.poelzer@co.hennepin.mn.us]
Sent: Thursday, October 12, 2000 9:25 AM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: FW: Work on Highway 5

Kathryn.....
the last email below is from a cyclist who lives in the area.....
---------- Forwarded by Kristine L. Poelzer/AS/Hennepin on 10/12/2000 09:22 AM ----------

"Lee, Sue" <Sue.Lee@mts.com> on 10/12/2000 09:09:27 AM

To: "'Kristine Poelzer'" <Kristine.Poelzer@co.hennepin.mn.us>
cc:

Subject: FW: Work on Highway 5

> ---------
> From: HABII@aol.com
> Sent: Thursday, October 12, 2000 8:07 AM
> To: Lee, Sue
> Subject: Work on Highway 5
>
> Sue, the issue is not over providing bicycle access, it is over putting a
> lite rail or dedicated bus route along West 7th (#5) between downtown St.
> Paul, the airport, and the Mall. We do not want West 7th to become a
> major
> road with development, etc. I do not want it, since I live close to
> Davern.
> The developers are proposing a shopping mall, Cub Food plus a 16 or 32
> screen
> movie theater on the corner of a Davern and 7th. Our street traffic
would
> go
> through the roof. The complex will be built, despite the objections.
>
> No wanted in the area wanted the lite rail from downtown Mpls to the
> airport, but it is being built. The West 7th corridor will also be
built.
> It
> is only a matter of when. When it is, they will do probably due
something
>
> for bikes also, as they get money from the Federal Government to develop
> bicycle routes.
>

40

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Thursday, October 12, 2000 5:01 PM
To: 'JSnider@sjm.com'
Cc: 'teddavis@mn.mediaone.net'; Haller, Nona; Morris, Steve
Subject: RE: MCF - FW: thought you'd want to know....More on the Bridge

Thank you for your comments. They'll be included as part of the Riverview Corridor Major Investment Study public comment record.

-----Original Message-----
From: JSnider@sjm.com [SMTP:JSnider@sjm.com]
Sent: Thursday, October 12, 2000 9:36 AM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: RE: MCF - FW: thought you'd want to know....More on the Bridge

Kathryn- I agree with making the hwy 5 bridge more accessable to wheelchairs, bikes, bladers, walkers, etc. but I also feel strongly that it must be done in the least obtrusive way to the local environment and athstetic look of the area.

That bridge should never have been built through a historical landmark in the first place, but now that it's already there, we should try to make the most of it and get the most out of it.

I hope a minimally invasive ramp could be put in place to allow greater access to the environmentally friendly modes of transportaion we should be trying to encourage.

Thank You,
Jason Snider
St. Paul Resident

41

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Wednesday, October 11, 2000 3:28 PM
To: 'kristine.poelzer@co.hennepin.mn.us'; Kathryn.DeSpiegelaere@Co.Ramsey.MN.US; teddavis@mediaone.net
Cc: motoman@winternet.com; sue.lee@mts.com; Haller, Nona; Morris, Steve
Subject: RE: Hwy 5 steps

Thanks. We will include his comments in the public record.

-----Original Message-----
From: kristine.poelzer@co.hennepin.mn.us [SMTP:kristine.poelzer@co.hennepin.mn.us]
Sent: Wednesday, October 11, 2000 3:16 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US; teddavis@mediaone.net
Cc: motoman@winternet.com; sue.lee@mts.com
Subject: Hwy 5 steps

Kathryn and Ted.....
attached is an email from Larry Mack ....he asked that his concerns be forwarded to you for
inclusion as 'public comment'.

thanks,
Kristine
---------- Forwarded by Kristine L. Poelzer/AS/Hennepin on 10/11/2000 03:13 PM ----------

"Larry Mack" <motoman@winternet.com> on 10/10/2000 02:35:06 PM

To: <kristine.poelzer@co.hennepin.mn.us>
cc: "Sue. Lee@Mts. Com" <sue.lee@mts.com>

Subject: Hwy 5 steps

Kristine:

I read a copy of your e-mail regarding the steps for cyclists on hwy 5.

I totally agree that something should and must be done to make for an easier
access for those who use that facility for either recreational, training or commuting on their bikes. I also have to wonder if at present by having those stairs that it is impossible for those who are impaired and have to depend on wheelchairs to have access to the bridge as well? By doing away with the steps and putting in a ramp you will make the bridge accessible to everyone. By denying access for those who are on wheelchairs you may well be violating Federal Law as well as a continuation of what appears to be a dangerous hazard to others trying to negotiate those steps.

While I can not attend your meetings I would appreciate my thoughts on this matter being conveyed to the proper individuals.

Best regards,

Larry Mack

alle Menchen werden Brüder

42

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Wednesday, October 11, 2000 3:15 PM
To: 'Julia Cuchna'
Cc: 'teddavis@mn.mediaone.net'; Haller, Nona; Morris, Steve
Subject: RE: Highway 5 bridge

Thank you for your comments. They will be included in the Riverview Corridor Major Investment Study public comment record.

-----Original Message-----
From: Julia Cuchna [SMTP:jcuchna@hotmail.com]
Sent: Wednesday, October 11, 2000 10:13 AM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Highway 5 bridge

Kathryn,

I am writing in support of providing improved access for other, alternative transportation modes across this bridge. I am a bike commuter who uses this route as one option, and it is very difficult and unsafe to maneuver at any time, but especially in poor weather conditions. As one of the only routes, if not the only route, to cross this area, the value of this bridge as a transportation link is immeasurable, and should be provided for as the twin cities continues to realize a truly multi-modal transportation network.

Additionally, although I am currently able to navigate the stairs, etc as a pedestrian, at some point I may no longer be so fortunate, and I would expect that the needs of mobility challenged persons be provided for when an re-work is done on this bridge. At present, only the agile able bodied have any access to this area.

Please don't miss this opportunity. I hope to be at an open house to express this concern in person as well. Thank you.

Julia Cuchna
(651) 398-1067 cell
Minneapolis, MN

Get Your Private, Free E-mail from MSN Hotmail at http://www.hotmail.com.

Share information about yourself, create your own public profile at http://profiles.msn.com.

43

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Wednesday, October 11, 2000 3:11 PM
To: 'Carol Daly'; 'Kathryn.DeSpiegelaere@co.ramsey.mn.us'
Cc: 'stephen.osman@mnhs.org'; 'dan.breva@dnr.state.mn.us'; 'garys@qbp.com'; 'pinkroom@aol.com'; 'dgrilley@mnptc.org'; 'jolson@lowsg.com'; 'ridge'; 'freier'; 'teddavis@mn.mediaone.net'; Haller, Nona
Subject: RE: Bike Access/Highway 5

Thank you for your comments. I'll include them with the public comments for the Riverview Corridor Major Investment Study.

-----Original Message-----
From: Carol Daly [SMTP:cdaly@cce.umn.edu]
Sent: Wednesday, October 11, 2000 9:25 AM
To: 'Kathryn.DeSpiegelaere@co.ramsey.mn.us'
Cc: 'stephen.osman@mnhs.org'; 'dan.breva@dnr.state.mn.us'; 'garys@qbp.com'; 'pinkroom@aol.com'; 'dgrilley@mnptc.org'; 'jolson@lowsg.com'; 'ridge'; 'freier'
Subject: Bike Access/Highway 5

Dear Kathryn,

I work with Elderhostel programs in Minnesota. (Elderhostel offers educational adventures for adults 55 and older, all over the world.) We have offered "Biking Elderhostels" in the past, and hope to do so in the future, using the future renovated Building #17 at Ft. Snelling as our base site.

For the record, I'm also a Board member of Hostelling International - Minnesota.

I say "ditto, ditto, ditto," regarding Jon Ridge's e-mail of October 10, wearing both of my hats, that of Director of the U of M's Elderhostel and as a Board Member of HI- MN.

Your plans to improve the Highway 5 bridge excite me too!

Thanks for your good work.

Carol Daly

(Please excuse the strange layout of this message. My computer seems to be making independent decisions this a.m.)

Carol Daly, Program Director
Enrichment Programs/Elderhostel/Compleat Scholar
360 Coffey Hall, U of M
St. Paul, MN 55108
phone: 612-624-4996
fax: 612-624-6210
e-mail: cdaly@cce.umn.edu

44

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Wednesday, October 11, 2000 3:09 PM
To: 'Roy Hallanger'
Cc: 'teddavis@mn.mediaone.net'; Haller, Nona; Morris, Steve
Subject: RE: Hwy 5 Mississippi bridge bike access

Thanks for your comments. They will be included as part of the Riverview Corridor Major Investment Study public comment record.

-----Original Message-----
From: Roy Hallanger [SMTP:rhallang@mpls.k12.mn.us]
Sent: Tuesday, October 10, 2000 8:07 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Hwy 5 Mississippi bridge bike access

Dear Kathryn,

Thanks for taking the time to study the need for improved bike access on the Hwy 5 bridge. I am an avid biker who recently discovered this trail, and it's a very useful location. I have led several bike group rides from Minnehaha Falls, since it's a central location with many possibilities for bike rides. With improved access on Hwy 5 it would definitely open up recreational as well as commuting possibilities.

I usually ride a road bike which uses a pedal cleat system not well designed for walking. On concrete steps with metal framing as we have now on the Hwy 5 bridge, it's quite dangerous to climb or descend the steps when they are dry, while wearing shoes with cleats and carrying the bicycle.

Thanks again for your efforts!

-Roy Hallanger << File: Roy Hallanger.vcf >>

45

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Wednesday, October 11, 2000 2:54 PM
To: 'jeanh@creativeadvisers.com'
Cc: 'teddavis@mn.mediaone.net'; Haller, Nona; Morris, Steve
Subject: RE:

Thank you for your comments. They will be included as part of the Riverview Corridor public comment record.

-----Original Message-----
From: Jean Hurlbert [SMTP:jeanh@creativeadvisers.com]
Sent: Wednesday, October 11, 2000 11:08 AM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject:

I have utilized the Hwy 5 Bridge to access Fort Snelling, Hidden Falls, Minnehaha and various other locations. Never once have I used it walking, it has all been via a bicycle. I have always felt the stairways are just plain unsafe for bikers. They are often times covered with sand and hard to maneuver. I have had the pleasure of introducing new cyclists to the sport of bicycling and when they are pushing their limits and get a little tired the Hwy 5 bridge crossing can be downright dangerous. As avid cyclists our bikes are light, people do not realize how heavy some of the children's bikes and lower cost bikes are. They are probably 3x heavier than the bicycle my 6'5"partner rides and a 10 year old is expected to carry it down these stairs and then up again on the other side. There has got to be a better answer. Finally, I have also experienced crossing the Hwy 5 Bridge with our tandem - any one with a video cam could experience this comedy - it is downright a pain in the butt.

I support a change in the Hwy 5 Bridge - it should be easier to use for walkers, cyclists and handicap.

46

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Wednesday, October 11, 2000 2:52 PM
To: 'Lee, Sue'
Cc: 'teddavis@mn.mediaone.net'; Haller, Nona; Morris, Steve
Subject: RE: Hwy 5 Bridge

Thank you for your comments. They will be included as part of theRiverview Corridor public comment record.

-----Original Message-----
From: Lee, Sue [SMTP:Sue.Lee@mts.com]
Sent: Wednesday, October 11, 2000 11:08 AM
To: 'Kathryn.DeSpiegelaere@co.ramsey.mn.us'
Subject: Hwy 5 Bridge

Hello Kathryn,
I am a resident of Lilydale and a cyclist that uses the Hwy 5 bridge often to get to St Paul. It is very hard to walk up and down the steps to the bridge. Cyclists are usually wearing special cleated shoes that clip into the bike pedals. It is easy to slip on the steps. They are in ill repair and usually wet. I slipped down the stairway on the Fort Snelling side of the bridge last spring. I was lucky that I received no injuries.
Please take into account the cyclist and other pedestrians that use the bridge when planning for the future.
Thank You
Sue Lee
Board Member
St Paul Bicycle Racing Club

47

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Wednesday, October 11, 2000 2:20 PM
To: Haller, Nona; 'teddavis@mn.mediaone.net'
Subject: FW: Bike Access/Hwy 5 /Take 2

-----Original Message-----
From: Jon Ridge [SMTP:jridge@hi-mn.org]
Sent: Tuesday, October 10, 2000 3:52 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Bike Access/Hwy 5 /Take 2

Hi Kathryn...I have no spell check with my e-mail...I've made a few changes to my letter due to this problem. Please enter my corrected letter below into the public record. Sorry for this inconvenience...Best Wishes...Jon

X-Sender: hostel@mtn.org
Mime-Version: 1.0
Date: Tue, 10 Oct 2000 15:08:52 -0500
To: Kathryn.DeSpiegelaere@co.ramsey.mn.us
From: Jon Ridge <jridge@hi-mn.org>
Subject: Bike Access/Hwy 5
Cc: stephen.osman@mnhs.org, dan.breva@dnr.state.mn.us, garys@qbp.com, pinkroom@aol.com, dgrilley@mnptc.org, jolson@lowsg.com

Dear Kathryn,

I am writing to ask your support in improving the bicycle/pedestrian access on the Hwy 5 bridge. I understand you and Ramsey County are seeking public comment on the project as plans for bridge improvements get underway. I believe this bridge represents one of the best links to pedestrian and bicycle trail networks throughout our urban community and its current design impedes this use greatly.

Lately I've been spending quite a bit of time out at Historic Fort Snelling. I watch as bicyclist after bicyclist shoulder their transportation source and prepare for the climb up or descent down to access the bridge. Upon reaching Fort Snelling State Park, right at the Historic Fort grounds, these bicyclists now access a network of trails enviable to any urban area across the US.

Kathryn, I am the Executive Director of Hostelling International-Minnesota. Our organization is working to renovate Building #17, within steps of this bridge and across from the Historic Fort, into a 150-bed international youth hostel. When the renovation is complete, about 2003, we will be operating a 150-bed youth hostel and attracting about 20,000 annual overnight visitors to the site. We mostly will serve school and youth groups, scouts and sports programs, greater Minnesota families and budget-minded international travelers.

The Fort Snelling International Hostel site was chosen because of its access to the wonderful bicycle/pedestrian trail network at this location.

48

The Highway 5 pedestrian/bicycle bridge will become a major source of transportation for our very recreational minded and most notably non-motorized hostel users.

In addition, we plan to design the site as a rest stop for current users of the Historic Fort and State Park trail network. A coffee shop/convenience store along with bicycle rental will provide tremendous value-added services to the tourists and visitors attracted to this site, as well as our own community. Pedestrian/Bicycle use on this bridge will increase, and my hope is significantly, once our doors open.

As I write this note to you, asbestos and other environmental contaminants are being removed from the building and our architects are half way thought design/development drawings. Exciting plans are being made with the Minnesota Historical Society to greatly improve this site and to attract additional recreational users to the location.

I am most excited to hear of your plans to improve the Hwy 5 bridge and I hope your awareness of our plans for the future, to bring increased walking and bicycle use to this area, will weigh heavily in your design upgrade. Please feel free to contact me for further information or if I can be of any service to your project.

Sincerely,

Jon Ridge
612/378-3773

Jon Ridge
Executive Director
Hostelling International-Minnesota AYH
125 SE Main St. #135
Minneapolis, MN 55414
(612) 378-3773

Our Mission: To help people of all ages gain a greater understanding of the world, locally and internationally, through educational programs, cultural connections, recreational activities, and positive hostelling experiences.

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Tuesday, October 10, 2000 1:59 PM
To: 'HABII@aol.com'
Cc: Haller, Nona; Morris, Steve; 'teddavis@mn.mediaone.net'
Subject: RE: Bicycle access between St. Paul, Mpls, and Dakota county

Thank you for your comments. They will become part of the Riverview Corridor public comment record.

-----Original Message-----
From: HABII@aol.com [SMTP:HABII@aol.com]
Sent: Tuesday, October 10, 2000 1:43 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Bicycle access between St. Paul, Mpls, and Dakota county

Now that a new light rail or bus route along West 7th (Highway 5) is being considered, I wish you and your associates consider doing something for bicycle travel from St. Paul to the Fort Snelling area.

I live in Highland Park. I am 71 years old, and my bicycle is my principle reason to keep my body, particularly my heart, legs and knees, in workable order. It is becoming almost impossible, however, for me to cope with the stairs on the West side of the river.

I would appreciate it if you and your associates would find some way to eliminate the stairs and provide a useable way for people like myself to cross the Mississippi.

Think you for considering this request.

Henry Brandtjen
651-690-2342

50

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Tuesday, October 10, 2000 11:03 AM
To: 'Ryan, Mike'
Cc: 'teddavis@mn.mediaone.net'; Haller, Nona; Morris, Steve
Subject: RE: Hwy 5 problem

Thank you for your comments. They will be included as part of the Riverview Corridor Major Investment Study public comment record.

-----Original Message-----
From: Ryan, Mike [SMTP:Mike.Ryan@state.mn.us]
Sent: Monday, October 09, 2000 2:25 PM
To: 'Kathryn.DeSpiegelaere@co.ramsey.mn.us'
Subject: Hwy 5 problem

Hi,
I am very interested and in support of a safe access to HWY 5 Mendota bridge. I am not just addressing the safety issues that are stated in the attached email but I am concerned about the welfare of a child or woman that would travel this route alone. There is no feeling of safety and I think it should be remedied. Thank you.

<<...OLE_Obj...>>
Department of Public Safety
Office of Technical Support Services
Michael Ryan
Electronic Government Services
444 Cedar Street
St. Paul, MN 55101-5104

Fellow bicyclists, you can help get improved access to a local river bridge.
Just send an email or a fax of the need and support for the improvement. You can also attend "Open house listening sessions" - dates/times are listed
below.

The problem:
For years bicyclists have wished that they could just stay on their bike to get on and off the HWY 5 bridge to cross the river. But because of the original bike/ped access design, there is a series of stairs both on the East
River Road/Shepard Road side and the Fort Snelling Park side. The stairs require bicyclists to get off their bike and maneuver it down to and then up
from the section of the bridge (next to motor vehicle lanes) made for bicyclists/pedestrian use. Adult bicyclists can usually negotiate the stairs
without falling; however, kids on bicycles and bicycles that are tandems, recumbants, or those with kid's trailers or trail-a-bikes attached find that
the stairs are a major barrier to use the bridge as a part of their route. And those using wheelchairs are ruled out as users altogether.

Importance of Hwy 5 river bridge for recreational and commuter bicyclists:
This bridges connects bicyclists to six major use areas-
1. East River Road leading right to Shepard Road to downtown St. Paul,
2. South entrance of Hidden Falls Park with trails leading right to Crosby Lake Park
3. Fort Snelling Park leading to
a. Post Road, around the edge of the airport, to Bloomington
b. Minnehaha Park leading to West River Road to downtown Mpls., and
c. Big Rivers Regional Trail via the Mendota Bridge crossing

51

The need:
The Hwy 5 bridge over the river connecting East River Road/Shepard Road and Fort Snelling Park needs an upgraded, enhanced design for bicyclists/peds/wheelchair access using ramps. Current stairs are barriers to safe access.

Study being completed now:
The Ramsey County Regional Railroad Authority and the Federal Transit Administration are completing a study of potential transit improvements in St. Paul's West End, Homecroft, West Seventh, Downtown and Lower East Side neighborhoods. The Highway 5 bridge is located at the end of West Seventh as
it crosses the river to head toward either south Minneapolis or the airport.

Comments need to be received:
No later than October 20, 2000.

Email or fax:
Kathryn.DeSpiegelaere@co.ramsey.mn.us
fax: 651-266-2761
Attn:
Kathryn DeSpiegelaere, Director
Ramsey County Regional Railroad Authority
665 Ramsey County Government Center West
50 West Kellogg Blvd.
Saint Paul, MN 55102

Two open houses to provide an opportunity for the public to learn about and comment on the results of the draft study. Public comments will become a part of the study report. Open House/Questions Answered: 5:30 pm - 7:30 pm.
Listening Session/Public Comment: 7:30 pm - 9:00 pm.

Wednesday, October 11, 2000
5:30 pm - 9:00 pm
West Seventh Community Center
265 Oneida Street
St. Paul, MN 55102

Tuesday, October 17, 2000
5:30 pm - 9:00 pm
St. Luke's Lutheran Church
1807 Field Avenue
St. Paul, MN 55116

Sent out by:
Kristine Poelzer
Metro Area Citizen Rep.
MN State Bicycle Advisory Committee
pinkroom@aol.com

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Tuesday, October 10, 2000 11:00 AM
To: 'Paul Dingels'
Cc: 'teddavis@mn.mediaone.net'; Haller, Nona; Morris, Steve
Subject: RE: Redesign Hwy 5 Bridge...

Thank you for your comments. They will be included as part of the public record for the Riverview Corridor Major Investment Study.

-----Original Message-----
From: Paul Dingels [SMTP:pdingels@learningbyte.com]
Sent: Monday, October 09, 2000 3:36 PM
To: 'Kathryn.DeSpiegelaere@co.ramsey.mn.us'
Subject: Redesign Hwy 5 Bridge...
Importance: High

Hi, the Hwy 5 bridge over the river connecting East River Road/Shepard Road and Fort Snelling Park needs an upgraded, enhanced design for bicyclists/peds/wheelchair access using ramps. Current stairs are barriers to safe access.

Please ensure these concerns are addressed as you explore redesign plans.

Thx, Paul

Paul Dingels
LearningByte International
Project Management
612.543.3537 (Office)
612.546.6698 (fax)

53

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Tuesday, October 10, 2000 10:57 AM
To: 'Diane_Gates@allianzlife.com'
Cc: 'teddavis@mn.mediaone.net'; Haller, Nona; Morris, Steve
Subject: RE: Hwy 5 bicycle/pedestrian access

Thank you for your comments. They will be included as part of the Riverview Corridor Major Investment Study public comment record.

-----Original Message-----
From: Diane_Gates@allianzlife.com [SMTP:Diane_Gates@allianzlife.com]
Sent: Monday, October 09, 2000 5:39 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Hwy 5 bicycle/pedestrian access

Dear Kathryn,

I am an avid bicyclist who frequently rides along the river on both the Minneapolis and St. Paul sides. The current Hwy 5 pedestrian bridge which connects East River Road and Fort Snelling Park have stairs on either end of it. This is unsafe to a bicyclist who needs to walk down and up these stairs carrying a bike. This is a beautiful area of our city, but this unsafe access prevents me and many of my bicycling friends from utilizing and enjoying this area to its fullest.

I know there is a study currently underway that is looking at transit improvements in this area. I hope you will consider and make improvements so that commuters and recreational cyclists can safely cross the river and enjoy this area. A new ramp system in place of the stairs would be an excellent improvement.

Thanks for your consideration.

Sincerely,
Diane Gates
Minneapolis

54

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Tuesday, October 10, 2000 10:49 AM
To: 'BIKECURL@aol.com'
Cc: 'teddavis@mn.mediaone.net'; Haller, Nona; Morris, Rick
Subject: RE: Redesign access: Bridge with stairs

Thank you for your comments. They will be included as part of the Riverview Corridor Major Investment Study public comment record.

-----Original Message-----
From: BIKECURL@aol.com [SMTP:BIKECURL@aol.com]
Sent: Monday, October 09, 2000 5:28 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Redesign access: Bridge with stairs

Kathryn,

I had heard about the study being done on upgrading the pedestrian/bike path on the Hwy 5 bridge over the MN river.

I find myself crossing that bridge more often than I'd like to, especially since the next option to the north for crossing the river is near Minnehaha Park, which is under reconstruction.

The reason I hate crossing the bridge is because I'm usually wearing my cycling shoes which have metal cleats. This makes walking on the steel plated steps especially dangerous.

Thank you for your time.

Vincent Bernet

55

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Tuesday, October 10, 2000 10:48 AM
To: 'Pawlak, Jil'
Cc: Morris, Steve; Haller, Nona; 'teddavis@mn.mediaone.net'
Subject: RE: Bike Access Improvement to HWY 5 Bridge

Thank you for your comments. They will be included in the Riverview Corridor Major Investment Study public comment record.

-----Original Message-----
From: Pawlak, Jil [SMTP:Jil.Pawlak@mpls.frb.org]
Sent: Tuesday, October 10, 2000 10:39 AM
To: 'kathryn.despiegelaere@co.ramsey.mn.us'
Subject: Bike Access Improvement to HWY 5 Bridge

I am a member of the Twin Cities Bicycling Club and would like you to know of my support for the need of the HWY 5 river bridge connecting East River Road/Shepard Road and Fort Snelling Park to be improved for bicycles/peds/wheelchair access using ramps. This would provide a much safer access between 6 major use bike riding areas.

Please consider this improvement to provide safer access for more people to enjoy the area.

Thanks

Jil Pawlak

56

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Tuesday, October 10, 2000 10:52 AM
To: 'William O'Reilly'
Cc: 'teddavis@mn.mediaone.net'; Haller, Nona; Morris, Steve
Subject: RE: Highway 5 access

Thank you for your comments. They will be included as part of the Riverview Corridor public comment record.

-----Original Message-----
From: William O'Reilly [SMTP:stoneage@mediaone.net]
Sent: Monday, October 09, 2000 4:40 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Highway 5 access

The Hwy 5 bridge over the river connecting East River Road/Shepard Road and Fort Snelling Park needs an upgraded, enhanced design for bicyclists/peds/wheelchair access using ramps. Current stairs are barriers to safe access. There is no way for a wheelchair or a bicycle trailer to access the present crossing. Thank you for your attention to this matter.
Bill O'Reilly

57

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Tuesday, October 10, 2000 10:51 AM
To: 'SCOTT ROBERTSON'
Cc: 'teddavis@mn.mediaone.net'; Haller, Nona; Morris, Steve
Subject: RE: transit study

Thank you for your comments. They will be included as part of the Riverview Corridor public comment record.

-----Original Message-----
From: SCOTT ROBERTSON [SMTP:SROBERT2@FAIRVIEW.ORG]
Sent: Monday, October 09, 2000 6:03 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: transit study

Kathryn:

It's come to my attention that a study of potential transit improvements for St. Paul's West End and surrounding neighborhoods is being completed.

I frequently travel, by bike, across Hwy 5 from St. Paul to Ft. Snelling. I use this access to visit Ft. Snelling State Park, as well as to cross the Mendota Bridge to Mendota and Eagan.

It's my hope that future changes improvements to Hwy 5 don't compromise this access. In fact, the stairways used to access the ped/bike portion of the bridge are an impediment to many people who bike, and it would be great if this could be improved.

Thanks for listening!

Scott Robertson, Web Editor
Fairview Health Services
tel: 612.672.7766 -/- fax: 612.672.7755
fairview.org

58

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Tuesday, October 10, 2000 9:56 AM
To: 'Bob.P.Power@HealthPartners.Com'
Cc: 'teddavis@mn.mediaone.net'; Haller, Nona; Morris, Steve
Subject: RE: Fort Snelling bridge

Thank you for your comments. They will be included as part of the Riverview Corridor public comment record.

-----Original Message-----
From: Bob.P.Power@HealthPartners.Com [SMTP:Bob.P.Power@HealthPartners.Com]
Sent: Monday, October 09, 2000 4:31 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Fort Snelling bridge

Hello -

I am a regular user of the "bike path" on the Hwy 5 bridge. I was told you are collecting comments about transportation needs affecting the bridge.

Common sense tells me that the northern end of the bridge is the lesser problem and that the southern end is the greater one. So far, I have managed to ascend and descend the southern stairs several hundred times, but every time I do, I worry about catching a cleat on the rotting concrete-and-steel treads, or simply going tail-over-teakettle down into freeway traffic. The same "temporary" fencing, etc., has been in place there for many years, it seems.

It is time for a change. The Hwy 5 bridge is one of the reasons I do not bike to work, from Highland Park to a location just south of the airport.

Sincerely,

Robert P. Power
1695 Hillcrest Avenue
St Paul MN 55116-2150

rpower1@uswest.net

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Tuesday, October 10, 2000 9:54 AM
To: 'Brian Kozicki'
Cc: Haller, Nona; Morris, Steve; 'teddavis@mn.mediaone.net'
Subject: RE:

Thank you for your comments. They will be included as part of the Riverview Corridor public comment record.

-----Original Message-----
From: Brian Kozicki [SMTP:ldubs@hotmail.com]
Sent: Monday, October 09, 2000 5:57 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject:

I totally agree. I have used the stairs/rails many times and it doesn't work to well. Please put me down for the vote. Thanks and hopefully we'll see improvement.

Get Your Private, Free E-mail from MSN Hotmail at http://www.hotmail.com.

Share information about yourself, create your own public profile at http://profiles.msn.com.

60

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Tuesday, October 10, 2000 9:52 AM
To: 'Gina Berscheid'
Cc: Morris, Steve; 'teddavis@mn.mediaone.net'; Haller, Nona
Subject: RE: Hwy 5-river crossing

Thank you for your comments. They will be included as part of the Riverview Corridor Major Investment Study public record.

-----Original Message-----
From: Gina Berscheid [SMTP:ginaberscheid@hotmail.com]
Sent: Monday, October 09, 2000 7:57 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Hwy 5-river crossing

I am a cyclist and support changes that can be made to make the bike path off of river road to hwy 5 continous.

Get Your Private, Free E-mail from MSN Hotmail at http://www.hotmail.com.

Share information about yourself, create your own public profile at http://profiles.msn.com.

61

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Tuesday, October 10, 2000 9:50 AM
To: 'ttboyle@usinternet.com'
Cc: Morris, Steve; Haller, Nona; 'teddavis@mn.mediaone.net'
Subject: RE: Improvements to bike/ped bridge along Highway 5

Thank you for your comments. They will be included as part of the Riverview Corridor Major Investment Study.

-----Original Message-----
From: Tim Boyle [SMTP:ttboyle@usinternet.com]
Sent: Monday, October 09, 2000 8:22 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Improvements to bike/ped bridge along Highway 5

Attn:
Kathryn DeSpiegelaere, Director
Ramsey County Regional Railroad Authority
665 Ramsey County Government Center West
50 West Kellogg Blvd.
Saint Paul, MN 55102

Hello-
I am writing this note to express my support of the study being considered to provide easier and safer access to the pedestrian/bicycle walkway along the Highway 5 bridge, between St.Paul's 'East River Parkway' and the Fort Snelling area access.
Being a bicyclist that frequently uses this bridge I have often wondered if it would be possible to replace the stairs at both ends of the walkway with some sort of ramp to make the bridge access safer and easier.
I recently received an e-mail notification that a study regarding this project was being considered and think it would be well worth the effort.
The current design is pretty archaic, it provides bicycle 'rails' to put your bike in to 'guide' it while you push while climbing the stairs. More than once I have seen some accidents here as people tried to make this work.
It also has no provision for wheelchair or handicap access, which is unfortunate as the walkway provides a beautiful vista over the Mississippi River which I think should be available to all.
Since the construction along Hiawatha Ave and on the west side of the airport began, I have used this area more than ever. I also use it frequently in the winter and with the steep stairs, there is no easy way to get
snow removal equipment down there so it tends to fill up with 'plow scree' that is pushed off of the highway making it nearly impassible at times. I think the addition of ramps has the potential to make this access safer and more accessible all during the year.

Please consider this project for bettering the cities bike/ped trail system for users like myself and the people I meet while crossing this bridge.

Thanks-

Sincerely,
Tim Boyle
3701 - East 47th Street
Minneapolis, MN 55406
mailto:ttboyle@usinternet.com

62

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Tuesday, October 10, 2000 9:48 AM
To: 'John'
Cc: Morris, Steve; Haller, Nona; 'teddavis@mn.mediaone.net'
Subject: RE: Hwy 5 Bridge Improvement

Thank you for your comments. They will be included as part of the Riverview Corridor Major Investment Study public comment record.

-----Original Message-----
From: John [SMTP:velostuf@uswest.net]
Sent: Monday, October 09, 2000 8:13 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Hwy 5 Bridge Improvement

Attn:
Kathryn DeSpiegelaere, Director
Ramsey County Regional Railroad Authority
665 Ramsey County Government Center West
50 West Kellogg Blvd.
Saint Paul, MN 55102

Dear Ms DeSpiegelaere,

Please consider a bike and wheelchair friendly transit improvement to the Hwy 5 bridge that crosses the river. As an able-bodied cyclist, I am able to carefully walk up and down the current steps, but more than once I have almost fallen- catastrophically!

For children, or less able-bodied people, this crossing is a real obstacle.

Thanks for your consideration.

John Barron
Minneapolis

63

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Tuesday, October 10, 2000 9:41 AM
To: 'Klussendorf, Kurt'
Cc: Haller, Nona; Morris, Steve; 'teddavis@mn.mediaone.net'
Subject: RE: Highway 5 bridge and Bicycle Access

Thank you for your comments. They will be included as part of the Riverview Corridor Major Investment Study public comment record.

-----Original Message-----
From: Klussendorf, Kurt [SMTP:Kurt.Klussendorf@WellsFargo.COM]
Sent: Tuesday, October 10, 2000 7:31 AM
To: 'Kathryn.DeSpiegelaere@co.ramsey.mn.us'
Subject: Highway 5 bridge and Bicycle Access

If cost is reasonable, I'm certainly in favor of improved cyclist access to the Highway 5 bridge. As a cyclist and a tax payer, I understand the need for balance. The best time to do this stuff is in the design, or redesign if need be.

I cycle across that stretch about 15 times a year. Generally I'm riding my road bike, with cycling shoes. These shoes are not made for walking, and much less for climbing and descending stairs while carrying a bike. It's an unsafe exercise all around. Get rid of the stairs.

Thanks for your consideration.

Kurt Klussendorf
Wells Fargo Services Company
* kurt.klussendorf@wellsfargo.com
* (612) 667-7615

64

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Monday, October 09, 2000 2:21 PM
To: 'Bonny Donzella'
Cc: Morris, Steve; 'teddavis@mn.mediaone.net'; Haller, Nona
Subject: RE: Hwy5 bridge

Thank you for your comments on the Riverview Corridor Major Investment Study. They will be included as part of the public record.

-----Original Message-----
From: Bonny Donzella [SMTP:donze001@tc.umn.edu]
Sent: Monday, October 09, 2000 1:52 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Hwy5 bridge

Ooh, I hear folks are looking at upgrading the stairs on the Hwy 5 bridge.
Great idea! Crossing those stairs is the hardest part of any ride.
thanks!

The need:
The Hwy 5 bridge over the river connecting East River Road/Shepard Road and Fort Snelling Park needs an upgraded, enhanced design for bicyclists/peds/wheelchair access using ramps. Current stairs are barriers to safe access.

Study being completed now:
The Ramsey County Regional Railroad Authority and the Federal Transit Administration are completing a study of potential transit improvements in St. Paul's West End, Homecroft, West Seventh, Downtown and Lower East Side neighborhoods. The Highway 5 bridge is located at the end of West Seventh as it crosses the river to head toward either south Minneapolis or the airport.

65

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Monday, October 09, 2000 1:02 PM
To: 'Michael Jackson'; Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Cc: Robert Works; James Dustrude; Kristie Billiar; Mark Fiers; Mark Lober; Mary Jackson; kurt.schroeder@pca.state.mn.us; Haller, Nona; Morris, Steve; 'teddavis@mn.mediaone.net'
Subject: RE: Bike /Ped Access - Riverview Corridor Busway Proposal

Thank you for your comments. They will be included as part of the Riverview Corridor Major Investment Study public comment record.

-----Original Message-----
From: Michael Jackson [SMTP:michael.jackson@dot.state.mn.us]
Sent: Monday, October 09, 2000 10:51 AM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Cc: Robert Works; James Dustrude; Kristie Billiar; Mark Fiers; Mark Lober; Mary Jackson; kurt.schroeder@pca.state.mn.us
Subject: Bike /Ped Access - Riverview Corridor Busway Proposal

Ms. Kathryn DeSpiegelaere
Director
Ramsey County Regional Railroad Authority
665 Ramsey County Government Center West

Dear Ms. DeSpiegelaere:

This is in response to an e-mail message inviting comment on the proposed Riverview Corridor transit proposal between downtown St. Paul and Bloomington. This is to request that this study consider the provision of bicycle and pedestrian access along the proposed exclusive transitway between the south end of the West 7th Street corridor and Bloomington. Such access could be provided by a facility design similar to that of the University of Minnesota transitway between the St. Paul and Minneapolis campuses.

It is my understanding that currently bicyclists and pedestrians cannot legally walk or bike to the main terminal of the Minneapolis/Saint Paul Airport. The provision of such access through the transitway proposal would give both airport employees and visitors additional ground travel options. The proposal would also create more direct bicycle access between Bloomington and St. Paul. It would benefit proponents of the busway by providing additional support from members of the nonmotorized transportation community.

Please feel free to contact me by e-mail or by telephone at (651) 296-9966 if there are questions regarding this request.

Michael Jackson
State Bicycle Coordinator
Minnesota Department of Transportation

66

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Monday, October 09, 2000 9:47 AM
To: 'Loren and Barbara Nelson'
Cc: 'teddavis@mn.mediaone.net'; Morris, Steve; Haller, Nona
Subject: RE: Highway 5 Bridge and Bicycle accessibility

Thank you for your comments. They will be included in the Riverview Corridor Major Investment Study public comment record+

-----Original Message-----
From: Loren and Barbara Nelson [SMTP:nelson@mtn.org]
Sent: Friday, October 06, 2000 12:57 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Highway 5 Bridge and Bicycle accessibility

Dear Ms. DeSpiegelaere,

As an avid cyclist, I have always found maneuvering my bike over the Highway 5 bridge connecting the East River Road and Shepard Road to the Fort Snelling area and its access to trails on that side of the river to be cumbersome and unsafe.

I strongly support upgrading that "crossing" and hope an easier access can be designed and incorporated in the area improvements being studied and proposed by the Ramsey County Regional Railroad Authority and the Federal Transit Administration.

Thank you for your consideration in this matter.

Loren Nelson
20525 Manor Road
Excelsior, MN 55331
voice: (952)474-6788
fax: (952)470-6214
e-mail: nelson@mtn.org

67

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Monday, October 09, 2000 9:43 AM
To: 'Mark Tessmer'
Cc: 'teddavis@mn.mediaone.net'; Morris, Steve; Haller, Nona
Subject: RE: Hwy 5 Bridge

Thank you for your comments. They will be included as part of the Riverview Corridor Major Investment Study public comment record.

-----Original Message-----
From: Mark Tessmer [SMTP:MTESSMER@ngwmail.des.state.mn.us]
Sent: Friday, October 06, 2000 2:53 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Hwy 5 Bridge

I'm sending this because I think accommodations for bicyclists, handicapped and pedestrians is a crucial element if this bridge is going to be replaced or improved. Thank you for your time. --Mark L Tessmer

68

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Monday, October 09, 2000 9:42 AM
To: 'Mark Stewart'
Cc: 'teddavis@mn.mediaone.net'; Haller, Nona; Morris, Steve
Subject: RE: Highway 5 bike crossing

Thank you for your comments. They will be included as part of the Riverview Corridor Major Investment Study p[ublic comment record.

-----Original Message-----
From: Mark Stewart [SMTP:mark.stewart@medtronic.com]
Sent: Friday, October 06, 2000 5:55 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Highway 5 bike crossing

Kathryn,

I want to express my support for improvements to the highway 5 pedestrian/bicycle crossing which would allow bicycles or wheelchairs to cross without the need to traverse a series of steps. This bridge crosses to a very popular area near Ft Snelling that needs improved accessibility.

Thanks,
Mark Stewart

69

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Monday, October 09, 2000 9:40 AM
To: 'Johnson, Jeff'
Cc: 'teddavis@mn.mediaone.net'; Morris, Steve; Haller, Nona
Subject: RE: Hwy 5 bridge

Thank you for your comments. They will be included as part of the Riverview Corridor Major Investment Study public record

-----Original Message-----
From: Johnson, Jeff [SMTP:jjohnson@kavouras.com]
Sent: Friday, October 06, 2000 8:35 AM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Hwy 5 bridge

Hello,

I am a ride leader with the Twin Cities Bike Club. I use the Hwy 5 bridge frequently to cross the river and would greatly appreciate an improved crossing for bikes. The stairs as they exist now are dangerous to ascend/descend, especially for people that wear cleats on their shoes. This bridge is an important link for crossing the river in the south metro. The Ford bridge is extremely dangerous for bikes(I was nearly crushed by a semi on it last year). The 35E rebuild is years away leaving the High Bridge and Lake street as the two closest safe options.

The Hwy 5 bridge does get a lot of use, since I usually see someone on it whenever I cross.

I think that some kind of ramp could be build on both ends that gradually descended down to the level of the bridge.

Thanks for any support you could give to improving this bridge.

Jeff Johnson
Kavouras, A DTN Company
11400 Rupp Drive
Burnsville, MN 55337-1279
612-890-0609
www.kavouras.com

Weather info site: www.wx.com

70

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Monday, October 09, 2000 9:38 AM
To: 'brichie'
Cc: 'teddavis@mn.mediaone.net'; Morris, Steve; Haller, Nona
Subject: RE: Hwy 5 ped bridge

Thank you for your comments. They will be included in the Riverview Corridor Major Investment Study public record.

-----Original Message-----
From: brichie [SMTP:brichie@email.msn.com]
Sent: Friday, October 06, 2000 4:43 AM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Hwy 5 ped bridge

Hello,

I frequently use the stairs at the hwy 5 bridge. I find them very hard to navigate. Is there some way that they could be improved.

Thank You

Brian Richie

71

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Monday, October 09, 2000 9:37 AM
To: 'Tony Anthonisen'
Cc: 'teddavis@mn.mediaone.net'; Morris, Steve; Haller, Nona
Subject: RE: Hwy 5 River Bridge Access

Thank you for your comments. They will be included in the Riverview Corridor public record

-----Original Message-----
From: Tony Anthonisen [SMTP:snocrvr@uswest.net]
Sent: Friday, October 06, 2000 12:26 AM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Hwy 5 River Bridge Access

To: Kathryn DeSpiegelaere, Director
Ramsey County Regional Railroad Authority
665 Ramsey County Government Center West
50 West Kellogg Blvd.
Saint Paul, MN 55102

Ms. DeSpiegelaere:

It has come to my attention that the Ramsey County Regional Railroad Authority and the Federal Transit Administration are completing a study of potential transit improvements in St. Paul's West End, Homecroft, West Seventh, Downtown and Lower East Side neighborhoods. I am particularly concerned about the Highway 5 bridge located at the end of West Seventh as it crosses the river to head toward either south Minneapolis or the airport. I personally use this bridge many times each spring, summer and fall both on bicycle rides by myself and on rides with the Twin Cities Bicycling Club. Our club has just under 1000 members and about 700 organized rides each year. A number of our rides use the Highway 5 bridge. This bridge provides the only access for an extended distance to and from Fort Snelling, Fort Snelling State Park, the airport, and Post Road for bicycle riders who come from the St. Paul area immediately across the river.

While the bridge currently allows bicyclists to cross the river at this point, the approaches to the bridge are quite difficult to use. In fact, I find them to be relatively dangerous because of the steep stairs which are difficult to climb or descend with a bicycle. While adults have a moderate amount of difficulty, children face a real challenge and risk.

I highly encourage that the Highway 5 bridge connecting East River Road/Shepard Road and Fort Snelling Park and its accesses be upgraded with an enhanced design for bicyclists/peds/wheelchair access using ramps. I believe the current stairs are barriers to safe access.

Thank you for considering my thoughts.

John "Tony" Anthonisen

Vice President, Twin Cities Bicycling Club
7440 Girard Ave. So.
Richfield, MN 55423

612-743-7555

72

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Monday, October 09, 2000 9:35 AM
To: 'teddavis@mn.mediaone.net'; Morris, Steve; Haller, Nona
Subject: FW: Hwy 5 bridge

-----Original Message-----
From: Gpbikeman@aol.com [SMTP:Gpbikeman@aol.com]
Sent: Thursday, October 05, 2000 9:03 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Hwy 5 bridge

Ms. DeSpiegelaere-

We as concerned cyclists would like to see the pedestrian/bicycle bridge improved so that it is safer to negotiate for all users. Some form of walk way like the one next to the Cedar Ave bridge may be appropriate.

Thank you.

Dan Casebeer, Owner
Grand Performance
1938 Grand Ave
St Paul MN 55105
651.699.2640

73

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Monday, October 09, 2000 9:36 AM
To: 'David Gepner'
Cc: 'teddavis@mn.mediaone.net'; Morris, Steve; Haller, Nona
Subject: RE: There's got to be a better way

Thank you for your comments. They will be included as part of the Riverview Corridor public record.

-----Original Message-----
From: David Gepner [SMTP:Gonebiking@prodigy.net]
Sent: Thursday, October 05, 2000 11:35 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: There's got to be a better way

RE transit improvements in St. Paul's West End, Homecroft, West Seventh, Downtown and Lower East Side neighborhoods.

Hopefully someone can come up with a more bike friendly way to cross the river from St. Paul to Ft Snelling on the Hwy #5 bridge.

David Gepner

74

Kathryn DeSpiegelaere, Director
Ramsey County Regional Railroad Authority
665 Ramsey County Government Center West
50 West Kellogg Blvd.
Saint Paul, MN 55102

October 6, 2000

Dear Ms. DeSpiegelaere,

I am writing to announce my support for modifying the Highway 5 bridge to better accommodate cyclists. The current access is practically hidden and very cumbersome with steps at either end of the bridge span. Following are the problems I have encountered:

1. I wear cycling shoes with protruding cleats. Carrying my bicycle up and down the stairs is dangerous.
2. The steps one must use to ascend and descend would never pass the building code. The treads are too short, not allowing enough space for a normal shoe. The risers are not too short, making it impossible to climb or descend without great care. The metal caps on the treads facilitate slipping. The concrete is crumbling.
3. It is very difficult for me to maneuver my tandem bicycle up and down the steps.
4. When I have by child cart it is almost impossible to traverse the stairs. I have to disconnect the bicycle from the cart and transport each up and down the unsafe stairs. If I have children in the cart, they have to get out and be moved separately.
5. Cycling with a 'shadow' or 'trail-a-bike' leads to problems similar to those encountered by a cart. The device attached to the bicycle has to be disconnected and carried separately.

In summary, the steps at either end of the pedestrian/bike bridge adjacent to Highway 5 make it inconvenient and dangerous. Even if the step design were to be maintained, the steps need to be reconstructed to meet the St Paul building code.

Cyclists have a need to cross to use Ft Snelling State Park, visit the fort, or to use the bicycle lane of the Mendota Bridge to access the Big Rivers Regional Trail. The Highway 5 bridge is a key point of access and is woefully inadequate. Perhaps at the time the bicycle/pedestrian bridge was constructed it represented the 'state-of-the-art.' Today it is no longer able to meet the needs of the population and needs to be reconstructed with a design that allows cyclists the ability to cross without encountering obstacles to remaining on the bicycle, and to be able to access the bridge with the variety of human-powered vehicles prevalent today: single bicycles, tandem bicycles, recumbent bicycles, recumbent tricycles; and to pull child carts, utility carts, and shadow bicycles.

Sincerely,

Steven R. Scholl, Ph.D.
PO Box 1762
St Paul, MN 55101

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Tuesday, October 03, 2000 5:30 AM
To: 'gaarder@eisner.decus.org'
Cc: Morris, Steve; 'teddavis@mn.mediaone.net'; Haller, Nona; 'scott.thompson@metc.state.mn.us'
Subject: Riverview Corridor

Dear Mr. Gaarder:

Here are responses to your questions relating to the Riverview Corridor:

(1) Is the Comprehensive Light Rail Transit Plan for Ramsey County December 1989 still the base upon which planning is being done?

The Comprehensive Light Rail Transit Plan is one element. However there is more current work that is relevant. The Metropolitan Council's 2020 Transit Plan approved earlier this year is a more current basis for transit planning. You received a copy of the Executive Summary at last week's Riverview Corridor meeting at the Science Museum.

(2) What are the projected effects on traffic in the CBD with various alternatives?

I'll mail you that information.

(3) If 4th Street or 7th Street is used through the CBD, will the street be turned into a transit mall?

A transit mall in downtown is not the current plan.

(4) Given that the report assumes that Hiawatha LRT will be built, what is the actual length of new track to be laid?

Approximately 9 miles

(5) How many LRT vehicles will be purchased in order to provide the 7.5 minute rush hour service? What is the budgeted amount?

I will mail you this information.

(6) What bus routes would be changed into feeders for either LRT or BRT?

Metro Transit will attend the two public open houses on October 11 and 17 and will have this information at the open houses. I should point out that conceptual feeder bus plans can and are likely to be modified if the Riverview project progresses. There will be public input on feeder bus plans before changes are implemented.

(7) The 1989 plan says that the alignment along I-35E from Shepard Road to downtown St. Paul was not recommended for further study "due to a very narrow right of way, high construction costs, and potentially significant aesthetic impacts on adjacent neighborhoods." How has this changed?

Shepard Road is not recommended in the current Major Investment Study because of the lack of access from West Seventh, which is the more developed area. Transit ridership would therefore be less on a Shepard Road alignment than an alignment on or near West Seventh, for both bus and light rail alternatives.

(8) Does the LRT budget include the cost of an additional or expanded bridge at Highway 5? What is the expected cost?

Yes, the budget includes the cost of an additional or expanded bridge. The expected cost is approximately $14 million in 2003 dollars.

(9) The report gives the number of daily trips for 7th Street and Shepard Road. What is the 2020 projection of those items?

Projected ADT for West Seventh Street, west of Smith is 15,000 vehicles per day in 2020. East of Lexington it is 36,800. West of Davern it is 41,000. For Shepard Road, West of Chestnut, it is 18,200.

(10) Will either LRT or BRT be entirely surface running?

Both are proposed to be primarily surface running for the section of the Riverview Corridor from the airport to the East Side of St. Paul. There is a bridge crossing at TH 5 for both alternatives. There are a few other grade separations proposed, depending upon the alignment, but generally they are both surface running. There is a tunnel for LRT proposed at the airport for the Hiawatha Corridor and if LRT is constructed for the Riverview Corridor, the tunnel would be

76

used for Riverview LRT.

(11) What is the turning radius for such places as the downtown routes like 4th Street?

There are design standards for bus and LRT that I don't have access to as I'm writing this e mail from home. Please call Steve Morris at 266-2764 and he can discuss this with you further.

(12) The report talks about using the bus only lanes in downtown. Are those bus only 24 hours a day now?

The bus only lanes in dowtown St. Paul are enforced during the weekday peak period. However, cars can enter the "bus only" lanes during peak times in order to make a right turn.

(13) Are 300 foot stations still planned, even in downtown, where the blocks are only 350 feet?

Shorter stations can be planned now to accommodate two car LRT trains. Longer term, 300 foot stations will accommodate three car trains.

(14) The 1989 plan calls for cross overs every 2 to 3 miles and pocket tracks at 1/4, 1/2, 3/4 points of route and at potential connections/extensions. Is that true for this plan?

I'll need to get back to you on this issue.

(15) If Hiawatha is not built, what would be the increases in costs for the extra track, tunnel and maintenance facility?

Light rail transit in the Riverview Corridor is unlikely to be built as a stand alone line so those costs were not estimated for this project.

(16) What are the projections of reductions in air pollution and congestion due to building lrt/brt?

I will mail you this information.

Requests for additional documentation

(1) The current ridership counts and screenline counts for the bus routes involved. This is the type of information that Metro Transit made available for the recent restructuring effort.

(2) The projected counts, similar to item 1, for the TSM alternative. 2020 projections.

(3) The projected counts, similar to item 1, for the LRT and BRT alternatives. If any routes continue to exist.

(4) For the LRT and BRT alternatives, the projected ridership between each pair of stations.

(5) If RCRRA will not release item 3, the projected boardings at each station for each of the alternatives..

(6) LRT/BRT peak hour, peak direction projections.

You have asked more detailed questions than I can answer without research, so I'm checking on what information is available. It is not a question of willingness to release information. It is that I'm not certain we have the level of detail that you've requested. I will mail you whatever exists that is pertinent.

77

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Tuesday, October 03, 2000 12:07 PM
To: 'teddavis@mn.mediaone.net'; Morris, Steve; Haller, Nona
Subject: FW: Riverview Corridor

-----Original Message-----
From: DeSpiegelaere, Kathryn
Sent: Tuesday, October 03, 2000 12:06 PM
To: 'Bruce Gaarder'
Subject: RE: Riverview Corridor

Here is some additional information that you requested, Bruce.


AM Peak Hour Transit Boardings...


Daily Transit Boardings by Sta...


020 Projected Volumes and Lev...

-----Original Message-----
From: Bruce Gaarder [SMTP:GAARDER@Eisner.DECUS.org]
Sent: Tuesday, October 03, 2000 12:22 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Re: Riverview Corridor

Kathy,

Thanks for the answers so far.

A couple of clarifications to my questions.

The question about 300 foot stations in downtown was more related to whether it is reasonable to have a 300 foot station in a 350 foot block, leaving only 50 feet around it. Visibility is one of the concerns.

The question about the I-35E alignment between Shepard Road and downtown was not intended to suggest a Shepard Road alignment, but rather to repeat what the earlier study said about using I-35E right of way for a guideway anywhere between downtown and Shepard Road. I can see how that might not have been clear in my question.

The question about surface running was prompted by speculation in the 1989 plan about tunnels near downtown. I do realize that the airport tunnel would be used by lrt.

I imagine that a Riverview lrt line would use the proposed shop and yards for Hiawatha. Would there be a need for an additional storage location for Riverview trains?

I do realize that some data might not have been developed yet.

Someone asked me since our meeting what the cost of the MIS was. I said that I didn't know and would ask if you had a general cost figure.

Thanks
Bruce Gaarder

78

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Tuesday, October 03, 2000 11:52 AM
To: 'Bruce Gaarder'
Cc: Morris, Steve; 'teddavis@mn.mediaone.net'; Haller, Nona
Subject: RE: Riverview Corridor

Dear Bruce:

In previous LRT work for the Central Corridor, it was determined reasonable to have 300 foot stations for LRT in downtown St. Paul.

We are not proposing to use 35E roadway as a location for LRT or busway in current Riverview work. However, there is one alignment variation that could use some of the right of way adjacent to 35E.

No tunnels are proposed for LRT or BRT in downtown St. Paul in current work.

If LRT is implemented in the Riverview Corridor, there is proposed to be a light maintenance shop near Otto and the Canadian Pacific Railroad right of way. This would be for washing vehicles and storing spare vehicles. The primary maintenance and storage facility for LRT vehicles for Riverview would be the Hiawatha Corridor LRT maintenance facility.

It is assumed that the BRT alternatives will use the existing bus storage and maintenance yards.

The consultant cost for Parson Brinckerhoff for preparation of the Major Investment Study, including coordination with agencies, graphic materials presentations, newsletters, web site development and community meetings, is $1.15 million.

In answer to your previous question about LRT vehicles, there are 10 budgeted at $31.5 million in 2003 dollars in the LRT cost estimate.

Kathy

-----Original Message-----
From: Bruce Gaarder [SMTP:GAARDER@Eisner.DECUS.org]
Sent: Tuesday, October 03, 2000 12:22 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Re: Riverview Corridor

Kathy,

Thanks for the answers so far.

A couple of clarifications to my questions.

The question about 300 foot stations in downtown was more related to whether it is reasonable to have a 300 foot station in a 350 foot block, leaving only 50 feet around it. Visibility is one of the concerns.

The question about the I-35E alignment between Shepard Road and downtown was not intended to suggest a Shepard Road alignment, but rather to repeat what the earlier study said about using I-35E right of way for a guideway anywhere between downtown and Shepard Road. I can see how that might not have been clear in my question.

The question about surface running was prompted by speculation in the 1989 plan about tunnels near downtown. I do realize that the airport tunnel would be used by lrt.

I imagine that a Riverview lrt line would use the proposed shop and yards for Hiawatha. Would there be a need for an additional storage location for Riverview trains?

I do realize that some data might not have been developed yet.

Someone asked me since our meeting what the cost of the MIS was. I said that I didn't know and would ask if you had a general cost figure.

Thanks
Bruce Gaarder

79

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Tuesday, October 10, 2000 10:09 AM
To: DeSpiegelaere, Kathryn; 'gaarder@eisner.decus.org'
Cc: Morris, Steve; 'teddavis@mn.mediaone.net'; Haller, Nona; 'scott.thompson@metc.state.mn.us'
Subject: RE: Riverview Corridor

Dear Mr. Gaarder: Here are responses to the remaining questions:

(11) Turning radius --- I gave you an incorrect phone number. Steve Morris can be reached at 651-266-2784, not 2764 as I previously typed.

(14) The exact locations for crossovers and pocket tracks is identified at a subsequent phase of study, if that is undertaken. Generally they are spaced to allow service to continue at a reasonable level in the event that a track is unavailable for use for a period of time.

(16) Air pollution and traffic congestion changes --- The regional model estimates no significant change in air pollutant emissions as a result of any of the alternatives. BRT 7, along the CP Rail right of way, ranks the best for both AM and PM traffic congestion.

(1) We have requested the most recent ridership information from Metro Transit. They are just beginning the sector study for this area.

2, 3 and 4 Modeling is not very accurate at the route level of detail and therefore this information is not included in the study.

(6) Estimates for peak hour/peak direction ridership are 900-1000 for the LRT alternatives and 800 to 850 for the BRT alternatives.

-----Original Message-----
From: DeSpiegelaere, Kathryn
Sent: Tuesday, October 03, 2000 5:30 AM
To: 'gaarder@eisner.decus.org'
Cc: Morris, Steve; 'teddavis@mn.mediaone.net'; Haller, Nona; 'scott.thompson@metc.state.mn.us'
Subject: Riverview Corridor

Dear Mr. Gaarder:

Here are responses to your questions relating to the Riverview Corridor:

(1) Is the Comprehensive Light Rail Transit Plan for Ramsey County December 1989 still the base upon which planning is being done?

The Comprehensive Light Rail Transit Plan is one element. However there is more current work that is relevant. The Metropolitan Council's 2020 Transit Plan approved earlier this year is a more current basis for transit planning. You received a copy of the Executive Summary at last week's Riverview Corridor meeting at the Science Museum.

(2) What are the projected effects on traffic in the CBD with various alternatives?

I'll mail you that information.

(3) If 4th Street or 7th Street is used through the CBD, will the street be turned into a transit mall?

A transit mall in downtown is not the current plan.

(4) Given that the report assumes that Hiawatha LRT will be built, what is the actual length of new track to be laid?

Approximately 9 miles

(5) How many LRT vehicles will be purchased in order to provide the 7.5 minute rush hour service? What is the budgeted amount?

I will mail you this information.

(6) What bus routes would be changed into feeders for either LRT or BRT?

Metro Transit will attend the two public open houses on October 11 and 17 and will have this information at the open

80

houses. I should point out that conceptual feeder bus plans can and are likely to be modified if the Riverview project progresses. There will be public input on feeder bus plans before changes are implemented.

(7) The 1989 plan says that the alignment along I-35E from Shepard Road to downtown St. Paul was not recommended for further study "due to a very narrow right of way, high construction costs, and potentially significant aesthetic impacts on adjacent neighborhoods." How has this changed?

Shepard Road is not recommended in the current Major Investment Study because of the lack of access from West Seventh, which is the more developed area. Transit ridership would therefore be less on a Shepard Road alignment than an alignment on or near West Seventh, for both bus and light rail alternatives.

(8) Does the LRT budget include the cost of an additional or expanded bridge at Highway 5? What is the expected cost?

Yes, the budget includes the cost of an additional or expanded bridge. The expected cost is approximately $14 million in 2003 dollars.

(9) The report gives the number of daily trips for 7th Street and Shepard Road. What is the 2020 projection of those items?

Projected ADT for West Seventh Street, west of Smith is 15,000 vehicles per day in 2020. East of Lexington it is 36,800. West of Davern it is 41,000. For Shepard Road, West of Chestnut, it is 18,200.

(10) Will either LRT or BRT be entirely surface running?

Both are proposed to be primarily surface running for the section of the Riverview Corridor from the airport to the East Side of St. Paul. There is a bridge crossing at TH 5 for both alternatives. There are a few other grade separations proposed, depending upon the alignment, but generally they are both surface running. There is a tunnel for LRT proposed at the airport for the Hiawatha Corridor and if LRT is constructed for the Riverview Corridor, the tunnel would be used for Riverview LRT.

(11) What is the turning radius for such places as the downtown routes like 4th Street?

There are design standards for bus and LRT that I don't have access to as I'm writing this e mail from home. Please call Steve Morris at 266-2764 and he can discuss this with you further.

(12) The report talks about using the bus only lanes in downtown. Are those bus only 24 hours a day now?

The bus only lanes in dowtown St. Paul are enforced during the weekday peak period. However, cars can enter the "bus only" lanes during peak times in order to make a right turn.

(13) Are 300 foot stations still planned, even in downtown, where the blocks are only 350 feet?

Shorter stations can be planned now to accommodate two car LRT trains. Longer term, 300 foot stations will accommodate three car trains.

(14) The 1989 plan calls for cross overs every 2 to 3 miles and pocket tracks at 1/4, 1/2, 3/4 points of route and at potential connections/extensions. Is that true for this plan?

I'll need to get back to you on this issue.

(15) If Hiawatha is not built, what would be the increases in costs for the extra track, tunnel and maintenance facility?

Light rail transit in the Riverview Corridor is unlikely to be built as a stand alone line so those costs were not estimated for this project.

(16) What are the projections of reductions in air pollution and congestion due to building lrt/brt?

I will mail you this information.

Requests for additional documentation

(1) The current ridership counts and screenline counts for the bus routes involved. This is the type of information that Metro Transit made available for the recent restructuring effort.

(2) The projected counts, similar to item 1, for the TSM alternative. 2020 projections.

(3) The projected counts, similar to item 1, for the LRT and BRT alternatives. If any routes continue to exist.

(4) For the LRT and BRT alternatives, the projected ridership between each pair of stations.

81

(5) If RCRRA will not release item 3, the projected boardings at each station for each of the alternatives..

(6) LRT/BRT peak hour, peak direction projections.

You have asked more detailed questions than I can answer without research, so I'm checking on what information is available. It is not a question of willingness to release information. It is that I'm not certain we have the level of detail that you've requested. I will mail you whatever exists that is pertinent.

82

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Wednesday, September 20, 2000 10:01 AM
To: 'avigdor@usfamily.net'
Cc: 'teddavis@mn.mediaone.net'; Haller, Nona; Vap, Alicia; Morris, Steve
Subject: Riverview Corridor

Dear Mr. Grossman:

You asked questions about the Riverview Corridor Major Investment Study.

An Environmental Impact Statement (EIS) may or may not be required, depending upon the option selected and the impacts of that option.

Who requires an EIS? If federal funding is used, and depending upon the impacts, the sponsoring federal agency may require an EIS. For transportation projects, the sponsoring federal agency could be the Federal Highway Administration or the Federal Transit Administration. Sometimes both. The state also has environmental requirements, and a state level EIS could be required if a federal one is not.

There is a concern about losing affordable housing, if an alternative is selected that has impacts on housing. The City of St. Paul could seek to replace the housing, but that decision is in the future. The impacts cited in the MIS are not certain and will depend upon a specific design to be developed.

The preferred alternative to be selected by Ramsey County Regional Railroad Authority will be communicated to the Chair of the Metropolitan Council, Ted Mondale.

Please contact me if you have additional questions.

Kathy DeSpiegelaere
651-266-2762

83

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Tuesday, October 03, 2000 4:29 AM
To: 'teddavis@mn.mediaone.net'; Haller, Nona; Morris, Steve
Subject: FW: the LRT and BRT

-----Original Message-----
From: DeSpiegelaere, Kathryn
Sent: Tuesday, October 03, 2000 4:28 AM
To: 'ROX4512@aol.com'
Subject: RE: the LRT and BRT

Thank you for your comments. They will become part of the Riverview Corridor Major Investment Study public record.

-----Original Message-----
From: ROX4512@aol.com [SMTP:ROX4512@aol.com]
Sent: Monday, October 02, 2000 8:06 PM
To: kathryn.despiegelaere@Co.Ramsey.MN.US
Subject: the LRT and BRT

i would like to voice my opinion about this concept of having a light rail or bus rapid transit.....there are a lot of small children in this area and feel it would create a very dangerous situation for them, esp if they will be traveling faster than the trains go thru the neighborhood now....they do not go fast!!!!!! and for one to go whizzing by every 10 minutes would be a great inconvenience for those of us who have to cross the tracks to get to W 7th, but i feel the speed alone would be the greatest danger! there are areas by my home that you can't see around the bend to see if there is a train coming now!!! i frequently see children "walking" the rails, which is not safe even now with just the slow trains coming by....thank you for your time.....Roxanne Bauler 670 Watson

84

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Monday, September 18, 2000 5:44 PM
To: 'MARY JO TIERNEY'
Cc: 'teddavis@mn.mediaone.net'; Haller, Nona
Subject: RE: riverview cord

Thank you for your comments. They will be included as part of the Riverview public record.

-----Original Message-----
From: MARY JO TIERNEY [SMTP:ASLMT@email.msn.com]
Sent: Thursday, September 14, 2000 8:15 PM
To: kathryn.despiegelaere@Co.Ramsey.MN.US
Subject: riverview cord

Hi Kathryn,
I am a resident on Watson Ave off of W7 th St. I live next to the CPR railroad tracks. My family has lived here for 17 yrs. We are extremely opposed to LRT or BRT running along side these tracks. The trains run 5 or 6 times per day at speeds of 5 to 10 mph. LRT or BRT would run every 10 minutes!
This is unacceptable! I am concerned for my children and the saftey of any other pedistrians or motorist in this area. I am also concerned about the effect on our property values, the increased noise levels, and the overall deteroation of this neighborhood. I plan to attend the meeting on Oct 11. I also intend to inform as many of my neighbors as possible.
Please consider our side of this. Improving the transportation for people to get to the Mall of America is one thing but don't bring it through our neighborhood.
I am in favor of improving to bus line along W7th ST or possibly including LRT on W7thST. More details need to follow.
I also do not believe you are getting this information out to the public as well as you could. I fear that many of my neighborrs will say they have had no information shared with them.
How do you intend to get the opinions of the people involved?

Mary JO Tierney
703 Watson Ave
St Paul Mn 55102
651-222-3608
email alslmjt@msn.com <mailto:alslmjt@msn.com>

9-13-00

85

DeSpiegelaere, Kathryn

From: Dennis Dempsey [denmn@usfamily.net]
Sent: Friday, October 13, 2000 1:35 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: denmn

Kathryn DeSpiegelaere, Director

Ramsey Co. Regional Railroad Authority

665 Ramsey Co. Govt. Center West

50 West Kellogg Blvd.

St. Paul MN 55102

October 13, 2000

Dear Ms De Spiegelaere,

I am pastor of the parishes of St. Francis de Sales and St. James here in St. Paul. Both parish centers are within a few blocks of the intersection of Randolph and West 7th. I received the draft summary for the Riverview Corridor back in August and looked it over. My initial reaction was "Good plan!" I'm in favor of rapid mass transit. The plan looked good on paper completing the triangle with the Hiawatha and Central Corridors. What wasn't indicated in the draft, and what I (apparently along with the designers of the project) wasn't sufficiently attentive to, were the impact on the local community and the high cost to usage ratio.

I attended the meeting held at the West Seventh Community Center last Wednesday evening. During the week prior to the meeting, I began to hear from many parishioners about their concerns and the possible to probable negative impact the project would have on this neighborhood. With the opinions expressed at the meeting and in these past couple days since, it is clear to me that the project would have little positive effect and considerable negative impact on the local community.

1. Another St. Paul neighborhood would be broken up by yet another barrier, as limited crossing of West Seventh would effectively cut the area south of the avenue from that on the north.
2. Businesses would be negatively impacted from lack of street parking on West 7th. Those on the south side of the street, currently dependent on a clientele base of residents on the north side of the street, would be most affected. Their customers would have to drive over to Otto or Randolph, pass along West 7th, try to find parking, and return in the same round-a-bout manner. Many of those businessmen are members of the parish.

Even if a LRT system traveled from downtown St. Paul at 30 miles per hour down the middle of West 7th, it would not reach the airport as quickly as an express bus leaving downtown and passing by way of Shephard Road. It would seem to be a very logical approach. There are currently more than sufficient express buses that run the corridor between downtown and the airport with far more customer accessibility than what would be available under the proposed project.

86

Prior to coming to these two parishes in July of 1999, I worked for 5 1/2 years in South America where mass transit systems, particularly in big cities such as LaPaz (Bolivia), Lima (Peru), and Caracas (Venezuela), are far more heavily used and far more accessible to the populace. Even in smaller cities of Latin America, the number of people per square mile (population density) is far greater than here in the Twin Cities. Moreover, cars are extremely expensive and only a small percentage of the population had their own vehicle. People were accustomed to taking public transportation. Those factors are not present in the Twin Cities and will not be as long as the automobile is king and nearly every family has one or more vehicles.

The boundaries of these two parishes extends along West 7th from St. Clair to a bit west of Lexington. Nearly the entire populace of this area who have expressed any opinion are against the construction of the rail system or a special bus lane down West 7th.

If it would be helpful to those charged with making a decision on this project to hear the voice of the people more clearly, I am sure we could gather 1,000 to 2,000 signatures within a week. Please let me know if you would like such a petition. Thank you for your attention.

Sincerely,

Fr. Dennis Dempsey

Pastor, St. Francis de Sales Catholic Church

650 Palace Avenue

St. James Catholic Church

496 View

—— USFamily.Net <http://www.usfamily.net/info> - Unlimited Internet - From **$7.99/mo!** ——

Saint Paul Subway

Presented To:
Karthryn DeSpiegelaere, Director
Ramsey County Regional Railroad Authority
655 Ramsey County Government Center West
50 Kellogg Boulevard
Saint Paul, MN. 55102

By: James A. Huot Jr., PE
Lifetime resident City of Saint Paul
750 Forster St.
Saint Paul, MN. 55102
October 17, 2000

Introduction

I propose that a subway be considered for the River Corridor as the best alternative for the mass transit alignment between downtown Saint Paul, the Airport, and the Mall of America. This could be accomplished with limited detrimental affects on the environment, disruption to the surface during construction, and *most importantly* disruption within the community and the great quality of life as it exists today in the City of Saint Paul. This will preserve the connections people make with their neighbors and local businesses which is vital to what Norm Coleman would say "that's what is great about Saint Paul". He would know, because he was born in the city with the most famous subway of them all, built in the early 1900's.

I was an engineer for Charles Nelson and Associates and I worked on numerous underground design and construction projects. Some of these projects were the Saint Paul sewer separation projects, Saint Paul Utility repairs (NSP, QWEST, and City of Saint Paul Water), and LRT tunnel alignments through Minneapolis and the Midway Corridor. I have been involved in various sandstone tunnel projects from design phase to final construction.

I think it is a gross oversight that a subway for the Riverview Corridor is not included as an alternative in the Riverview Corridor Major Investment Study August 2000. I would like to propose that a subway be studied as a feasible alternative for the Riverview Corridor, a necessary link to the airport and crucial for the economical development of the neighborhood and the continued growth prosperity for downtown St. Paul.

Advantages

- Minnesota's changing weather will not affect the operation of the subway
- No noise or speed restrictions which may cause delays between stations
- Limited environmental impact
- No disruption of traffic flow or commuter traffic
- Support economic and housing revitalization of the corridor
- Provide the most effective and efficient public transportation
- Security will only be needed at stations
- Limited land acquisition requirements
- Limited loss of street parking
- Temperature underground is constant and will require minimal temperature control at stations or along route.
- Limited problems associated with snow or ice
- Geological conditions are ideal for easy large tunnel construction

Geological Conditions

All along the Riverview Corridor we know much about the geological strata, which is very conducive to underground construction. There are several outcrops, natural and manmade caverns, existing sewer chambers, and abandon unlined sewer tunnels. Examples include: Smith St. Deraeration Chamber, Schmidt Caves, all the abandoned combined sewer tunnels, Summit Brewery outcrop, Davern and Stewart Tunnels, Watergate Marina outcrops and 45' high unlined caverns near watergate marina, Hidden falls outcrop near Hwy 5.

Under downtown St. Paul the Limestone is 29' thick and decreases to an average of 17' thick along a potential alignment heading toward the airport. Underlying the limestone is a rock formation, St. Peter Sandstone that is very conducive to underground construction.

Construction Considerations

Use the experience from past and present tunneling projects to use in the construction of this tunnel and connection to the airport (currently under construction).

Conclusion

I recently traveled to Rome and Paris and witnessed where enormous traffic problems were solved with different forms of public transportation. The most timeless solution is a subway. Let's try to fix a 2025 problem today with 2000 money and a 2025 solution. All great cities have a subway and a St. Paul subway would contribute to making Saint Paul an even greater city.

Resume

Engineer, Owner

A-1 Hydraulics 1995 - Present

Engineer
CNA Engineers 1990-1995

Projects:

- Downtown MPLS. LRT Study 1989 - 1990 Peer review
- LRT Midway Corridor Study 1990
- Smith Deraeration Chamber 1989 - 1990
- Davern Tunnel and Deraeration Chambers 1991-1993
- Stewart Tunnel and Deraeration Chamber Phase B 1994.
- 7th and Cedar Project Design 1994.
- 35E Tunnel near University Ave.
- Quest, NSP and St. Paul Water Utility Tunnel Rehabilitation 1995.

Graduate University of Minnesota, Bachelor of Science in Geo Engineering, 1990.

P.E. #24083, Minnesota

DeSpiegelaere, Kathryn

From: www.riverviewcoridor.com@[209.0.238.2]
Sent: Monday, October 16, 2000 2:21 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Riverview Major Investment Study Public Comment

Name: Dawn Kelly
Agency:
Mailing Address: 1130 Montreal Avenue
City: Saint Paul
Zipcode: 55116
Phone: 651-698-1550
FAX:
Interested in participating in meetings or workshops scheduled during the course of the study.
I belong to an organization would be interested in having a speaker on the Riverview MIS at one of the regularly scheduled meetings.Thoughts about the Goals and Objectives of the study: If we really need to improve our systme more options should be studied.
Those not worth studying: If it is determined that we need rail or express bus then don't throw in a no build. Let's deal with what is going to happen. Do we have to build?
OTHER alternatives: Sheperd Road.
Vintage trolley cars.
Improve bus service we have now.
Staying within the $ amount we already have.
Highest Priority: Impact on the neighborhood involved. Sure everyone will pay monetarily but the neighborhoods ripped up will pay the more in increased trafic etc. Therefor the area involved should have the highest consideration. I'm not saying don't build I'm saying do it responsibly. It is not responsible to rip apart several residencial areas when we have 7th and Sheperd Rd. I know the rail line runs through it already but your talking about 4 very low speed trains a day verse a minimum of 48 high speed buses or trains a day. What will that do to the residencial areas. You might as well pull them out now.
Lowest Priority: Political stragetities. If ultimately we're going to need light rail to be competitve then do it now. It's not going to get cheaper. Just put it in resposibily.
Comments: Some opinion on the Riverview Corridor Transit project.
How the few will pay to benefit the many&

If we do need and decide to install a traffic system to lighten congestion and make transportation better in St.Paul then it should be chosen with the view that it should have the least adverse effect on the neighborhood housing it. The committee that would give us this system should be making this one of their top priorities. In terms of the greater good, we all will end up paying monetarily for a traffic solution that we may not even decide on, but to the neighborhood it is going to run through the price will be the highest.

To put the bus or light rail lane in on the railroad corridor not only will be expensive but it goes directly through the Seventh Street neighborhoods. Not our main through fare but through people□s back and front yards. Yes we□re aware we have the trains now but at minimum we□re talking about adding traffic (buses or trains) up to 48 a day. That□s 2 an hour and I believe they are suggesting even more than that. This system cuts directly between Shepherd Road and Seventh Street. What it cuts through is several small residential neighborhoods. What about existing businesses? Are the Seventh Street businesses going to benefit from a bus or rail system several blocks from them? How can the residence survive on either side of the railroad corridor with that amount of traffic cutting up our neighborhood?

Should a bus or rail line move onto Seventh? Not the Seventh street alternatives suggested by the committee. Take Seventh down to one lane either way? Have a bus lane down the middle? How can these things be seriously considered? They are irresponsible and dangerous. Just because we have a rail or bus system where do they think Seventh Street car and pedestrian traffic is are going to go?

At the listening meeting Wed Oct.11 we were given an 8th option. One that is still not available on the Riverview Corridor website. One that combines the worst of both strategies. It would split the bus lane between Seventh Street and the railroad corridor. Leaving us with the same major problems of both plans.

Can we move it down to Shepherd, where there is construction in process anyway? We have it ripped up now why not put a bus lane there or make it ready for light rail. It makes sense in terms of moving some of the traffic off Seventh but

91

leaving the parking and lanes we need to negotiate our neighborhood and conduct business.

If really need to improve our transit through the West Seventh Street area let□s see it done responsibly and not make Seventh another Rhondo like causality.

Thank You
Dawn Kelly
1130 Montreal Avenue
Saint Paul, MN 55116
651-698-1550

RJR

Robert J. Reardon, Jr.
14554 Bloomfield Place ~ Rosemount, MN 55068
Email rreardon@pclink.com

August 26, 2000

To: Kathryn Despiegelaer

Subject: Commuter Rail

Kathy, here are my two cents, also the email address which was in the paper does not work (at least for me it didn't.)

Here are some thoughts on commuter rail

~ Light rail is way way too spendy and not worth the money

~ Commuter rail is the way to go. You have an abundant amount of existing railroad tracks all throughout the 7 county metro area and numerous prime area's for park and rides on the RR r-o-w. Commuter rail is the answer for relieving traffic congestion in the seven county metro area. This is the cheapest, the track and everything is in place, you don't have to spend 2 million dollars to lay new track per mile like you do for Light rail. Look at a map of the twin cities and you will see all the railroad tracks that go everywhere in the 7 county metro area - it's all there but no one wants to look or go with commuter rail. It works in Chicago/Milw, CA, and numerous other states, commuter rail will work here if politicians would just consider it and get the hell off this high buck tax payer wasting light rail train.

KD 8/28/00

93

To Kathryn DeSpiegalare

Dear Mrs. DeSpiegalre,

I have just read the Sunday August 27th article in the Minneapolis Star and Tribune titled "St. Paul Asks: Light Rail or Busway?" Seven scenarios for the Riverview corridor were mentioned in this article – 3 Light Rail, 2 busway, One "no build", and one improved bus service on w. seventh.

I am highly disappointed that Personal Rapid Transit (PRT) was not looked at (at least seriously) in this study. The article quotes Tony Bennett, chairman of the rail authority, stating "A lot of people did not think we were looking at all the alternatives, but this report should put that issue to rest". I'm sorry, but Mr. Bennett is wrong. This study did not look at the alternative of PRT and this issue is not at rest.

If you are not familiar with Personal Rapid Transit here is a brief description. PRT consists of small, 3 person lightweight vehicles on a single elevated guideway. Stations are separate from the main guideway, allowing vehicles to pass other stations. It is completely computer automated. PRT provides a 24 hr, non-stop, express service with little or no waiting for a vehicle. Most importantly, since it composes of lightweight vehicle and guideways it is far cheaper that Light Rail and busways.

Some good websites on PRT are:

www.cprt.org
www.taxi2000.com
www.skyloop.com

Unfortunately, I will out of town during all of the public hearing on public transit in the Riverview Corridor, but I hope PRT gets a fair voice and is seriously looked at as a transportation option in this area.

Please feel free to contact me via email, mail or phone.

Thank You,

Marcus Nielson
2111 13th ave. s. #3
Minneapolis, Mn
55404
(612)874-6469
orangevening@hotmail.com

KD 8/28/00

94

FROM : NANCY PAGE PROGRAM FAX NO. : 6128703789 Aug. 27 2000 10:15AM P1

Fax

Name: Eckstam
Company:
Voice Number: 612-830-9677
Fax Number: 520-441-9250
8106 Highwood Dr #Y226

Bloomington, MN 55438

Date: Friday, September 01, 2000
Total Pages: 4
Subject: "Light Rail"

Name: DeSpiegelaere
Company: Ramsey Co RR Authority
Voice Number:
Fax Number: 9-651-266-2761

Nona
Review
comment &
circulate.
KD

Note: Some thoughts

What will Gov Ventura say?

eee

95

RamseyCol.txt

I am not an expert, but I am age 81 and old enough to know that mass movement of people is best by some type of RAIL. Witness the debacle of air transportation. Street Cars and Trains were the main mode of transportation. Of course they would not succeed, NOR will current plans for rail in Minneapolis succeed, if there is not an adequate transfer system network (run-off) over the city. Masses of people dropped off at a point need to hop on another form of transportation to get to their destination. I see none of that in current planning.

I was saddened with the demise of the mighty rail system this country had and said, then, that the country would regret not saving the rails. I cringe when I see rails for masses being converted to trails for a few. Now, as in eternity, errors are made and history repeats itself - because no one studies history any more!

I do encourage a rail system - the more the merrier. I have not seen anything on Monorail. But there was an article, I think, in the Star Tribune the other day - or Wall Street Journal - about Seattle, pointing out that Monorail is cheaper, more efficient, more quiet, chops up less real estate, offers fast and safer routes. The only disadvantage was that it might cut off some views from second floor windows - whoopee for safety! There is no cross traffic in a Monorail system! Only major intersections. Escalators and elevators are mandatory for the handicapped, as many seniors and many juniors are.

Please look at the Seattle and Disney World experiences to back up these claims. Please do not settle on a system until Monorail in these two cities has been thoroughly studied by the same rail commission members planning the Minneapolis system. I think that our Governor might agree on these points.

Thank you for listening.

Eugene E Eckstam, MD
8106 Highwood Dr
Bloomington MN 55438
952-830-9677
ecubed@mn.rr.com

□ Y□ t□ w□ y□ ^ {v{v{

□□(□ □ □□□ □ □□ □□ +□ V□ X□ |□ ~□ ‰□ ‹□ ¢□
Í□ Ï□ ø□ ú□ @□ B□ ¨□ ª□ ¬□ Ý□ ß□ qq

96

DeSpiegelaere, Kathryn

From: Jennifer Lovaasen [jennifer.lovaasen@metc.state.mn.us]
Sent: Monday, September 18, 2000 2:46 PM
To: Fred Perez
Cc: kathryn.despiegelaere@Co.Ramsey.MN.US; Connie Kozlak
Subject: Riverview Comment

Delete

A constituent from Highland Park called and asked me to pass along her comments opposing a busway on the Riverview Corridor.

Judy (didn't want to give last name)
1801 Morgan Ave.
St. Paul, MN 55116

Working on a plan to relieve auto traffic on Sheperd Road & Davern. Busway would make problem worse. Consultants say a busway would bring traffic levels to 85,000 per day at Sheperd & Davern.

Instead of investing in a busway, the state should widen Sheperd Road, add a north-bound turnoff onto 35E, and create better entrance and exit ramps for 494/5 and 35E.

Riverview ridership (12,000 by 2020) doesn't justify investment. The state shouldn't be paying to get people to and from the airport and Mall of America.

She can drive to airport in 7 minutes. It would take 58 minutes via busway. Why would Highland residents take bus to airport?

35E @ Sheperd would be a better busway.

Opposes Riverview LRT too.

97

CC: Ted Davis

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Thursday, September 28, 2000 3:50 PM
To: 'Peter Vickerman'
Cc: 'teddavis@mn.mediaone.net'; Haller, Nona
Subject: RE: Riverview corridor

Thank you for your Riverview Corridor comment. It will become part of the public record.

-----Original Message-----
From: Peter Vickerman [SMTP:petervick@hotmail.com]
Sent: Thursday, September 28, 2000 8:30 AM
To: kathryn.despiegelaere@Co.Ramsey.MN.US
Subject: Riverview corridor

St. Paul should consider Personal Rapid Transit for the Riverview Corridor.

Get Your Private, Free E-mail from MSN Hotmail at http://www.hotmail.com.

Share information about yourself, create your own public profile at http://profiles.msn.com.

98

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Thursday, September 28, 2000 3:54 PM
To: 'RPutman@aol.com'; kathryn.despiegelaere@Co.Ramsey.MN.US
Cc: 'teddavis@mn.mediaone.net'; Haller, Nona
Subject: RE: St. Paul's Riverview Corridor transit options

Thank you for your comments. They will become part of the Riverview Corridor public record.

-----Original Message-----
From: RPutman@aol.com [SMTP:RPutman@aol.com]
Sent: Thursday, September 28, 2000 10:11 AM
To: kathryn.despiegelaere@Co.Ramsey.MN.US
Subject: St. Paul's Riverview Corridor transit options

Hi Kathryn,

Starting way back in 1970 when I was a resident of St. Anthony Village, MN I was impressed with the concept of personal rapid transit (PRT). The more I studied urban transit options the more sense PRT made ... EXCEPT that back then three decades ago hardware technology was not cost economic. For example, computer power was very bulky and expensive back then. As you know, that status has now improved to an almost unbelievable extent.

I believe that if you and your associates take an open-minded look at where PRT stands today you'll also conclude that it is an exciting, money-saving, CUSTOMER SATISFYING breakthrough answer to urban transportation needs. Below are two outstanding PRT web sites. I invite you to explore them.

<A HREF="http://www.SkyTran.net">SkyTran PRT System</A> <A HREF="www.taxi2000.com">Taxi 2000</A>

Rich Putman

99

Ag. 24, 08

Dear Ms. DeSpiegelaere,

For what it's worth:

I believe light rail would be a big waste of money.

An augmented bus system would serve the Twin Cities far better + would cost much less.

WAIT - until better traffic control systems which would prevent accidents & allow people to use smaller, lighter cars — wait until they are available + then put our money into them.

Don't build a dinosaur — a light rail system with insufficient →

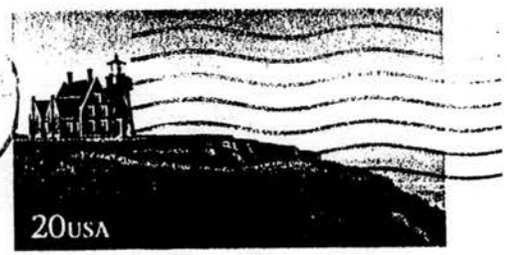
access, insufficient parking.

Thank you,
Ann E Mullaney

Ann Mullaney
1733 Hampshire Ave
St. Paul, MN 55116
651 696-0240

Mrs. M. Thurstin
714 Concord St
Saint Paul, MN 55107

PM
2000



Kathryn Ha Spiegelaere.
Ramsey Co. Reg. Rail Authority
50 W Kellogg
St Paul MN

55102/1664

102

Dear Kathryn DeSpiegelaere Feb 3 - 2000

I don't know too much about Ghostlight
rail. I doubt it would help page on
west side of St Paul - St. Paul Press Editor
I might call a Bus Person. They would
love already them.

What people have against buses
don't understand. If you can't drive
and don't pay parking meter money need buses

Thank you Sincerely
Bill Hanson

103

Rec'd 9/15/00 ✓

Riverview Corridor
Major Investment Study
Comment Form

Your comments are important. If you have suggestions, please take a moment to complete the following. You may leave the form with today's speakers, fax it to 651 266-2761, or mail it to:

Kathryn DeSpiegelaere, Director
Ramsey County Regional Rail Authority
Suite 665 RCGC-West
50 West Kellogg Boulevard
St. Paul, MN 55102

(1) Projection for increased traffic allows for no "park and ride" parking. This necessarily assumes that all increased ridership will come from residents who live close enough to walk -- which has no basis in fact -- or that the riders will be deposited and picked up by another household member, which would enormously increase Davern traffic, depreciating one of the highest-value residential areas in St. Paul. (2) Any LRT or busway along 7th will destroy many local businesses and create monumental traffic jams. (3) Riders are projected to furnish only about 30% of the income needed to cover operating costs. A 70% public subsidy is just outrageous.

Optional:

Name M/M Henry Snyder

Address 2170 Lower St. Dennis Rd.

City St. Paul

State/ZIP MN 55116

e-mail hiboot@acl.com

104

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Monday, September 18, 2000 5:41 PM
To: Haller, Nona; 'teddavis@mn.mediaone.net'
Subject: FW: Riverview Major Investment Study Public Comment

please file with public comments for Riverview. I responded by e mail already.

-----Original Message-----
From: www.riverviewcoridor.com@[209.0.238.2] [SMTP:www.riverviewcoridor.com@[209.0.238.2]]
Sent: Monday, September 18, 2000 2:36 PM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
Subject: Riverview Major Investment Study Public Comment

Name: Val Vinnik
Agency:
Mailing Address: 2014 Worcester Ave.
City: St. Paul
Zipcode: 55116
Phone: 651-698-8731
FAX:
Interested in participating in meetings or workshops scheduled during the course of the study.
Thoughts about the Goals and Objectives of the study: The Study is a timely (if not a bit late) attempt to identify and provide alternative solutions to the problem that promises to be very acute in the next 2 decades. It should be an important part of the strategic development plan defining not just a local (St. Paul)transportation issue but the citywide development including the Mississippi riverfront.
Those not worth studying: The study and the proposed alternatives are fairly good described in the document, and provide a good understanding of possible transportation routs. The analysis is detailed enough to understand the options and form the opinion.
OTHER alternatives: The BRT alternative utilizing Shepard Rd, and the PMT option that is more economical to build, has less environmental impact, and could be self sufficient in terms of maintenance cost.
Highest Priority: The BRT alternative utilizing Shepard Rd, and BRT "CPR corridor" combined with "TSM Alternative"
Lowest Priority: LRT "West 7th Street"
Comments: All the LRT alternatives have less sense in the Riverview Corridor due to the the extremely high capital cost, highest maintenance cost and biggest environmental impact. The LRT options look more promising for the remote suburbs connection to the city-based hubs in the Riverview/Central/Minneapolis triangle

105

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Tuesday, September 19, 2000 4:45 PM
To: Haller, Nona
Subject: FW: val

-----Original Message-----
From: DeSpiegelaere, Kathryn
Sent: Tuesday, September 19, 2000 9:54 AM
To: Vinnik, Val
Subject: RE: val

We have two public open houses scheduled for questions and answers --- one is October 11 5:30 to 7:30 PM at West Seventh Community Center. The second iz ctober 17 5:30 to 7:30 PM at St. Luke's Lutheran Church.

-----Original Message-----
From: Vinnik, Val
Sent: Tuesday, September 19, 2000 7:26 AM
To: DeSpiegelaere, Kathryn
Subject: RE: val

I know how extremely busy you are, and do not want to impose. I used our Intranet site to submit my comments, and I will try to attend one of the public hearings. Kris gave me the brochure describing the alternatives, so I have the general idea about the entire project. I have several questions that were not answered to my satisfaction in the Study:

1. Why the alternative BRT or LRT options along the Shepard Road were rejected?
2. Why the PMT option was not even mentioned anywhere?
3. At what intersection of W. 7th the BRT or LRT alternatives using CPR (the railroad) would turn to cross the river?

Thank you.

Val Vinnik
Ramsey County
Senior Information Center Analyst
(651) 266-3428
val.vinnik@co.ramsey.mn.us

-----Original Message-----
From: **DeSpiegelaere, Kathryn**
Sent: Tuesday, September 19, 2000 4:41 AM
To: Vinnik, Val
Subject: FW: val

Dear Val: I would like to talk with you. Unfortunately, my schedule this week is jammed. Which is why I'm responding at this unusual time. Next week?-----Original Message-----
From: Longhenry, Kris
Sent: Monday, September 18, 2000 12:16 PM
To: DeSpiegelaere, Kathryn
Subject: val

Val Vinnek would like to know if you would have a little time to chat with him about the Riverview Corridor. He lives near it and has some questions about the study. 266-3428

106

DeSpiegelaere, Kathryn

From: EricandJo@aol.com
Sent: Saturday, September 09, 2000 7:11 AM
To: Kathryn.despiegelaere@Co.Ramsey.MN.US
Subject: Light rail in St. Paul

Dear Ms. Despiegelaere,

As a citizen and resident of a St. Paul suburb and former resident of St. Paul, I strongly support a light rail system that would connect not only Minneapolis with the airport, but also St. Paul with Minneapolis and the airport. Perhaps this can be done in conjunction with the proposed public transportation on Grand Avenue, because unconnected mass transit lines tend not to be used. I would support using existing rights of way such as the train line that roughly parallels I-94 because they are less expensive to use and do not require dispossessing land-owners.

I recently returned to the Twin Cities from the Dallas area where an extensive light rail system was/is being created. It was wonderful to board a train in North Dallas and ride, relatively fast and totally hassle-free to the zoo which was in the far southeast part of town. The easier it is to reach a museum, zoo, theater, arena, or other facility, the more people will avail themselves of it. Please consider working with other localities and municipalities to connect the entire metropolitan area with fast, clean, inexpensive public transportation. It will bind us together more as a community, keep our air cleaner, and encourage increased tourism.

JoAnn W. Pasternack
1854 Walsh Lane
Mendota Heights, MN 55118

107

Haller, Nona

From: DeSpiegelaere, Kathryn
Sent: Friday, September 22, 2000 3:04 PM
To: 'zimme053@tc.umn.edu'; 'kathryn.despiegelaere@co.ramsey.mn.us'
Cc: Jay Benanav (E-mail); 'susan.m.haigh@co.ramsey.mn.us'; Haller, Nona; 'teddavis@mn.mediaone.net'
Subject: RE: RiverView Corridor Options

Thank you for your comments. They will become part of the Riverview Corridor public comment record.

-----Original Message-----
From: catherine zimmer [SMTP:zimme053@tc.umn.edu]
Sent: Friday, September 22, 2000 2:58 PM
To: 'kathryn.despiegelaere@co.ramsey.mn.us'
Cc: Jay Benanav (E-mail); 'susan.m.haigh@co.ramsey.mn.us'
Subject: RiverView Corridor Options

Dear Ms. Despiegelaere,
I would like to comment on the proposed transitway. Reviewing the options suggested in the Wed., Sept. 13, '00 issue of the Villager, I believe the busway along the CP line should be the preferred alternative.

Light rail (LRT) has not yet proven itself. While light rail has been approved and bids are being accepted, we are not certain that citizens will change their commuting habits and opt to commute by LRT. According to the proposed options, building a LRT line would cost at least three times as much as the busway. It would cost almost 1.5 times as much to operate and would only be 3 minutes shorter than the bus. While I don't know how the projections for ridership were devised, as stated previously, I am not yet convinced that commuters will switch.

I am an avid mass commuter/bicycler. I am very concerned about air pollution, the MPCA's Air Toxics report is quite alarming. I am very interested in getting improved mass transit in our region. However, I believe our money would be better spent on improved buses, bus schedules and Natural Gas powered buses. The infrastructure for this system is, for the most part already in place. A prudent approach to moving forward with improved mass transit would be to improve our current system using current/and or modifiable infrastructure. In the event, LRT proves feasible, it would seem that we could amend the River Corridor CP/busway to LRT at a future time.

Thank you for considering these comments.

Sincerely,
Catherine Zimmer
1790 Hague Ave
St. Paul, MN 55104

108

Riverview Corridor
Major Investment Study
Comment Form

Your comments are important. If you have suggestions, please take a moment to complete the following. You may leave the form with today's speakers, fax it to 651 266-2761, or mail it to:

Kathryn DeSpiegelaere, Director
Ramsey County Regional Rail Authority
Suite 665 RCGC-West
50 West Kellogg Boulevard
St. Paul, MN 55102

I think that light rail is a waste of money. Please do not spend my hard-earned tax dollars on this.

I do think that the current bus system could use improvement. Mainly, make it easier to understand and use.

Thank you for your time

Optional:

Name Juli Snyder
Address 733 E 5th St.
City St. Paul
State/ZIP MN, 55106
e-mail juli199@gateway.net

109

RIVERVIEW CORRIDOR PUBLIC INVOLVEMENT REPORT
10/15/00

The Riverview Corridor Major Investment Study has featured an aggressive grass-roots public involvement program. The purpose of this program was and continues to be to assure that stakeholders in the communities that would be affected by transit investment in the corridor have meaningful opportunities to shape the outcome of the study. The majority of outreach efforts have taken place at the neighborhood level and those meetings are documented in the second portion of this memo.

Presentations and discussions in all meetings listed below focused on the objectives of the Riverview Corridor Major Investment Study as developed early in the study process. In each case staff and consultants have stressed to the community members that four technological options were being studied for application in the corridor in a variety of alignments. The four technological options described were:

- **No Build**
- **Transportation Systems Management**
- **Bus Rapid Transit (Busway)**
- **Light Rail Transit**

Given the consistent level of controversy surrounding Light Rail Transit, staff and consultants working on this project have gone to great lengths in the content of presentations to stress the equal emphasis on the three options that are not Light Rail Transit.

The public meeting process began with interviews with 46 representatives of the community conducted in January, 1999. Those interviews were used to frame the public involvement issues at the beginning of the study. The first large public meeting was public scoping meeting held in March, 1999 to introduce the study to the affected neighborhoods and set the parameters of the study.

The process continued with two series of Station Area Public Meetings to test preliminary results. These meetings were arranged and funded through the Riverview Corridor Major Investment Study and, in many cases, co facilitated by neighborhood district councils and business associations. In all cases, these meetings were publicized at a level that exceeded requirements of the Federal Transit Administration and the higher standard expected in Ramsey County.

Publicity methods to draw citizens to the meetings included the following:

<u>Paid Display Advertising in the following publications:</u>

- Asian Pages
- Insight News
- Highland Villager
- Saint Paul Legal Ledger
- Pioneer Press
- Riverview Times
- Saint Paul Voice

Media Relations with the following publications:

- Pioneer Press-
- Highland Villager
- Star Tribune
- Legal Ledger
- Skyway News
- Community Reporter
- Riverview Times
- Saint Paul Voice
- Asian Pages
- Insight News
- Spokesman

Notices mailed to:

- Transit Vision Task Force members
- SRF Study mailing list
- Interviewee mailing list
- Community contact list

Flyers/Special notices were distributed in areas surrounding the meeting sites.

The format for these meetings included an open house with opportunity to ask questions of transit planners, consultants and elected officials as well as opportunities to review displays and printed matter relating to the Riverview Corridor. Each meeting included a formal presentation and questions and answer period. The goal was to assure that interested residents had access to all information on the study and the opportunity to affect the results and resolve concerns.

Attendance at these meetings varied from fewer than 10 to 125. The scoping meeting and at least one meeting in each series of station area public meetings included representation from the offices of City Councilmembers Mike Harris, Chris Coleman and Kathy Lantry.

The outcomes of each of these public meetings were reported in newsletter published by the Ramsey County Regional Railroad Authority. Newsletters were mailed to an extensive mailing list that includes attendees at all meetings, individuals who have expressed interest in transit and community development issues, members of community councils, elected officials and news media.

In July 1999, the Study conducted a survey of corridor residents to determine the level of understanding and support for the alternatives under study. The survey was conducted by C.J> Olson Market Research. The sample was designed to reflect the demographics of the resident population and was statistically valid. The key findings are included in this document.

In the spring of 2000, the study extended invitations to organizations interested in presentations intended to test information coming out of the study in order to allow public input in the final study report. The following individuals and organizations accepted the invitations:

Pastor Walt Wietzke, St. Mark's Lutheran Church
Pastor Jack Dreier, St. Lukes Lutheran Church
Curt Milbern, East Side Area Business Association
East Side Area Business Association (ESABA) Board of Directors

Phalen Corridor Initiative (PCI) Board of Directors
Highland District Council Transportation Committee
Special public meeting on West 7th Developments
St. Lukes Lutheran Church Congregational Meeting
St. Marks Lutheran Church Congregational Meeting
West Seventh Federation Annual Meeting
Daytons Bluff District Council Meeting
Cami Zimmer, Saint Paul Transportation Management Organization

The Draft Study Report was delivered to the Ramsey County Regional Railroad Authority and adopted for purposes of public review on August 22, 2000. An extended public comment period was set to end on October 20, 2000. The adoption of the draft study received significant media coverage and the Study staff arranged a series of meetings with community groups along with two public hearings held at locations within the corridor. Comments were aggressively solicited through media coverage, public presentations and the study website.

Presentations on the Draft Study Report were given and comment was taken from the following organizations and their members:

- Friday, August 18, 2000 - Saint Paul Transportation Management Organization at the Saint Paul Area Chamber of Commerce Office
- Tuesday, September 5, 2000 - Phalen Corridor Initiative Board Meeting at Norwest Bank
- Wednesday, September 6, 2000 - Upper Swede Hollow Neighborhood Association Board Meeting at 729 East 7th Street, Saint Paul
- Thursday, September 7, 2000 - Highland District Council Board Meeting at Hillcrest Recreation Center, 1978 Ford Parkway, Saint Paul
- Friday September 8, 2000 - Saint Paul Planning Commission at Saint Paul City Hall/ Ramsey County Courthouse, 15 West Kellogg Blvd, Saint Paul
- Monday, September 11, 2000 - Daytons Bluff District Council at 798 East 7th St., Saint Paul
- Wednesday, September 20, 2000 - Capital River Council Board Meeting at First National Bank Building Room N-110, 332 Minnesota Street, Saint Paul
- Wednesday, September 20, 2000 - East Side Area Business Association at Aires Precision Sheetmetal, 720 Olive Street, Williams Hill Industrial Park
- Thursday, September 28, 2000 - Saint Paul Area Chamber of Commerce Transportation Committee at Saint Paul Area Chamber of Commerce Offices
- Tuesday, October 10, 2000 - Payne Arcade Business Association at East Team Police Station 722 Payne Ave.
- Thursday, October 12, 2000 - Payne Phalen Community Council at 1014 Payne Avenue, St. Paul

Large group public hearings were held on October 11 and October 17 at the following locations:

Wednesday, October 11, 2000
West Seventh Community Center Gymnasium
265 Oneida Street
St. Paul, MN 55102
Open House/ Questions Answered
5:30 p.m. – 7:30 p.m.
Listening Session/ Public Comment
7:30 p.m. 9:00 p.m.

Tuesday, October 17, 2000
St. Lukes Lutheran Church
1807 Field Ave.
St. Paul, MN 551116
Open House/ Questions Answered
5:30 p.m. – 7:30 p.m.
Listening Session/ Public Comment
7:30 p.m. 9:00 p.m.

These meetings were publicized through advertising in community newspapers, publicity through local organizations, media placements in major newspapers, the study website and other community methods. All comments made at those meetings were transcribed.

Additional Public Meetings held to date:

- Thursday, March 25, 1999 - Riverview Corridor Transit Study Scoping Meeting at West Seventh Community Center Gymnasium, 265 Oneida Street, St. Paul
- Monday, June 7, 1999 - Station Area Public Meeting at Minnesota Brewing Company Rathskeller (In cooperation with the West End Business and Professional Association), 882 West Seventh Street, St. Paul
- Tuesday, June 8, 1999 - Station Area Public Meeting at St. Lukes Lutheran Church, 1807 Field Avenue, St. Paul
- Tuesday, June 8, 1999 - Station Area Public Meeting at Minnesota History Center Irvine Room, 345 Kellogg Blvd., St. Paul
- Wednesday, June 9, 1999 - Station Area Public Meeting at Metropolitan State University Founders Hall L122, 700 East Seventh Street, St. Paul
- Wednesday, June 9, 1999 - Station Area Public Meeting at Galtier Plaza Seventh Floor Conference Room, 175 East Fifth Street, Saint Paul
- Monday, September 13, 1999 - Station Area Public Meeting at Metropolitan State University New Main/Great Hall, 700 East 7th Street, St. Paul
- Tuesday, September 14, 1999 - Station Area Public Meeting at West 7th Community Center Gymnasium, 265 Oneida Street, St. Paul

- Wednesday, September 15, 1999 - Station Area Public Meeting at Ramsey Room, Landmark Center, 75 West 5th Street, St. Paul

Along with numerous informal informational meetings, representatives from the Riverview Corridor Major Investment Study have met with and answered questions for the following individuals in the corridor. These meetings were carried out at the outset of the study to determine awareness of community opinion leaders and to seek counsel for ongoing public involvement efforts:

- November 24, 1998 – Ann Brisano, Riverview Economic Development Association
- November 25, 1999 – Anne Hunt, Neighborhood Energy Consortium, Executive Director
- December 8, 1998 – Nacho Diaz, Metropolitan Council
- December 8, 1998 – Brian Merchant, Highland Community Council
- December 31, 1999 – Meg Gravelle, Jewish Family Services
- January 4, 1999 – Commissioner Bennett, Ramsey County
- January 4, 1999 – Commissioner Susan Haigh, Ramsey County
- January 4, 1999 – Mark Moeller, R.F. Moeller Jewelers, St. Paul
- January 5, 1999 – Gail Martenson, Sibley Manor Social Worker
- January 7, 1999 – Julie Benick, Dayton's Bluff Community Council President
- January 8, 1999 – Rolf Middleton, MSP Companies
- January 11, 1999 – Councilmember Chris Coleman, St. Paul
- January 11, 1999 – Carl W. (Buzz) Cummins – St. Paul Transportation Management Organization
- January 11, 1999 – John Labosky, Capital City Partnership
- January 11, 1999 – Jim Smith, West Seventh Community Center
- January 12, 1999 – Laurel Severson, 3M Administrative Services
- January 13, 1999 – Ellen Bieales, Summit Hill Association Executive Director
- January 13, 1999 – Bill Buth, BOMA
- January 13, 1999 – Eric Hare, Irvine Park Association
- January 13, 1999 – Richard Miller, Fort Road Federation Board

- January 14, 1999 – Lester Collins, Council on Black Minnesotans
- January 15, 1999 – A. Sheffer Lang, Center for Transportation Studies, University of Minnesota
- January 15, 1999 – Councilmember Kathy Lantry, St. Paul and Bob Connor, Council Aide
- January 18, 1999 - Carol Andrews, St. Paul Bicycle Advisory Committee
- January 18, 1999 – Art Leahy, Metro Transit General Manager
- January 18, 1999 – Paul Mohrbacher, Science Museum of Minnesota/Capitol River Council
- January 18, 1999 – Betty Moran, West 7th/Fort Road Federation
- January 19, 1999 – Sunny Floum, Vocational Improvement Program, Jewish Family Service
- January 19, 1999 – Peggy Lynch – Friends of the Parks
- January 19, 1999 – Penny Harris, Metropolitan State University Associate V.P. of Public Affairs
- January 20, 1999 – Councilmember Michael Harris, St. Paul and Dan Smith, Legislative Aide
- January 21, 1999 – Roger Diestler, Sibley Manor Caretaker
- January 21, 1999 - Dan Galles, West End Business Association President
- January 25, 1999 - Shawn Bartsh, Highland District Council President
- January 25, 1999 – Lyle Wray, Citizens League Executive Director
- January 26, 1999 – Councilmember Dan Bostrom, St. Paul
- January 26, 1999 – Ed Johnson, Fort Road Federation Executive Director and Patrick O'Hare, Assistant
- January 26, 1999 – Jerry Trooien, JLT Group, St. Paul
- January 27, 1999 – Holly Crouse, West End Business Association
- January 27, 1999 – Sarah Pillow, Macalester Groveland Community Council
- January 27, 1999 – Commissioner Victoria Reinhardt, Ramsey County
- January 28, 1999 - Councilmember Jay Benanav, St. Paul
- January 28, 1999 - Seiglinde Bier, Highland Community Council/Transportation Committee

- January 28, 1999 – Pastor Jack Drier, St. Lukes Lutheran Church, 1807 Field Ave., St. Paul
- February 10, 1999 – Commissioner Jan Wiessner, Ramsey County
- February 10, 1999 – Robert Wider, St. Paul Area Chamber of Commerce Transportation Committee

Community Organization Presentations/ Q&A Sessions/ Public input opportunities

Less formal public presentations have been delivered to the following groups throughout the course of the study. Study staff and consultants have sought out interested groups and individuals as venues for these presentations. The purpose of the presentations is to outline the objectives of the study, to provide updated information from the study and to continue gathering feedback from the community on their needs.

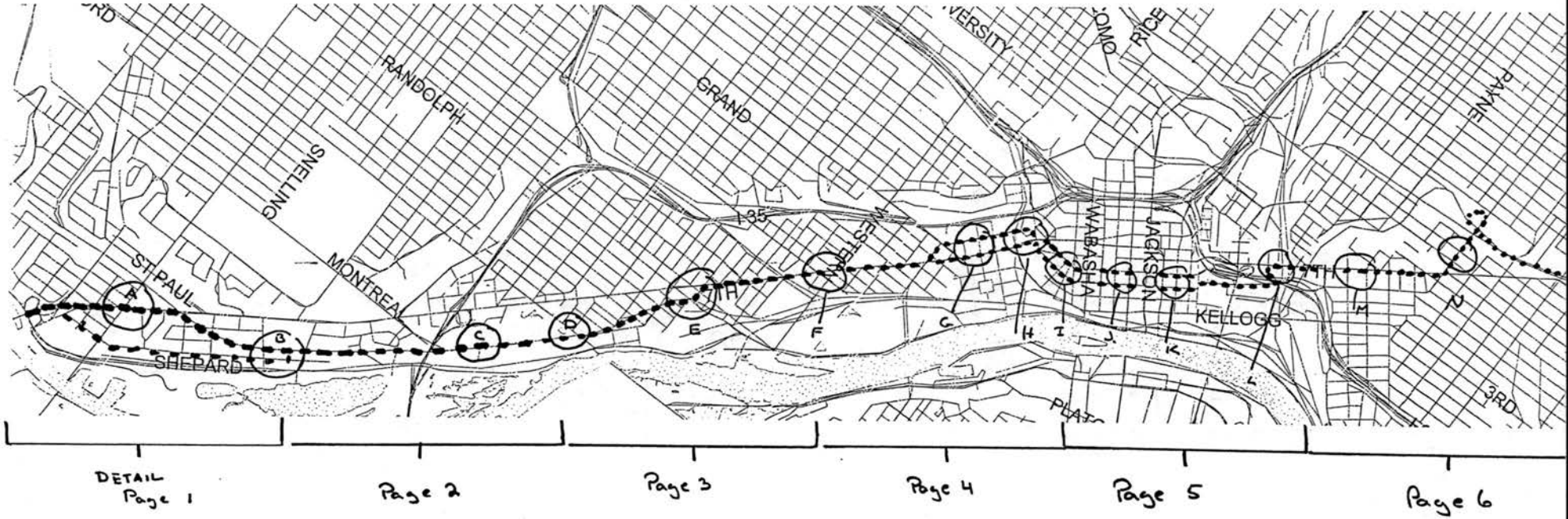
- March 18, 1999 - Highland Area Community Council Board Meeting
- March 23, 1999 - West 7th Community Council Annual Meeting
- April 21, 1999 - Highland Area Community Council Annual Meeting

  Panel Participants:
  Commissioner Rafael Ortega
  Commissioner Tony Bennett
  Councilmember Mike Harris
  Councilmember Chris Coleman

- May 21, 1999 - St Paul Transportation Management Organization
- June 1, 1999 - St Paul Building Trades- Dick Anfang
- June 3, 1999 - Highland District Council Transportation Committee Chair, Paul Heinerscheid
- June 7, 1999 - Busway presentation at Metro Transit
- June 8, 1999 - West End Business and Professional Association
- June 16, 1999 - Minnesota Congressional Delegation staff
- July 8, 1999 - Lee Pao Xiong, Metropolitan Council
- July 13, 1999 - Capital River Council Land Use Committee
- July 13, 1999 - West Side Community Council Land Use Committee
- July 21, 1999 - Capital River Council Board of Directors
- July 26, 1999 - Highland Area Community Council Land Use Committee

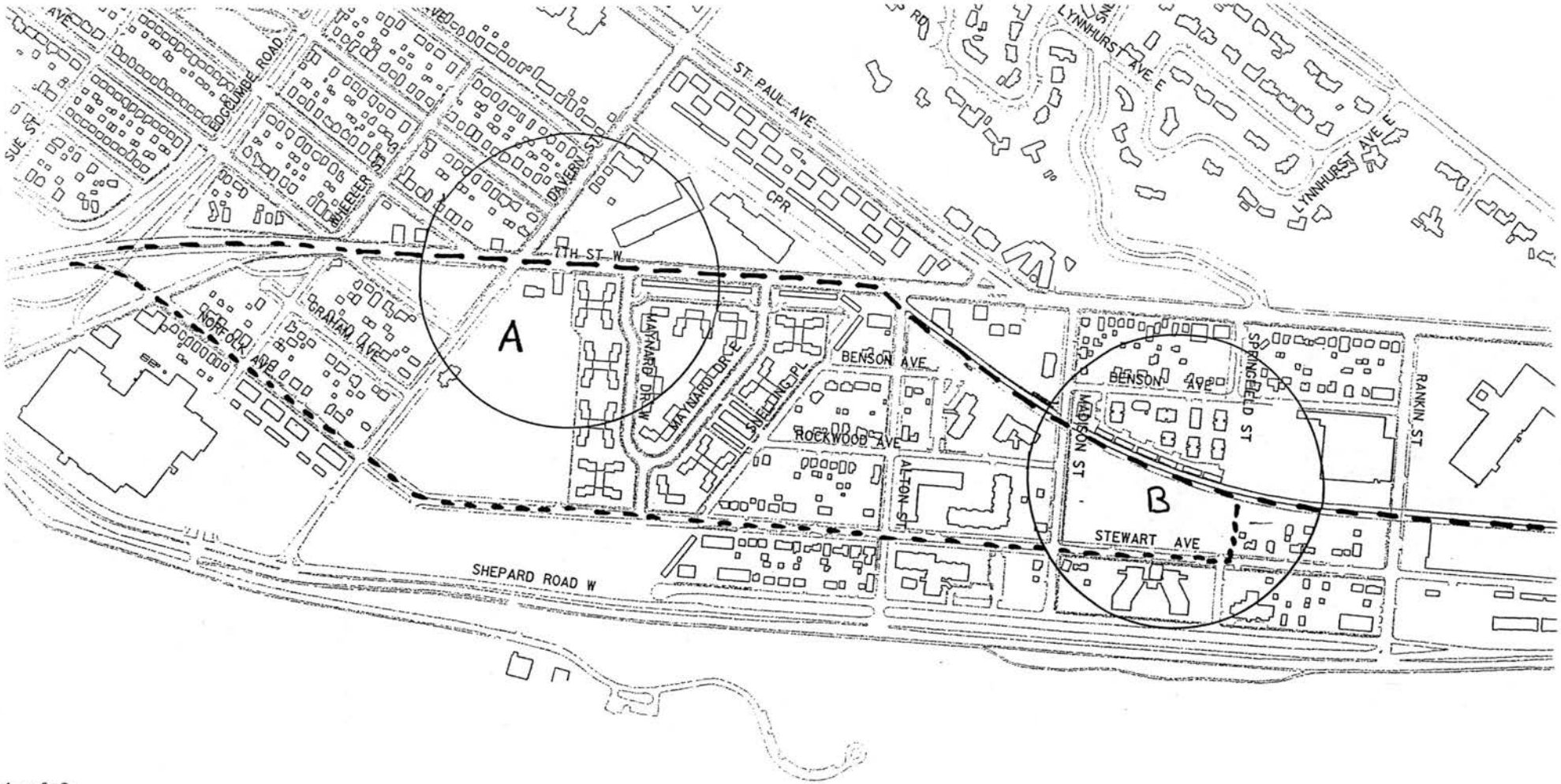
- July 26, 1999 - Montreal Hi-Rise Resident Council
- July 27, 1999 - Summit Hill Association Traffic & Parking Committee
- July 28, 1999 - Sibley Manor Small Group Presentation
- July 29, 1999 - Meeting with Sen. Randy Kelly and staff
- July 30, 1999 - Saint Paul Planning Commission
- August 4, 1999 - West End Business Organization
- August 9, 1999 - Metro East Development Partnership Annual Meeting
- August 22, 1999 - Highland Area Community Council Transportation Subcommittee
- September 8, 1999 - Transit Options Open House- Bloomington City Hall
- September 10, 1999 - Brewery Area Small Group Meeting
- September 15, 1999 - Capital River Council Board of Directors
- September 16, 1999 - Riverview Economic Development Association
- September 24-28, 1999 - Rail-Volution Conference
  Representatives from:
  Saint Paul Area Chamber of Commerce
  Saint Paul Transportation Management Association
  Transit for Livable Communities
- October 5, 1999 - Phalen Corridor Initiative Board of Directors
- October 5-6, 1999 - Transit Primer Seminar for Highland Area Community Council
- October 14-16, 1999 - Presentation at Mayor's Design Forum, Saint Paul National Guard Armory
- October 15, 1999 - Saint Paul Transportation Management Organization
- October 25, 1999 - Dayton's Bluff Community Council/ Upper Swede Hollow Neighborhood Association
- October 28, 1999 - Saint Paul Area Chamber of Commerce Transportation Committee
- November 9, 1999 - Neighborhoods First (A Neighborhood Grassroots Organization)
- November 18, 1999 - Saint Paul Transportation Management Organization
- November 23, 1999 - Transit for Livable Communities

- January 7, 2000 - Metropolitan State University Administration
- February 14, 2000 - Pastor Walt Wietzke, St. Mark's Lutheran Church
- February 15, 2000 - Pastor Jack Dreier, St. Lukes Lutheran Church
- February 24, 2000 - Curt Milbern, East Side Area Business Association
- March 22, 2000 - East Side Area Business Association (ESABA) Board of Directors
- April 4, 2000 - Phalen Corridor Initiative (PCI) Board of Directors
- April 4, 2000 - Highland District Council Transportation Committee
  Special public meeting on West 7th Developments
- April 2, 2000 - St. Lukes Lutheran Church Congregational Meeting
- April 9, 2000 - St. Marks Lutheran Church Congregational Meeting
- April 10, 2000 - West Seventh Federation Annual Meeting
- May 8, 2000 - Daytons Bluff District Council Meeting
- June 26, 2000 - Cami Zimmer, Saint Paul Transportation Management Organization
- October 23, 2000 – St. James Catholic Church small group meeting



BRT 7 ALt.

WITH MODIFICATIONS

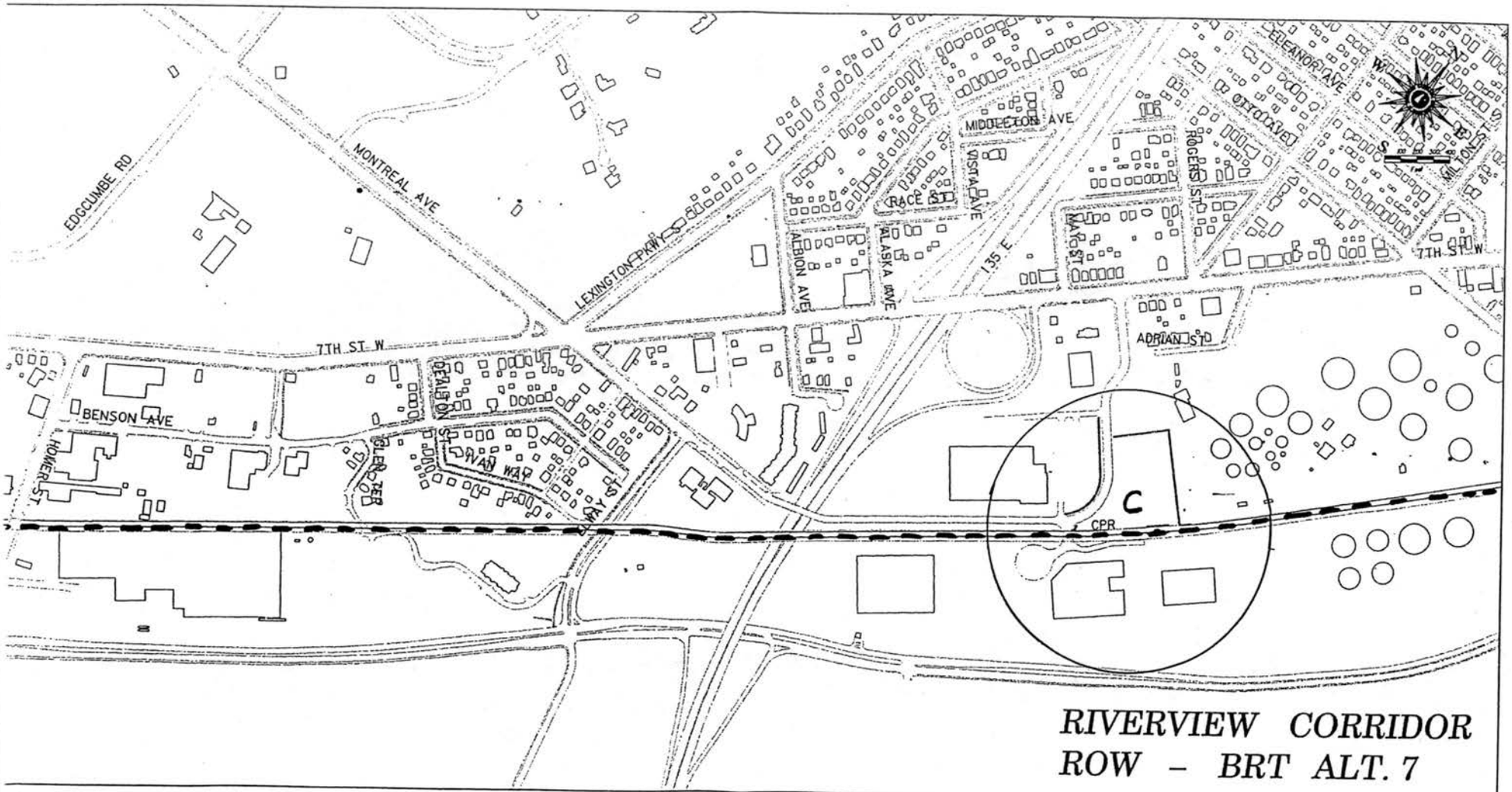


1 of 2

xhibit\ex_row7.dgn Aug. 22, 2000 14:22:18

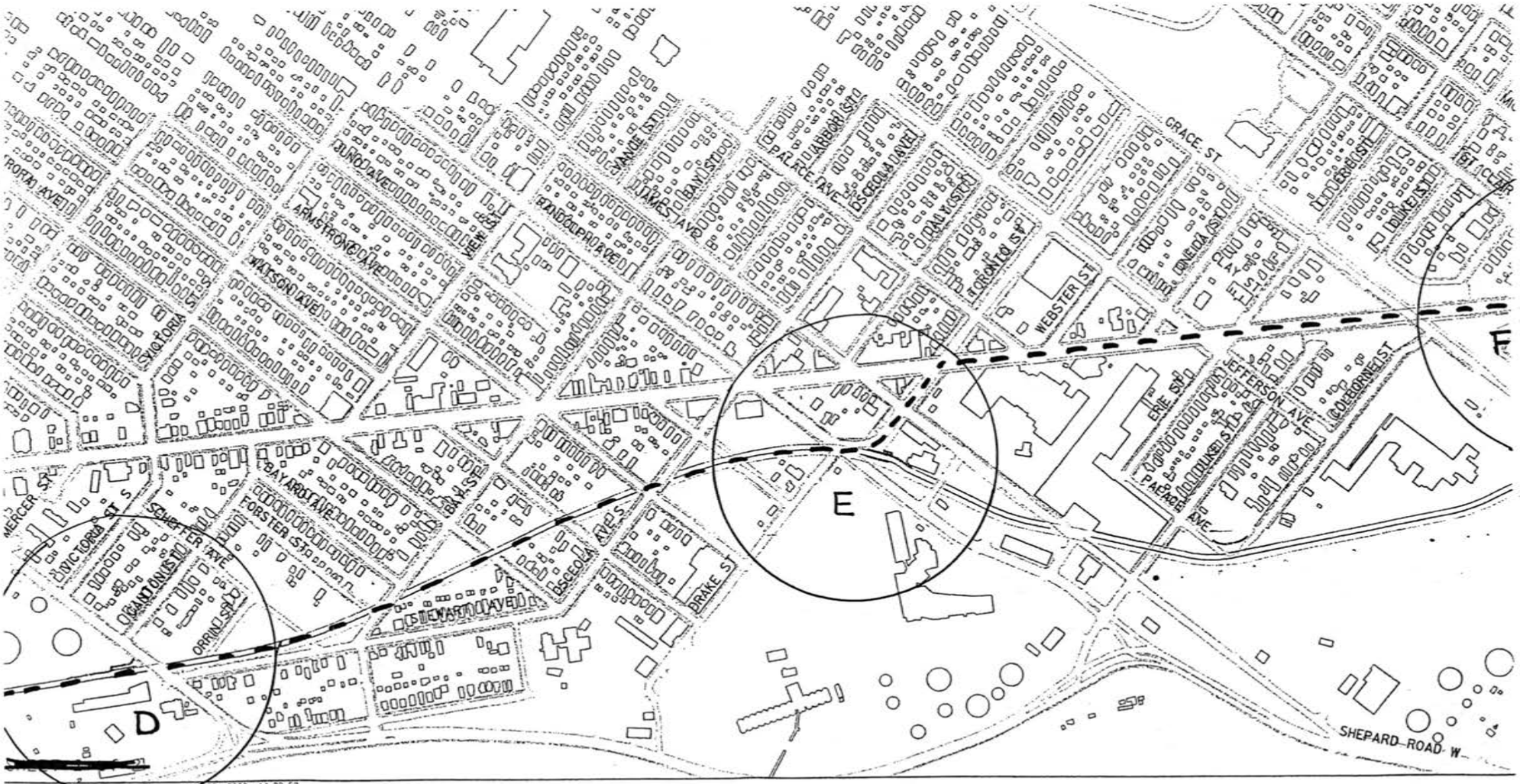
2

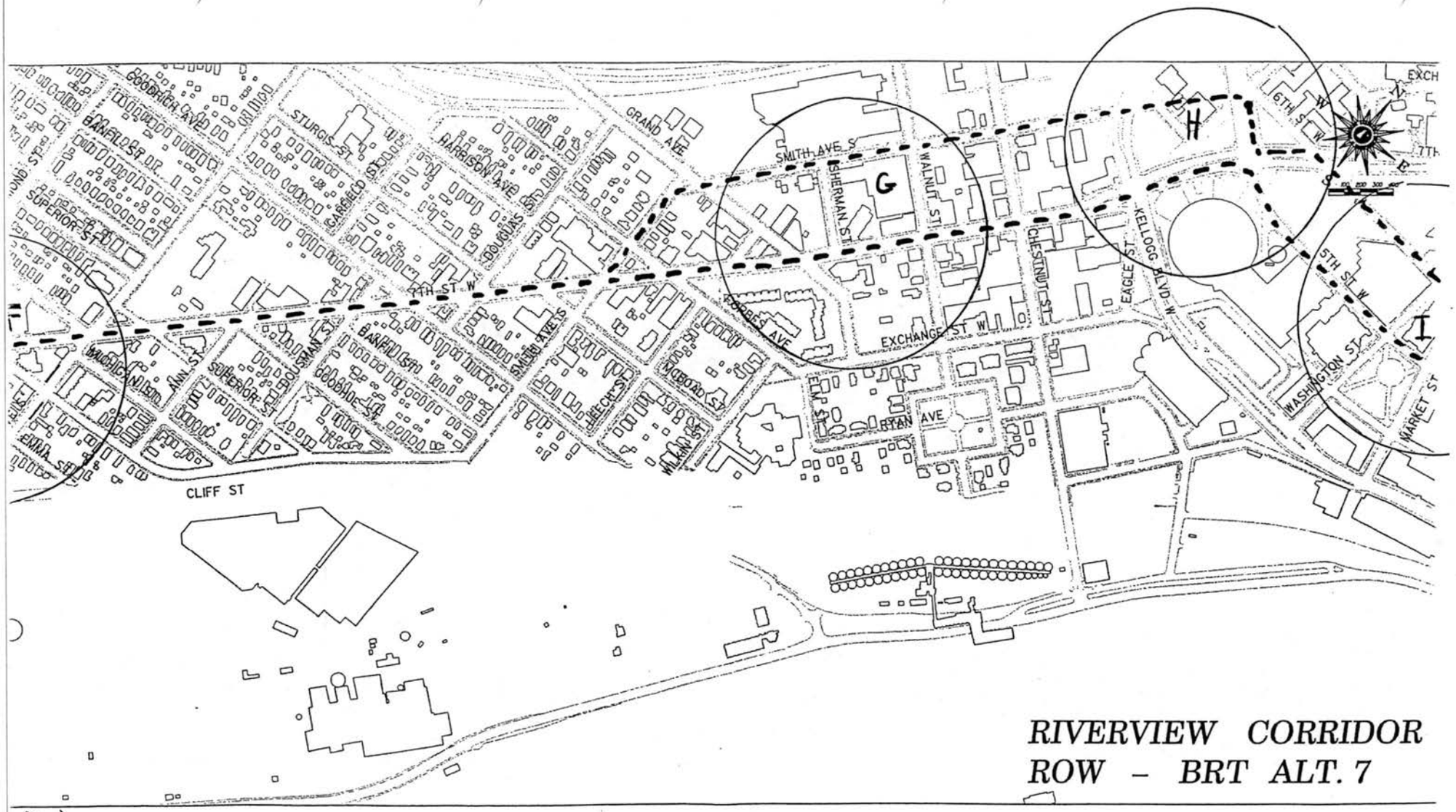
DETAIL



RIVERVIEW CORRIDOR
ROW – BRT ALT. 7

22

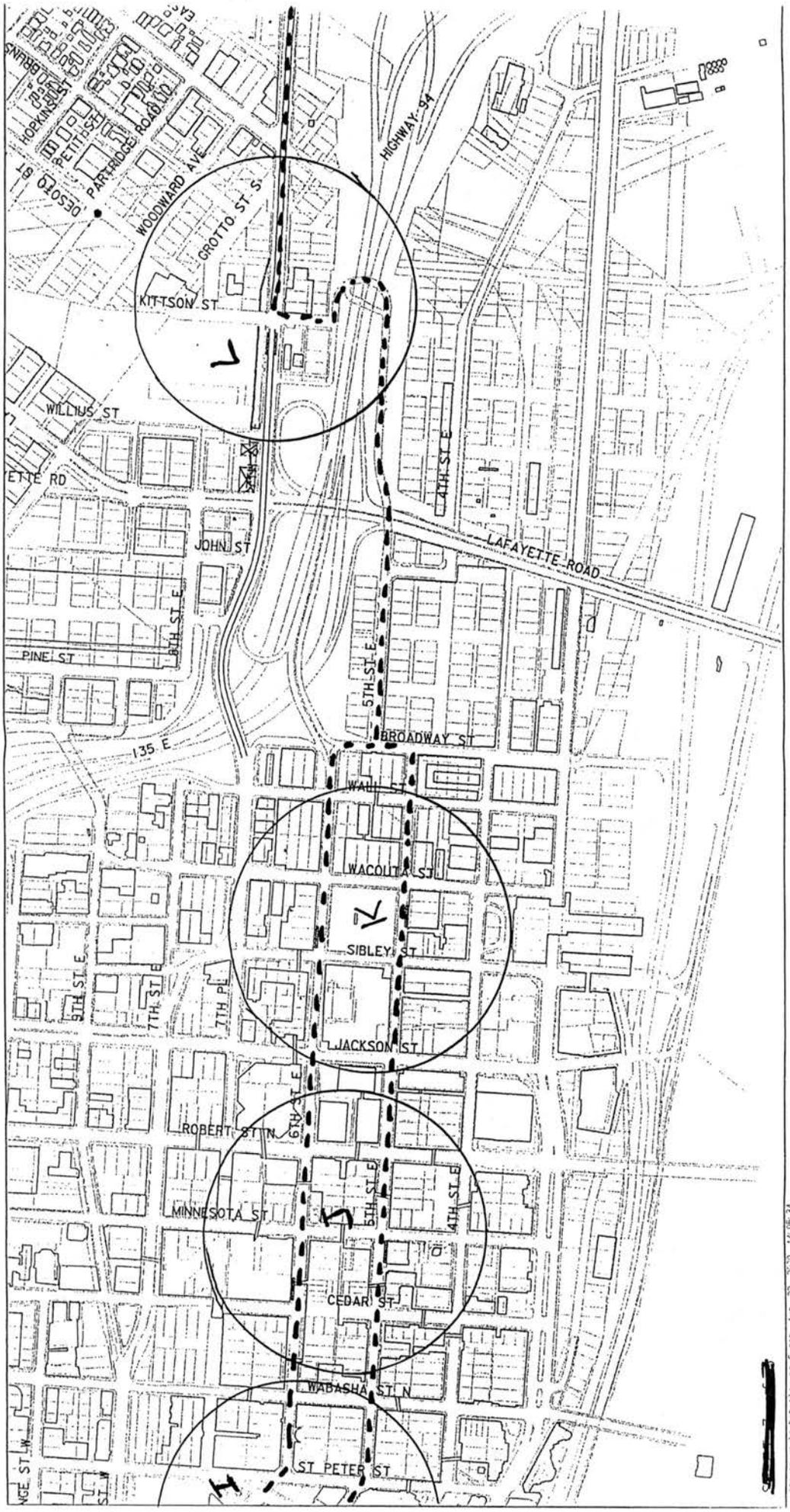

GRACE ST
WEBSTER ST
ERIE ST
JEFFERSON AVE
SHEPARD ROAD W
E
D
F
VICTORIA ST
ORRINGTON AVE
STEWART AVE
BRAKE ST
ESCHEOLA AVE
FORSTER ST
BAYARD AVE
SCHEFTER AVE
ARMSTRONG AVE
WATSON AVE
RANDOLPH AVE
JAMES AVE
PALACE AVE
ONEIDA ST
TORONTO ST
DUKE ST
CHERRY ST
MERCER ST

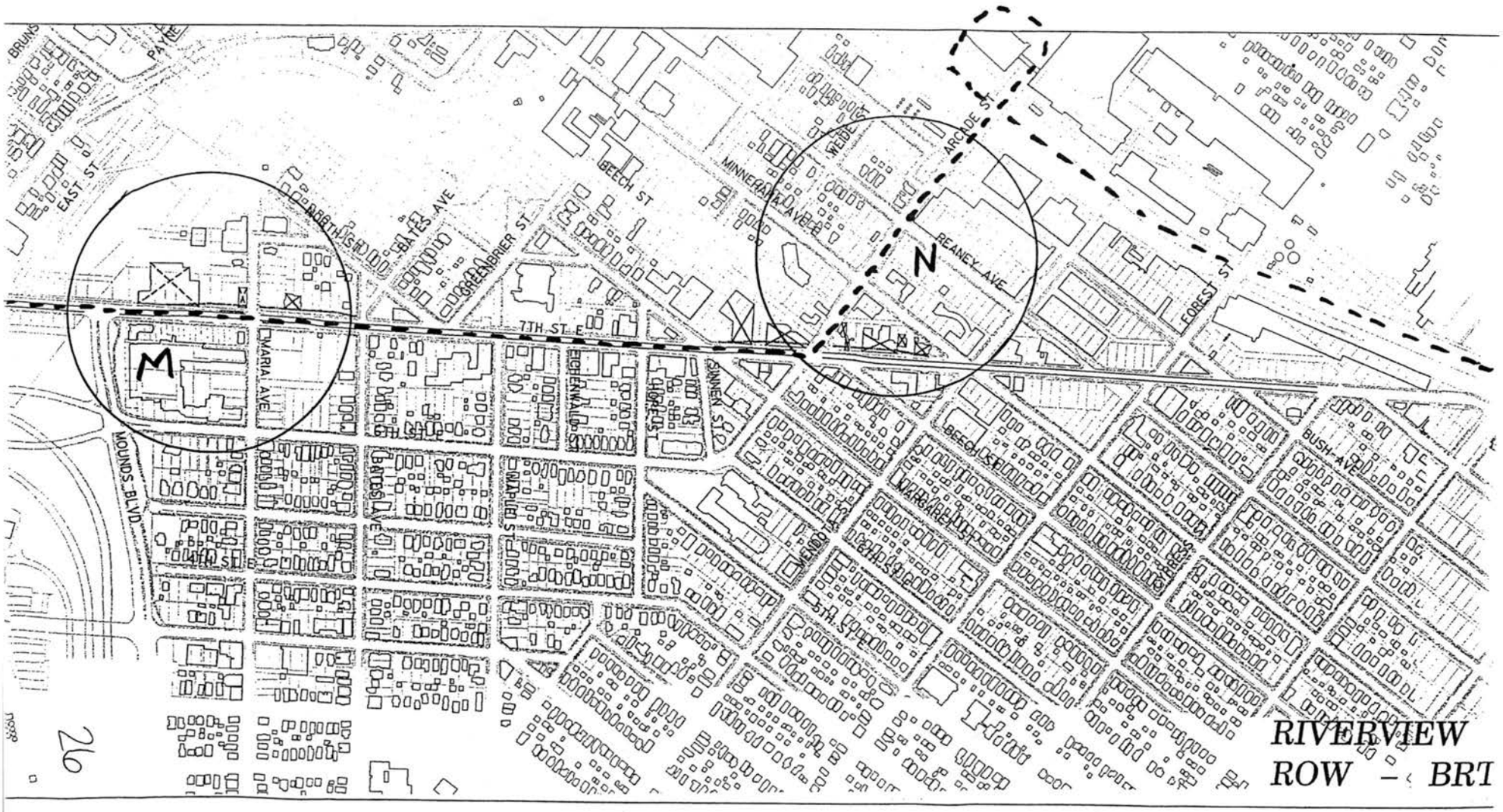


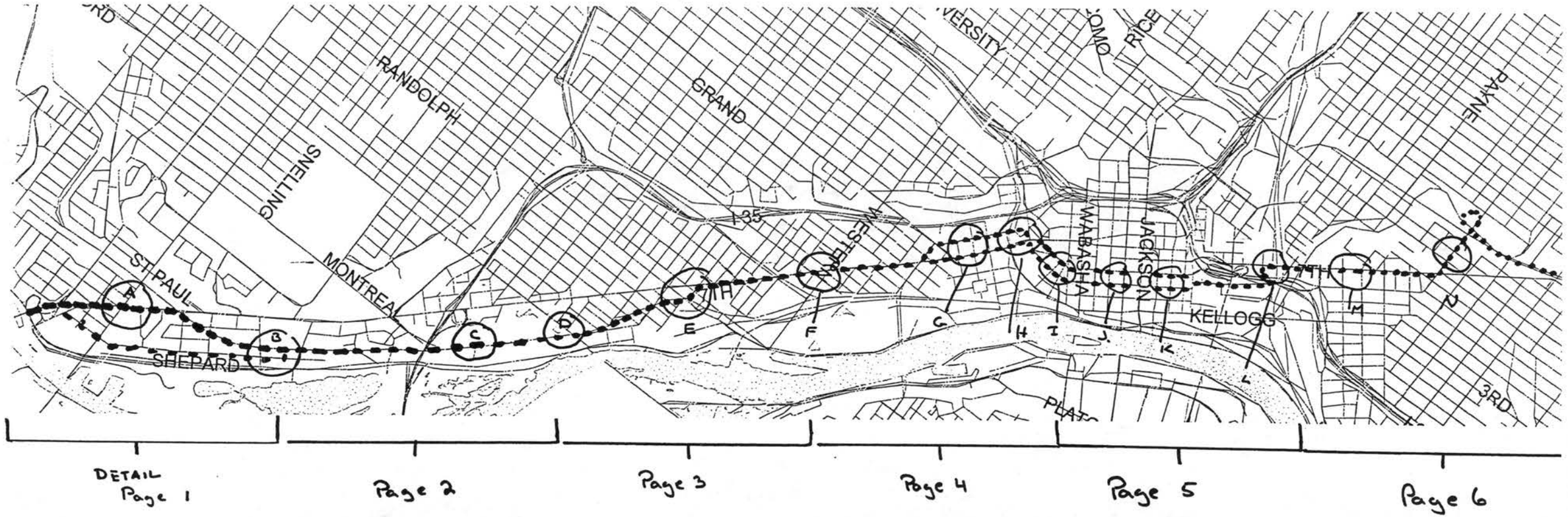
RIVERVIEW CORRIDOR
ROW – BRT ALT. 7

24

Page (4)

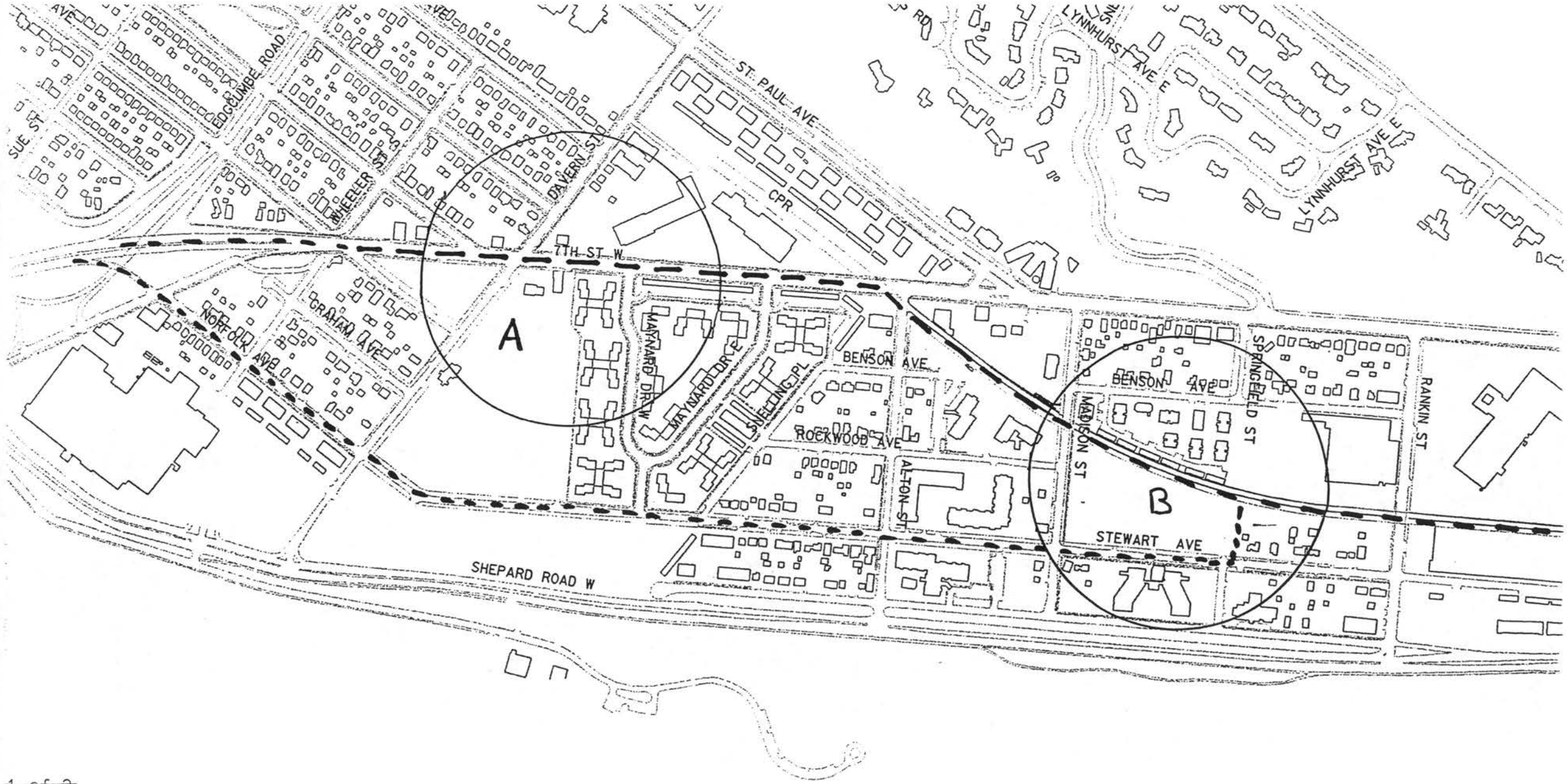

HIGHWAY 94
WOODWARD AVE
GROTTO ST S
KITTSON ST
WILLIUS ST
JOHN ST
LAFAYETTE ROAD
4TH ST E
5TH ST E
6TH ST E
PINE ST
BROADWAY ST
WALL ST
WACOUTA ST
SIBLEY ST
JACKSON ST
ROBERT ST N
MINNESOTA ST
CEDAR ST
WABASHA ST N
ST PETER ST
7TH ST E
7TH PL
9TH ST E
135 E


M
N
7TH ST E
MARIA AVE
MOUNDS BLVD
BATES AVE
GREENBRIER ST
BEECH ST
MINNEHAHA AVE
ARCADE ST
REANEY AVE
EDGERTON ST
SINNEN ST
BUSH AVE
MAPLE ST
EARL ST
RIVERVIEW
ROW – BRT



BRT 7 ALt.

WITH MODIFICATIONS

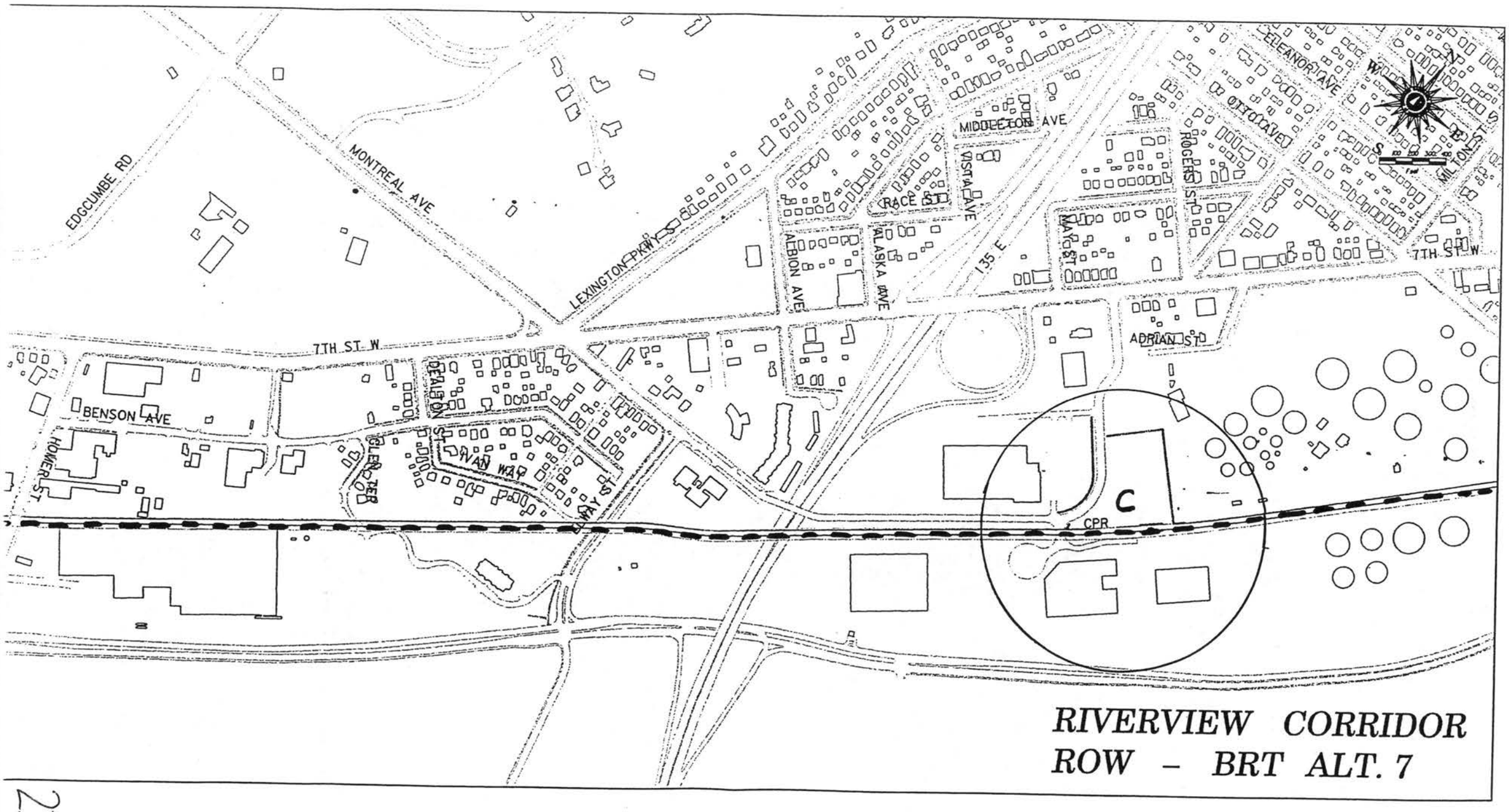


1 of 2

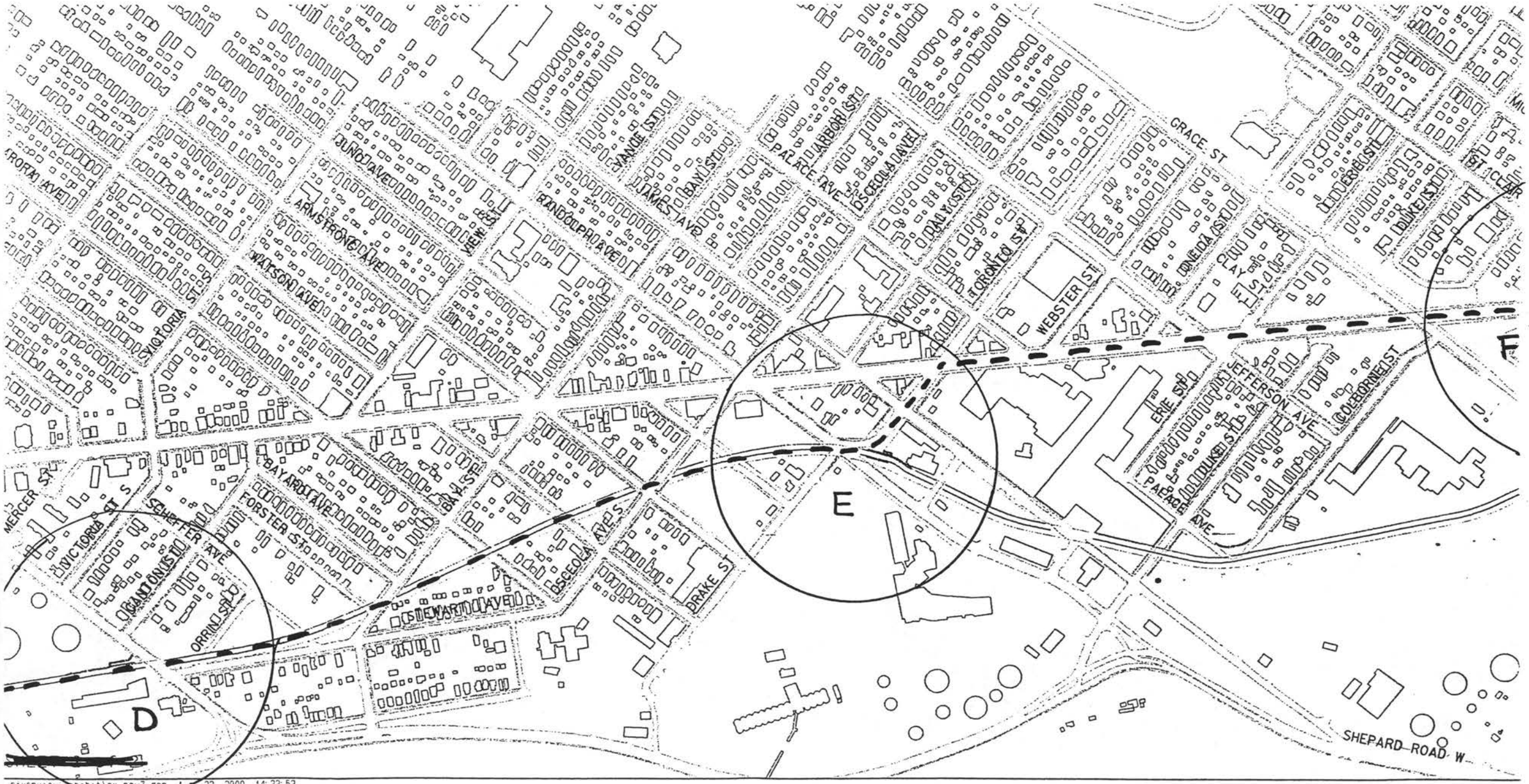
xhibit\ex_rcw7.dgn Aug. 22, 2000 14:22:18

7

DETAIL
Page 11

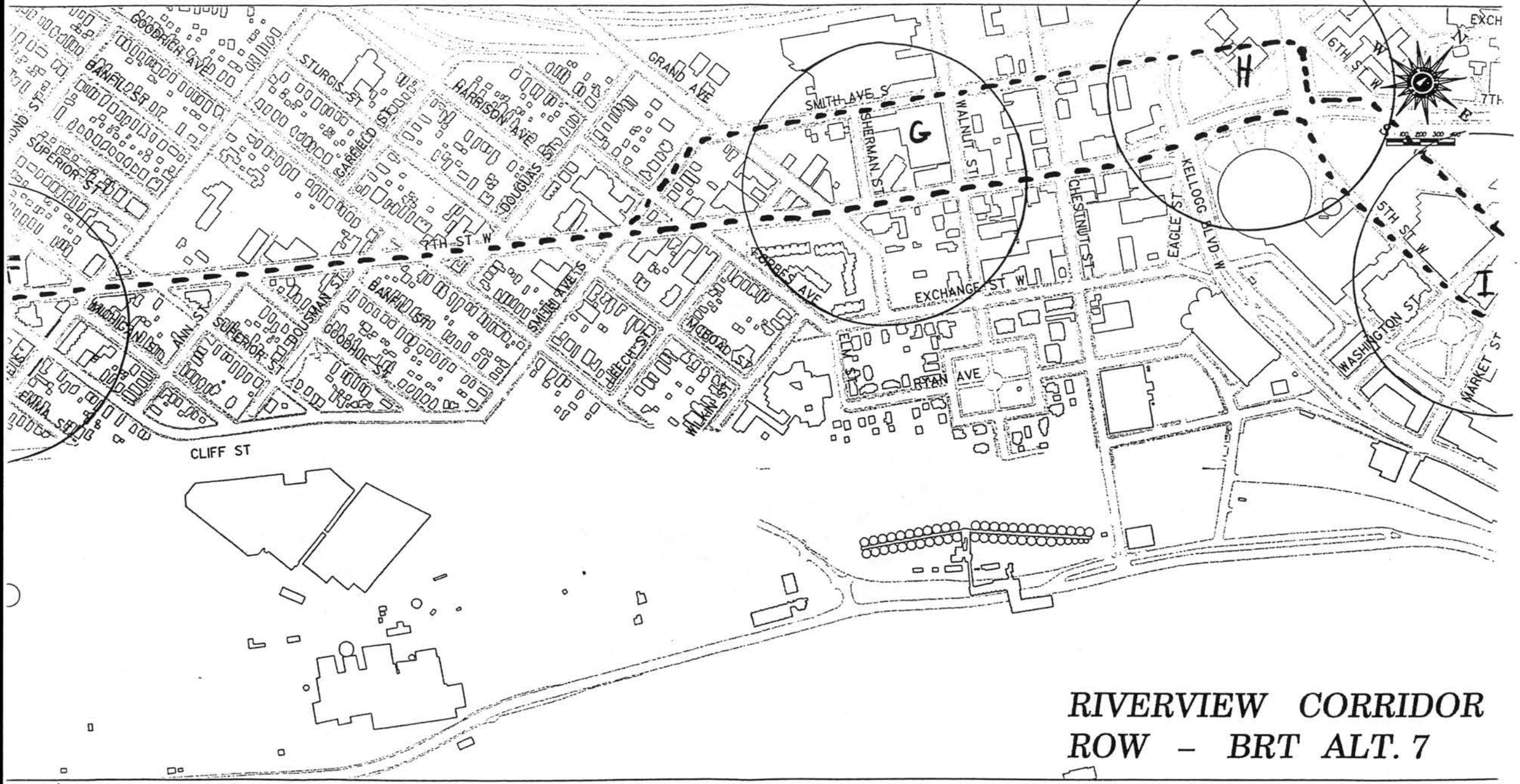


RIVERVIEW CORRIDOR
ROW – BRT ALT. 7

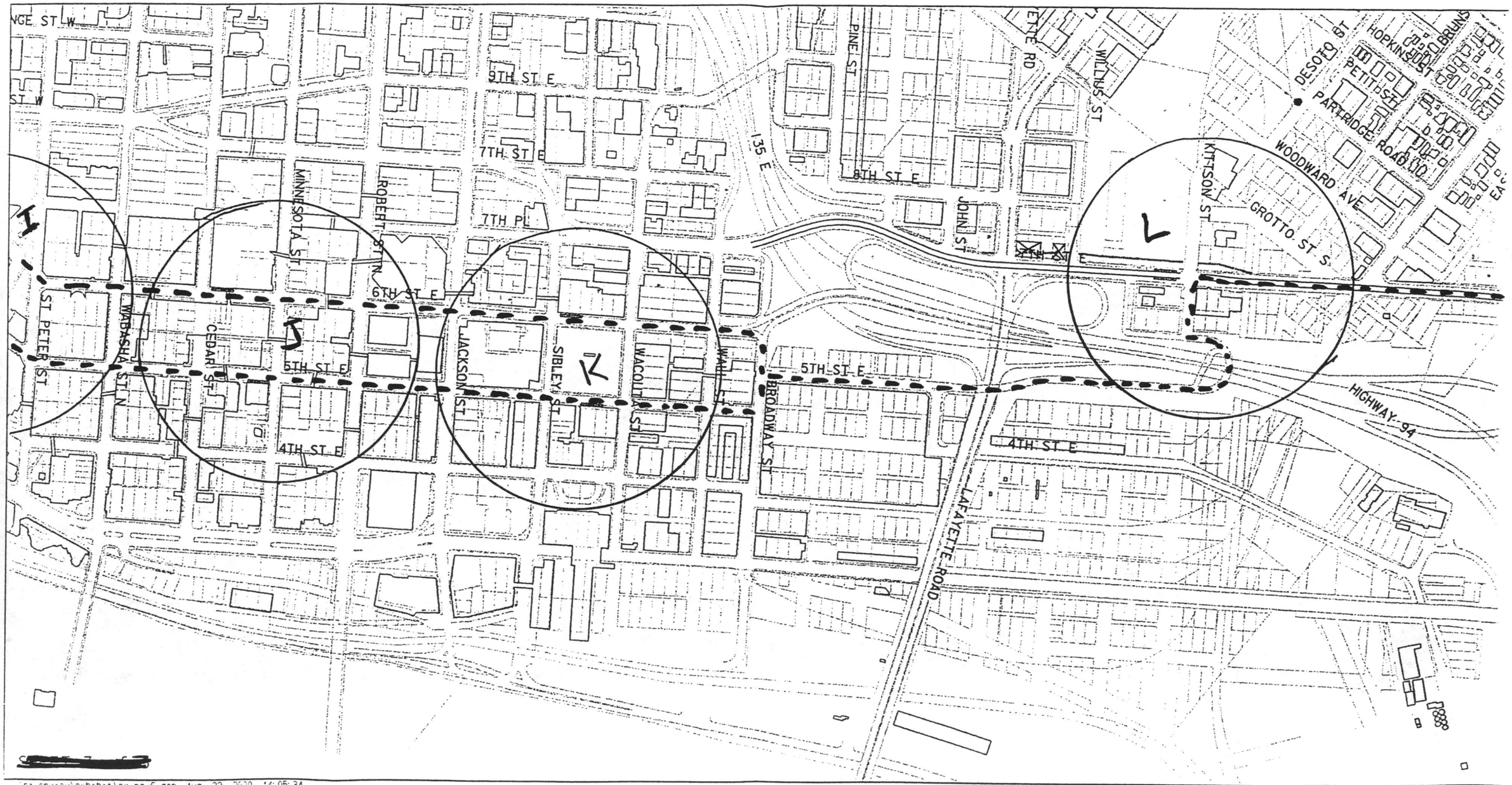


riverviewe\exhibit\ex_row7.dgn Aug. 22, 2000 14:22:52

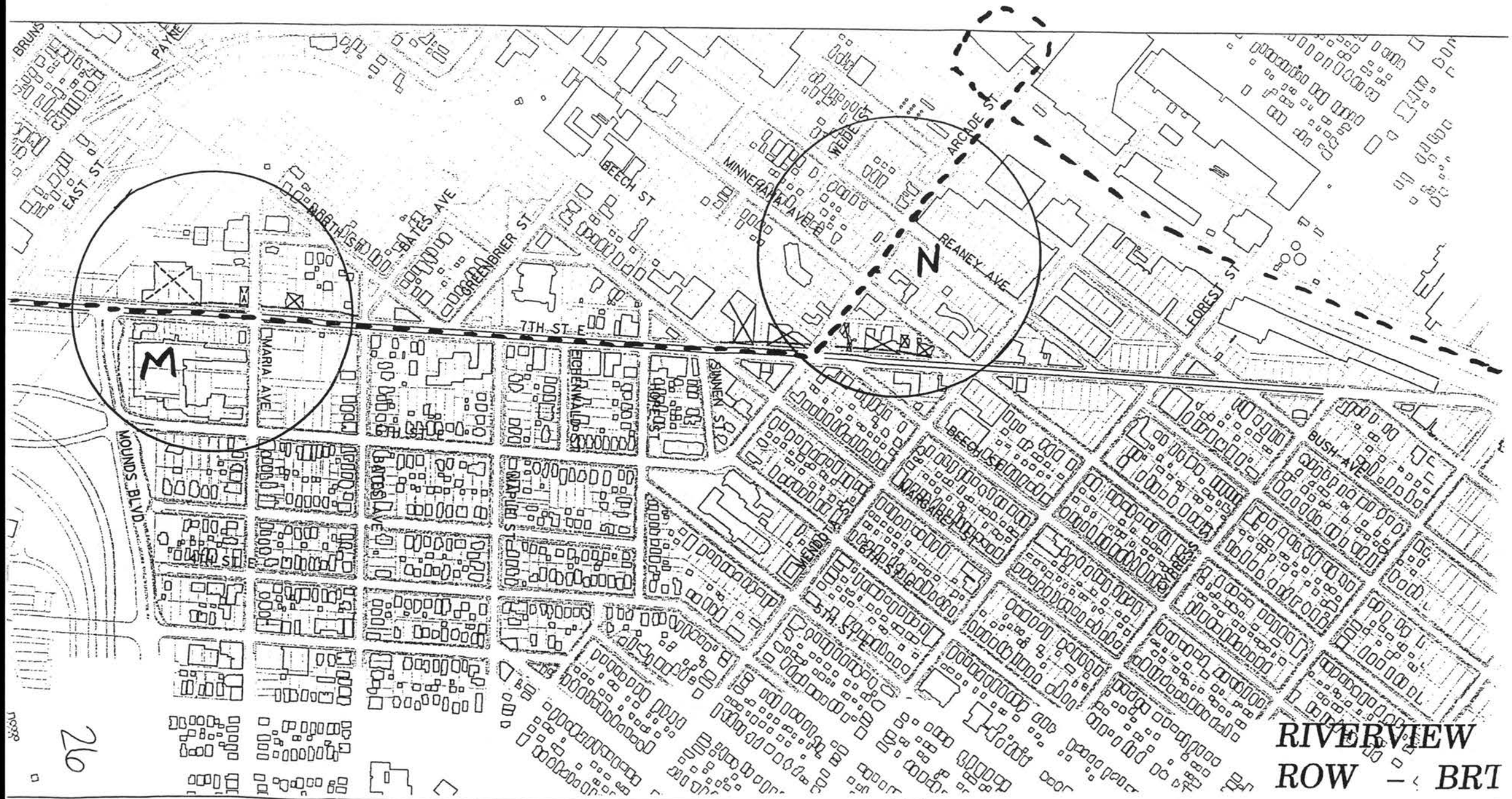
Page (3)



RIVERVIEW CORRIDOR
ROW – BRT ALT. 7



...r:\verview\exhibit\ex_row6.dgn Aug. 22, 2000 14:05:34


BRUNS
PAYNE
EAST ST
ROBERT ST
BATES AVE
GREENBRIER ST
BEECH ST
MINNEHAHA AVE
WEBB ST
ARCADE ST
REANEY AVE
7TH ST E
MARIA AVE
MOUNDS BLVD
EARL ST
BATES AVE
CHAPLIN ST
EDGERVALE ST
SINNEN ST
LOREST ST
BUSH AVE
MARGARET ST
ENDICOTT ST
5TH ST E
RIVERVIEW
ROW – BRT