



Ramsey County Regional Railroad Authority.
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1 our neighborhoods.

2 We've seen the study from the Pollution
3 Control Agency, which shows that you have an
4 increase in air toxics, benzene, formaldehyde,
5 that are coming from motor vehicle traffic. So,
6 we need to be proactive and work together to make
7 our neighborhoods more vibrant, more attractive,
8 economically strong and cleaner.

9 Our organization does not have a
10 position on the light rail versus the dedicated
11 busway, versus simply improve bus service in this
12 corridor, but we do believe that transit is key
13 to making our neighborhoods better places to
14 live. Transit, coupled with more bike lanes,
15 bike parking, continuous sidewalks, pedestrian
16 scale lighting, street trees and better urban
17 design.

18 People in this region do not have
19 enough choices in-transportation. We spend only
20 have of what other regions of our size spend on
21 transit. So, we spend a lot less than Denver,
22 than Cleveland, than Pittsburgh, than Seattle,
23 than Portland.

24 Our transit should be bigger, it should
25 serve -- Service should be more frequent. Bus

1 stops should be more attractive. Bike and
2 pedestrian connections to transit should be
3 available. There are not enough workers in
4 downtown St. Paul taking the bus and this has a
5 negative impact on West Seventh and Fort Road.

6 We hope that we can work together with
7 the city, with the county and with the Met
8 Council to design the transit system and design
9 the kind of regional transportation that we want
10 to have. There are a lot of creative ideas out
11 there. I had the opportunity to travel
12 throughout much of the country, looking at
13 transit, biking and walking and just to name a
14 couple of example:

15 In Madison, they have dedicated bus
16 lanes that also serve as bike lanes. In
17 Milwaukee they have angle parking on side streets
18 along the road that's similar to West Seventh or
19 Grand Avenue, that takes the place of the
20 existing parking that was on that road,
21 previously. Some of those parking revenues go
22 directly to the neighborhood organizations. In
23 Colorado they have small buses, with frequent
24 service, with comfortable seats, with music. all
25 things that were requested by people in the

1 communities there.

2 There are creative solutions for
3 replacing parking, for finding alternative
4 parking. If we were to try and put more of the
5 direct traffic onto Shepard Road, we could
6 potentially reduce the need for even a driving
7 lane on West Seventh.

8 We need to look at signal preemption on
9 West Seventh so the buses have the right of way,
10 a proof of payment system so that you -- a bus
11 doesn't have to stop for a couple minutes every
12 time. We also need to look at completing the
13 sidewalk network along West Seventh. So, just
14 some ideas on how we can make this project or
15 whatever project gets implemented here one that
16 the neighborhoods can support.

17 Thank you

18 EUGENE PICCOLO: Thank you.

19 Tim Nelson?

20 TIM NELSON:

21 Hi, I'm Tim Nelson. I live at 2174
22 James Avenue in St. Paul and work in downtown St.
23 Paul. I want to address four issues here.

24 I bike commute year around between my
25 house and downtown St. Paul. I ride about half

1 the way on West Seventh Street. I have noticed
2 increasing traffic along there. It seems to be
3 getting more dangerous every day. Particularly
4 around downtown, the traffic is a getting thicker
5 and thicker. I'd like to see some sort of
6 transit improvement there of some kind to reduce
7 the vehicle traffic near downtown.

8 Second, I am a little disappointed that
9 the designs in the study here don't seem to
10 include room for bicycles either on the right of
11 way or at the stations or on any of the
12 facilities around the transitway. High quality
13 bicycle parking or lanes on the street or
14 accommodations for bicycles to mix in with the
15 buses.

16 Third, I want to second Mr. Scholl's
17 comments about the Highway 5 bridge. It's
18 inadequate right now for any but the most able
19 bicyclist.

20 And fourth, I'd like to address the 35E
21 bikeway that exists now. It's sort of pieced
22 together block by block along 35E and I don't
23 believe that that is an adequate alternative for
24 bicyclists. It's not maintained in the winter.
25 It went for almost three years without the brush

1 being cut back and it breaks up along Jefferson
2 bock by block and dead ends at the AT&T switching
3 station.

4 So, I would hope that would not lead
5 planners to believe that bike planning is
6 adequate there now.

7 Thank you.

8 EUGENE PICCOLO: Thank you.

9 Gary Fishbach?

10 GARY FISHBACH: Gary Fishbach, 567
11 Saratoga.

12 In looking at the different
13 alternatives, if you look at the -- being a
14 permanent and non-flexible installation, light
15 rail's a lot of money. Light rail for the amount
16 of people that will use it is quite expensive.
17 Light rail after it's built and the cost per
18 someone riding it and using it is quite expensive
19 and we are not guaranteed of any more people
20 taking the light rail than they would the regular
21 bus system. An awful lot of money to spend
22 without, you know, knowing once again how many
23 riders they're going to have.

24 We're probably better off watching that
25 black hole of money for the Hiawatha Corridor and

1 watching that suck all the money.

2 The real alternative is going to have
3 to be the dedicated busway. One, because it's
4 flexible. When you get downtown instead --

5 If you were to railroad light rail
6 downtown it will be very tough. With a dedicated
7 busway, it's going to be much more flexible, much
8 more compatible to interlock with the bus system
9 if it has to be made. Something that should be
10 addressed when any development or work actually
11 starts on any of these projects.

12 In talking with one of the city, most
13 of the traffic on West Seventh Street is between
14 Highway 5 and 35E or that Montreal, Lexington
15 intersection right there. That's where most of
16 the traffic is happening, in that chunk. We need
17 to make some sort of bypass or outlet to get the
18 folks from 35E to the Crosstown, 5, airport, 494
19 type area because that is where the congestion is
20 happening. You get folks off of that and the
21 residents of St. Paul get to have Seventh Street
22 back again.

23 Once again, its our road again because
24 that is where Seventh Street becomes so
25 difficult.

1 And just a reminder, that when any of
2 these budes start happening and they start
3 throwing numbers at us, usually I always say,
4 double it. Whatever they tell you, double it,
5 because that's really what's going to happen.
6 And geez, watching Hiawatha, now I'm going to
7 have to say, triple it. And are we including the
8 cost of our police system to monitor it, to make
9 sure there's not a bunch of hoods standing around
10 making us afraid to run the light rail line or
11 the bus, so people are not afraid to use it.
12 Senior citizens or anybody that's afraid of
13 people loitering around the stations. Keeping
14 the graffiti off of it. Are we including all
15 those costs?

16 Are we including the cost of the police
17 department and the highway patrol for rousting
18 all the people out of the trees when we're going
19 to have to buy up any property or cut down a
20 tree.

21 This will have to go through Crosby
22 Park and the Fort Snelling area and are we
23 including in our cost the cost to roust all those
24 folks out of the trees so we can cut a few trees
25 down to rebuild the bridge? That bridge will

1 have to be altered in some way in that area. And
2 are we including those kind of costs; the cost of
3 what it's taking for all the gas lines, sewer
4 lines, electric cable, fiber optic lines?

5 I mean, there's a lot of costs and
6 whatever number they give you, there's so much
7 more involved in this. And just remember, I
8 always thought double it, but triple it and
9 really think about it.

10 And there needs to be some sort of a
11 connection if this triangle going to be made and
12 I guess the busway I see as the most flexible way
13 for us to coordinate with other types of links to
14 get to it and --

15 I guess that's enough.

16 EUGENE PICCOLO: Thank you.

17 Judy Hoezel?

18 JUDY HOEZEL: My name is Judy Hoezel.
19 I'm a Highland resident since 1945. I live on
20 Morgan, between Edgcomb and Davern, one block
21 north of St. Paul Avenue.

22 We are victims of whoosh disease. This
23 is a syndrome you get when tens of thousands of
24 vehicles travel at warp speeds through your
25 residential area every day.

1 In 1997 the Fort Snelling bridge
2 carried 60,000 cars per day. In the same year,
3 West Seventh carried 32,600 vehicles daily. By
4 2020 background growth alone will bring that
5 number to over 41,000. No little consideration
6 must be given to multiple expansions of the
7 airport. Wit 104 new trips for each new flight
8 and the doubling of the megamall 2020.

9 Of more immediate concern are plans for
10 the Shepard Davern area which has a low end
11 projection of 33,00 trips per day. In addition
12 there are plans for high density housing at the
13 old Coke site, which could generate thousands
14 more new trips.

15 An MPCA report of November 1999
16 addresses toxic pollutants other than carbon
17 monoxide, which are above the health benchmarks
18 city wide. All vehicles contribute to this, and
19 I quote, "chemical soup." Buses and other diesel
20 vehicles are the worst offenders. Of course the
21 light rail has it's own pollution issues and I
22 guess no one dares address or even assess airport
23 emissions.

24 The dedicated busway is projected to
25 carry six to 700 people per day. The busway will

1 not appreciably reduce traffic. It will reduce
2 Seventh Street to two lanes.

3 The result of this would be a reduction
4 of vehicular capacity to 11,000. Currently that
5 would leave 23,000 cars to disseminate elsewhere
6 in our neighborhood. If turn lanes were added,
7 capacity would then be up to 18,000 with at least
8 16,000 still diverting through our residential
9 streets.

10 Either alternative would be disastrous
11 for our neighborhoods as well as Ramsey County,
12 due to the loss of high end property tax revenues
13 as these neighborhoods decay. The city's
14 continued success is contingent, first, to the
15 health of its neighborhoods. The health of its
16 neighbors is deeply routed in private ownership
17 or community and the sense of comfort and
18 wellbeing that community affords its residents.

19 In the interest of more proper traffic
20 resolution, the city and county agencies need to
21 go to the state and demand resolution through
22 adequate and certainly imperative connections
23 between 494, 35E northbound and I-94. Shepard
24 Road is the proper conduit.

25 Someone suggested that we better get

1 used to it, the busway is going to happen
2 and that this is not Lake Woebegone. Lake
3 Woebegone, where the men are all strong, the
4 women are all good looking and the children are
5 all above average.

6 What's the matter with that?

7 Shepard Road is the only un-utilized
8 street in this area. Preserve this city, protect
9 its neighborhoods, run undedicated express buses
10 exclusively on Shepard Road or don't build. This
11 city needs to promote this city. If we continue
12 to view our city as passage to other county's
13 attractions, that is what we will become; a place
14 to pass by.

15 Thank you.

16 EUGENE PICCOLO: Thank you.

17 Mike Schuuman?

18 MIKE SCHUUMAN: My name's Mike
19 Schuuman. I live at 541 Dayton Avenue. I've
20 lived in the city for many, many years. I'm a
21 part owner in a small business on Grand Avenue.

22 I'd like to just comment briefly.

23 I don't thin, there's anybody in this
24 room today nor at the meeting last week that is
25 not pro transit, that doesn't want people to take

1 the bus. Okay? But many of us have some real
2 fundamental problems with the whole mentality of
3 what's being proposed here.

4 I'd like you to go to the table on Page
5 ES-8 of the plan. I don't know if any of you've
6 seen this, but the problem is people are looking
7 at it, but they're not really doing the math.

8 The busway that seems to be the
9 preferred alternative here is going to cost
10 between 80 and a hundred million dollars. It's
11 going to cost 10 million dollars a year to
12 operate. That doesn't include any amortization
13 cost on the capital improvements.

14 What is the net result? The projected
15 increase in ridership is 600 new riders. Now,
16 let's do the math on that. That means we're
17 going to spend \$200,000 per new rider to put in a
18 dedicated busway. Okay?

19 Why don't we just buy all those riders
20 a condo in Gaultier Plaza Instead.

21 The other way to look at this is annual
22 operating costs. This is projected to cost over
23 \$16,000 per year per new rider. Okay? For that
24 kind of money we could buy every new rider a new
25 car every year.

1 What are we going to get from this?
2 We're going to get a reduction in traffic count
3 on Seventh Street of 600 cars a day out of
4 30,000. I mean, this isn't even going to be
5 marginally perceptible. All right?

6 The key issue here is what's driving
7 this. 44 million dollars that's raining down
8 from heaven as a pork barrel gift to the city and
9 we have got our elected officials falling over
10 each other to try and figure out how to spend
11 this before it goes away and gets spent in Anoka
12 County or someplace else, where it might actually
13 be needed.

14 As a taxpayer, I find this process
15 appalling. This isn't just your normal pork
16 barrel project. Okay? Normal pork barrel
17 projects, somebody gets a building or monument or
18 a gold plated bathroom that isn't otherwise
19 economically justifiable but at least it doesn't
20 do any harm. In this case we're going to end up
21 with a boondoggle that's going to cut the size of
22 Seventh Street in half and is going to create the
23 gridlock that's being projected for the year
24 2020, 20 years earlier. Okay?

25 This is brought to you by the same

1 bureaucracy that invented ramp meeters. All
2 right?

3 Let's look at what else we could do
4 with the money. 10 million dollars.

5 If you took that 10 million dollars
6 you're going to spend operating this one little
7 lane, okay, every year and used it to subsidize
8 the buses, you could have a quarter zone city
9 wide. Now, you tell me what that would do for
10 ridership. Instead of charging somebody \$1.50 or
11 \$2.00 a trip, if it was a quarter a trip. That
12 is how you solve the transit problem. The
13 problem with transit is it's way, way too
14 expensive, so people that have a car and have the
15 option to drive, tend to do it. And what we
16 should be focused on is better bus service,
17 faster bus service, express buses, okay, and
18 lower fares.

19 Now, if we still have -- our
20 politicians insist tat we have to spend this 44
21 million dollars that are raining from heaven,
22 well then let's spend it on something fun. For
23 that kind of money, for 80 to a hundred million
24 dollars, we could put in and restore a vintage
25 trolley system, running on real rails with real

1 1910 vintage cars all way from The mall of
2 America, all the way to downtown, and then all
3 the way up Grand Avenue.

4 Now, if you're at the Mall of America,
5 all right, and you're from out of town, you've
6 got three hours of shopping, you've got to sit
7 down. If there's a 1910 vintage street car
8 waiting for you that leaves every ten minutes,
9 you know that every one of those people are going
10 to end up in St. Paul. It may not be justifiable
11 from a transit perspective, okay, but it would
12 put us on the map with New Orleans, it would put
13 us on the map with San Francisco and it would do
14 something for the city. Okay?

15 People that are in Bloomington that are
16 trying to go to the Wild game with their kids
17 would actually think about parking at the Mall of
18 America and getting on the trolley and riding
19 into town.

20 You think you'd do that to sit on a
21 sterile bus to go down a busway?

22 If you want to take your spouse out to
23 dinner at Pauzaluna, would you thing of getting
24 on a city bus to go down there?

25 UNIDENTIFIED FEMALE VOICE: No.

1 MIKE SCHUUMAN: No, but you would think
2 about getting on an old fashioned trolley.

3 So, if you want to do something pro
4 transit, you've got to think out of the box and
5 this is just more of the same old pork barrel
6 politics and it's time for us to say no.

7 Thank you.

8 EUGENE PICCOLO: Gayle Summers?

9 If there's anyone else who wishes to
10 speak, please sign up at the back.

11 GAYLE SUMMERS: I'm Gayle Summers. I'm
12 a community organizer for the Highland District
13 Council and I'm going to read a letter that one
14 of our residents asked me to read to this group
15 this evening.

16 The letter is from Henry Snyder, who
17 lives on Lower St. Dennis in Highland Park.

18 There is no demonstrated need for
19 either a busway or light rail transit along the
20 Riverview Corridor. Before our elected and
21 appointed representatives spend a hundred million
22 dollars or more of our money, there ought to be
23 at least one valid study which establishes a
24 need. No such study exists in large part because
25 no such need exists.

1 The proposed rapid transit expenditure
2 has only one true justification; the availability
3 of some 30 million dollars from the state for the
4 project. Typically, our local public servants
5 regard this as free money, direct from the moon
6 people to the residences and businesses of West
7 Seventh Street.

8 No one seems to care that this project
9 is not needed and our officials seem oblivious to
10 the fact that the money is not a gift. It's only
11 source is the taxes we pay as citizens. Got
12 forbid that public money, if available but not
13 needed, might not be spent.

14 When traffic between downtown St. Paul
15 and either the Mall of America or the airport
16 justifies spending over a hundred million dollars
17 of out money. Let's consider first the mall.
18 There is no rational basis for projecting any
19 except insignificant traffic between those two
20 locations. Who works downtown and goes to the
21 mall to shop during the working week? No one.

22 Let's look at the possible traffic from
23 downtown to the airport. Half of the airport
24 traffic is origin destinations. That largely
25 means people who live here and are either leaving

1 from here to another city or returning home.
2 None of this traffic will generate trips from
3 downtown to the airport or vice versa. These
4 passengers live all over the metro area and
5 either drive their cars to the airport or take
6 them there and are picked up by family or
7 friends. The other half of our airport traffic
8 is hub and spoke. That means people come here
9 only to catch a plane to a different location.
10 For example, someone takes a plane from
11 Alexandria to Minneapolis/St. Paul, then an hour
12 or two later catches another plane to Fargo.
13 Such passengers all stay within the airport and
14 have no need whatever for transit to downtown St.
15 Paul. None. The only conceivable category of
16 passengers wanting transit from the airport to
17 downtown or vice versa are those origin
18 destination business passengers who live in
19 another city, come here on business and then
20 return. All such business travelers are on a
21 company expense account and when a cab can
22 deliver the traveler in about 12 minutes door to
23 door at no cost to the business traveler himself,
24 it is hard to believe that he or she would be
25 motivated to take public transit and then have to

1 walk downtown the bus stop or the LRT station to
2 the final destination.

3 Oh, yes , I nearly forgot. What about
4 origin destination business travelers another
5 city who come here for more than one day or what
6 about relatives and friends coming here on a
7 pleasure trip? Unless they're hosts live in
8 downtown St. Paul, public transit is useless.
9 It's either cabs or private cars. And for the
10 few business travelers who are here for a week
11 and might be staying downtown, can you imagine
12 hauling luggage in and off a bus or a train,
13 especially in winter here in the Twin Cities?
14 And when they're on expense accounts and can grab
15 a cab that takes them door to door at no cost to
16 themselves.

17 Bottom line, the river corridor rapid
18 transit project is a political boondoggle whose
19 only purpose is to spend several hundred million
20 dollars of taxpayer's money to solve a problem
21 which does not exist.

22 Respectfully, Henry A. Snyder.

23 EUGENE PICCOLO: Thank you.

24 John McCormick?

25 JOHN MC CORMICK: My name is John

1 McCormick. I live at 1832 Ivan Way and I live
2 next door to my brother, Pat McCormick who lives
3 at 1820 Ivan Way and my parents live in the house
4 I grew up in on 2187 Stewart, and all three of
5 these properties have the CP Rail in their back
6 yard.

7 I am real concerned about what will
8 happen to my family's property. Twice in my
9 memory of living on Stewart Avenue, the train has
10 derailed. The train has a 50 foot wide bed. I
11 can't imagine that you can move the rail as was
12 said here tonight, to the edge of that property
13 and stick in two bus lanes and that that doesn't
14 violate some kind of a safety code somewhere.

15 I think what will happen is that when
16 that rail gets moved over, there's going to be
17 more land bought up; namely our back yards. And
18 I'm real concerned that what's going to happen is
19 my property value will be destroyed because I'm
20 going to have buses back and forth with all the
21 noise and all the problems that creates and
22 worse than that, might have to buy out the whole
23 property and I'll have to move.

24 I also own a home on 1727 Graham and
25 that's in the Shepard Davern area and I moved out

1 of that and I still own it because of the Shepard
2 Davern small area project or whatever. There's
3 supposed to be a big development there.

4 So, I've gotten chased out of there, I
5 moved next to my brother. We've got this going
6 on. And Stewart Avenue when I was a child
7 growing up, there was a huge battle with Stuart
8 Nolan and all of the development that went on
9 down there and a core of neighbors was able to
10 stick together and save part of that
11 neighborhood.

12 So, my whole life I've lived in the
13 same area and I want to continue to live in St.
14 Paul, yet this is the third time that there is
15 some major project threatening my home. This to
16 me is just a classic case of a huge amount of
17 money and big players funneling money from the
18 airport and the mall to downtown and not a nickel
19 of money is going to roll off the bus and land
20 anywhere in the corridor and it's of no benefit
21 to anybody that this is running through and I
22 feel like I am understanding where the term
23 railroaded originated. I feel that I'm getting
24 run over here by all this money.

25 Thank you.

1 EUGENE PICCOLO: Wally Kruger?

2 WALLY KRUGER: I guess just about
3 everything I've got to say has been said, but I
4 think my idea of light rail is about the worst
5 waste of money that you could every imagine. I
6 don't know who ever --

7 Especially from downtown to the
8 Mall of America. I don't know what that is going
9 to accomplish.

10 I am in Favor of commuter trains from
11 outlying areas, Hastings, St. Cloud, Northfield,
12 Forest Lake, wherever, into the downtown St.
13 Paul/Minneapolis area and good bus service from
14 the commuter trains, branching off to different
15 places, but light rail is the biggest waste of
16 money there ever would be and that goes for the
17 Hiawatha Corridor, too.

18 EUGENE PICCOLO: Thank you.

19 Anybody else that wishes speak, please
20 sign up.

21 Diane Fraser?

22 DIANE FRASER: My name is Diane Fraser
23 and I don't actually live here in the Highland
24 Park neighborhood, I'm an alien. I live in the
25 low income area of the West Seventh. I live

1 about a block from Monroe School, half mile
2 either way you go to West Seventh, about a half a
3 mile either way you go to an on or off ramp for
4 35E.

5 When I want to go downtown, I never go
6 downtown on West Seventh. I get on 35E and go
7 downtown and I get there in a couple of minutes.
8 Well, very few minutes. I'm one of those pokey
9 people that follows the speed limit.

10 I have some particulars and some
11 generals.

12 I grew up as a girl with street cars
13 and to this day I don't know why we -- I mean, I
14 know in terms of what happened after World War II
15 and in terms of General Motors and some tire
16 companies getting together to market and this is
17 not a rumor, it's a well documented cause and
18 effect relationship. But the street cars we were
19 told were old fashioned and whatever and we
20 should do away with them and yes, we did, and
21 they were replaced by buses and buses don't get
22 you where you want to go as fast as the street
23 cars did and the street cars which were powered
24 by electricity didn't have a smelly diesel engine
25 making stuff in the air. Of course, they didn't

1 use up a lot of rubber tires, either.

2 And my heart is still with the street
3 cars.

4 I have had the opportunity in my nearly
5 60 years now to live in a number of metropolitan
6 areas for a year or more and they include the
7 Boston area and San Francisco, LA area and of
8 course here in the Twin Cities. I would consider
9 this a major metropolitan area. I have visited
10 extensively in Washington and Chicago. And I
11 find that those other cities both the ones I've
12 lived in and the ones I visited, have more public
13 transit options than buses. And San Francisco,
14 tourists know but its trolley cars.

15 But street cars never stopped running
16 in San Francisco and they are still inexpensive
17 and non-polluting.

18 San Francisco also has a network of
19 what are referred to as electric buses. They run
20 on rubber wheels, but they are connected with
21 overhead wires. Now, they can dodge around
22 traffic and steer like a regular bus steers, so
23 they are not affixed to a track like a street
24 car, but they are relatively inexpensive to
25 maintain and they don't pollute.

1 And with the electric bus system, if
2 you decide to reroute it down the road a piece,
3 it's not that big a deal to take down the transit
4 lanes, power poles, all that sort of thing here
5 and put some more up over there.

6 I personally probably would prefer LRT,
7 although I agree with another speaker that that
8 makes more sense for lines that are coming in
9 from a distance, the long distance commuter
10 lines, rather than just as a local transportation
11 option. So, if we're talking about meeting the
12 transportation needs within the City of St. Paul
13 along the Riverview Corridor, it would seem to me
14 that bus lanes would be an acceptable
15 alternative.

16 As I look at the various proposals, it
17 seems to me that running down West Seventh is not
18 the best option in the short term and either
19 using the old railroad train right of way or
20 railroad train along with 35E, or perhaps Shepard
21 Road would make more sense. If we were going to
22 run on a West Seventh what I would like to see,
23 which I don't see in a proposal, is a major
24 modification of West Seventh, where it's one lane
25 of vehicle traffic in each direction, where there

1 would not be a 40 mile an hour limit, where there
2 would be diagonal parking and bike lanes on the
3 street itself and where every effort is made to
4 route anything but local, local traffic off of
5 West Seventh and put it down on Shepard Road or
6 35E or wherever else, but a major thoroughfare
7 road, not just through other residential streets.

8 Thank you.

9 EUGENE PICCOLO: Thank you.

10 Jim Hout?

11 JIM HOUT: James Hout, lifetime
12 resident of St. Paul. Small business owner. St.
13 Paul.

14 I propose that a subway be considered
15 for the Riverview Corridor as the best
16 alternative for mass transit alignment between
17 downtown St. Paul and the airport and the Mall of
18 America. This could be accomplished with limited
19 detrimental affects on the environment,
20 disruption to the surface during construction and
21 most importantly, disruption within the community
22 and the great quality of life as it exists today
23 in the City of St. Paul. This will preserve the
24 connections people make with their neighbors and
25 local businesses, which is vital to all cities.

1 I was a engineer for Charles Nelson and
2 Associates and worked on numerous underground
3 design and constructions projects. Some of these
4 projects were in St. Paul. The sewer separation
5 projects, St. Paul utility repairs and LRT
6 alignments through Minneapolis and the Midway
7 Corridor. I've been involved in these from the
8 sandstone tunnel projects from design phase to
9 final construction.

10 I think it's a gross oversight that a
11 subway for the Riverview Corridor is not included
12 as an alternative and the Riverview Corridor
13 Major Study Investment Study, August 2000, and
14 would like to propose that a subway be studied as
15 a feasible alternative for the Riverview
16 Corridor, a necessary link to the airport and
17 crucial for the economic development of the
18 neighborhood and continuing growth and prosperity
19 for downtown St. Paul.

20 Here are the advantages:

21 With Minnesota's changing weather, it
22 will not affect the operation of a subway.

23 No noise or speed restrictions will
24 cause delay between stations.

25 Limited environmental impact.

1 No disruption of traffic flow or
2 commuter.

3 It will support economic and housing
4 revitalization of the corridor and provide the
5 most effective and efficient public
6 transportation.

7 Security will only be required at
8 stations.

9 Limited land acquisition requirements.

10 Limited loss of street parking.

11 Temperature underground is constant and
12 will require minimum temperature control at
13 stations and along the route.

14 Limited problems associated with snow
15 and ice

16 Most importantly, the geological
17 conditions are ideal in this area for underground
18 construction. If we look at our history and --
19 we find all along the Riverview Corridor there is
20 strata -- the geological strata is very conducive
21 to underground. There are several outcroppings,
22 natural and man made caves, existing sewer
23 chambers, abandoned sewer tunnels.

24 I recently traveled to Rome and Paris
25 and witnessed where enormous traffic problems

1 were solved with different forms of public
2 transportation. The most timeless solution is a
3 subway. Let's try fixing a 2025 problem today
4 with 2000 money and a 2025 solution. All great
5 cities have a subway and let's make one for St.
6 Paul.

7 Thanks.

8 EUGENE PICCOLO: Thank you.

9 Next, Cynthia Ray.

10 CYNTHIA RAY: My name is Cindy Ray.
11 I'm Co-Chair of Gift who you've heard from
12 already this evening. I'm also pastor at
13 Edgecomb Presbeterian Church and that's at 2149
14 Edgecomb Road.

15 There has been some comment tonight
16 already about the lack of need for transit and we
17 would endorse from our position that there is a
18 need for transit, especially in this section from
19 35 to Highway 5 because within there is a higher
20 concentration of lower income people, there is a
21 high concentration of elderly, there's a higher
22 concentration of immigrants. Within there there
23 are people who may not go to the airport to fly
24 out, but they go to the airport to work. They
25 may not go to the Mall of America to shop, but

1 they do go to the Mall of America to work and
2 those are two of the primary employing areas of
3 this community, especially at that lower --
4 middle and lower wage level.

5 That being said though, we do hold the
6 position that along with the one before one
7 replacement of housing, especially affordable
8 housing and the preservation of Sibley Manor
9 Apartments, we hope that it is being calculated
10 into the funding cost of the project that if
11 there are going to be homes displaced that there
12 is an adequate relocation benefit to those
13 individuals. It costs more than just the cost of
14 one's property to find a new home in this area,
15 especially in the tight housing market that we
16 have. That benefit has been offered to
17 homeowners in some of the other redevelopments
18 that are occurring in this area. Those have been
19 equitable solutions for the displacement and
20 disruption of their life and it has helped quite
21 a bit, but relocation benefits need to be also
22 offered not only to home owners and property
23 owners, but also to renters who have little or no
24 voice in the sale of the property in which they
25 live and they have little recourse if the units

1 they live in is to be set aside or demolished.
2 Their financial needs and their financial
3 situation must be addressed in terms of some sort
4 of assistance and relocation support, along with
5 the calculation for each unit that is being
6 considered to be displaced.

7 This has to be factored in or we will
8 increase the housing crisis in our neighborhoods
9 and farther in our city.

10 Thank you.

11 EUGENE PICCOLO: Dawn Kelly.

12 DAWN KELLY: Hi, Dawn Kelly, 1130
13 Montreal and I was born and raised right there,
14 1130 Montreal. Same phone number. I've been
15 here a long time.

16 Everything has been said that I'd like
17 to say and I know you already know this, but I'll
18 say it again. I got it right off the web site.
19 It says, this MIS is a planning tool. And I just
20 is -- The last sentence here. Its product will
21 be a locally preferred alternative or strategy to
22 carry forward into environmental and engineering
23 analysis.

24 So, let's just keep that in mind. I
25 think everything's been said tonight.

1 Thank you.

2 EUGENE PICCOLO: Thank you.

3 Andy Hart or Hartl?

4 ANDY HARTL: My name's Andy Hartl and
5 as you might guess, I am a bicyclist. I live in
6 Richfield on the end of one of the main runways.
7 I log by bicycle over 4,000 miles a year. I get
8 around the metro area quite a bit, both for
9 recreation and commuting and just running
10 errands.

11 I also would like to see greatly
12 improved access to the Highway 5 bridge, so we
13 can get across and get through much easier and in
14 doing that, it will help accomplish three the
15 four goals for improvement on here. Improve
16 access and mobility in the corridor, contribute
17 positive environmental conditions and provide
18 effective and efficient transportation methods in
19 the corridor.

20 I would also like to highly recommend
21 that bicycling be considered on West Seventh
22 Street also, going downtown.

23 Thank you very much.

24 EUGENE PICCOLO: Thank you.

25 Bruce Goorder.

1 BRUCE GOORDER: Bruce Goorder, 1711
2 Highland Parkway.

3 We shouldn't build a busway, BRT or
4 LRT. We need to improve real bus service. LRT
5 is solving problems of the sixties with the
6 technology of the eighteen-nineties in the year
7 2000.

8 Busways can be a good idea. Ottawa
9 runs a 19 mile busway system that carries 200,000
10 people a day or trips a day. That's 80 percent
11 of what Metro Transit carries in a day.

12 This wasted a million dollars of our
13 tax dollars and basically wants to make us think
14 of the busway. It's got lots of errors,
15 including things like LRT will take 17 minutes to
16 go from the airport to the megamall, but the bus
17 will take nine. It's going to be on the same
18 tracks that the Minneapolis train is going to run
19 on, which only takes nine minutes to do the same
20 trip. So, it's going to hit the back of the St.
21 Paul bus or train.

22 It also projected buying ten trains,
23 but you need 16 in order to run the schedule they
24 stated in the study.

25 It predicts no significant change in

1 air pollution and that's because it hardly
2 changes any trips.

3 If indeed you have all these number of
4 cars running every day, 350 round trips, that
5 means that it will -- If you think of it all in
6 the same two hours of rush hour, that's 175 cars
7 per hour, per 12 miles. That's seven or eight
8 per minute in each lane over a mile. Would you
9 know that wasn't there? I wouldn't.

10 There's going to be a lot of shuttle
11 buses, so they're still going to have to run
12 regular buses on West Seventh. So, we are not
13 really going to see fewer buses on West Seventh.

14 It predicts growth in population along
15 the corridor of 39,000 in 20 years. However the
16 Met Council's web site says all of St. Paul will
17 grow only 20,000 in that same 20 years. Where
18 the heck are the other 19,000.

19 It predicts growth of employment of
20 36,000. Same thing for St. Paul, only 16,000
21 5,000 for the airport.

22 So, I guess the megamall is going to
23 grow 15,000 jobs.

24 Gary asking about safety. The Hiawatha
25 Line alone means that they're expanding the Metro

1 Transit police force by one-third, just for that
2 one 12 mile road.

3 A federal study has estimated that
4 telecommuting eliminates more work trips per year
5 than the total number of transit trips carried
6 all over the country on all forms of public
7 transit, be it rail, bus or ferry.

8 Another thing about the times they have
9 in this chart is they don't tell you what the no
10 build and the TSM 55, 56, 57 minutes are.
11 Whether that's the stop every block bus.

12 And I'll have you notice that the time
13 it takes to get from the ERTL to the airport is
14 longer by a minute to two and a half minutes than
15 the time from ERTL to the Mall of America on the
16 same route. So, it's actually faster to go to
17 the Mall of America than to the airport. How do
18 they manage that? It's negative time for those
19 last couple miles.

20 That is the quality of this, what we've
21 seen here.

22 Now, there is some talk mentioned by
23 somebody about pollution. Well, it's not going
24 to be reduced.

25 The social costs --

1 A researcher who really wanted to say
2 we should price all kinds of travel based on
3 their social cost, which would make people want
4 to take transit, but guess what, he discovered
5 that if you include pollution, accidents, noise,
6 everything, he concluded contrary to
7 expectations, the use of pricing to a level
8 playing field will induce people to shift from
9 transit to autos because the field is presently
10 tilted in favor of public transit. And the
11 University of Minnesota released a report this
12 year that said the size of the -- the size of the
13 costs of transportation suggests households and
14 firms derive tremendous benefits from travel
15 because they are willing to pay a tremendous
16 amount for travel. The people who are traveling
17 pay 84 percent of the cost per person, government
18 pays nine percent including transit, and the
19 other costs borne by everybody is seven percent.

20 EUGENE PICCOLO: Thank you.

21 Just one person asked to speak a second
22 time. Joe Claus. Then we are going to have to
23 cut it because we're at the end of our time.

24 JOE CLAUS: Thank you. I'm doing this
25 because I'm doing this as a citizen rather than

1 representing GIFT.

2 I have five points.

3 First, following the Metro Council's
4 suggestion, you developed seven alternatives for
5 the corridor. It certainly seems like others
6 have been ignored or not considered. It seems to
7 me that widening Interstate 35E to provide
8 transit along that already existing corridor
9 would be possible. Likewise, Shepard Road
10 originally had promise and may even have been
11 developed in anticipation of this need. Let's
12 get it back into the picture.

13 Number 2. With reservation, I can only
14 support alternatives 1 and 2, as the present plan
15 is given to us.

16 Number 3. How about thinking outside
17 the box. What is the natural corridor from the
18 airport to downtown? It's the river. Consider
19 hovercraft to taxi people from the airport to
20 downtown and back. That way we don't continue to
21 build monuments to the concrete and asphalt
22 industries.

23 Number 4. Just say no. Don't make
24 money and speed the drugs of your choice. Help
25 keep this community, these neighborhoods, this

1 treasured part of St. Paul together, viable and
2 vital to the whole life of this area. Just say
3 no to the money and let some other communities
4 tear themselves apart over it.

5 Number 5. Extend the period for public
6 comment beyond the October 22nd date, have more
7 community wide meetings, not only in this part of
8 St. Paul but everywhere along the corridor. Is
9 there any way the citizens could vote on this
10 like they did for the stadium?

11 Thank you.

12 EUGENE PICCOLO: Everybody that asked
13 to speak has spoken.

14 We have heard a great deal tonight. We
15 heard about the need to replace housing on a one
16 to one basis before any development is done.
17 Concern about the neighborhoods; keeping them in
18 tact. Concern about the fact that the route does
19 not address bicycling. We heard several times
20 concerns about the Highway 5 bridge with regard
21 to biking. Concern about the operations, that
22 there is no information about what the operations
23 plan is for this.

24 We heard concerns about the
25 environmental review process.

1 We heard about people who were excited
2 about transit and hoping that there would be
3 bikeways considered in the transit plan.

4 We heard concern about pollution,
5 exhaust fumes.

6 We heard about the subsidy that is
7 given to cars versus transit.

8 Concern about the public process,
9 public input process. The fact that the web site
10 does -- is not updated.

11 Again, we heard about biking. Several
12 concerns.

13 Concern about the growth of traffic in
14 neighborhood streets.

15 Again Highway 35 bridge. Highway 5
16 bridge came up several times.

17 Concern about the costs, concern about
18 the noise and the impact on the neighborhoods and
19 traffic.

20 We heard concern about whether there
21 was a need and whether there's been any study
22 about need.

23 We've heard concerns about property
24 loss and property being purchased. The property
25 owners losing their property.

1 Concern about renters and relocation of
2 home owners, businesses and renters.

3 Support for commuter rail, support for
4 street cars, support for doing a lot of creative
5 ideas and in terms of improving the current
6 transit system.

7 We've heard people just say no to the
8 money. Let others get it.

9 Concern about the costs again and
10 whether or not the study is flawed.

11 So, we've heard a wide range of things
12 tonight and to end our session, I'm going to ask
13 the Chairman of the County Board to say a couple
14 closing remarks.

15 RAFAEL ORTEGA: First of all let me say
16 thank you for coming.

17 I apologize for not being with you
18 earlier, but I have two people in my family with
19 strep, my little boy and my wife, so --

20 I'll make sure I'm being heard. I'll
21 begin again.

22 For those of you who didn't hear me
23 before, I apologize for not being here earlier
24 for the full two hours, but I do have a young boy
25 and my wife at home with strep throat and I just

1 don't want -- I want to make sure I don't spread
2 some of the germs. My wife's a school teacher,
3 so I go through this every year.

4 But let me just say that we've heard
5 you tonight, just like we heard last week from
6 the West Seventh Federation meeting, we heard the
7 neighbors there. We also had meetings on the
8 East Side and downtown and we, I believe, have
9 another public hearing and after that -- Both
10 Commissioner Bennett and I attended those
11 meetings and we've taken down notes. We share
12 the concerns of parking and housing and making
13 sure that people get fair equity if there was
14 going to be an impact. We have taken all that
15 into consideration and we'll have a deliberation
16 with the entire county board and we will with the
17 Met Council and city leaders and city
18 representatives.

19 This process is not over. Basically
20 what we are looking for here is to say are we
21 going to have transit improvement in this
22 corridor. We don't have to be exact, but we give
23 the concerns and I share some of these concerns
24 regarding some of the issues. I have quite a few
25 friends along West Seventh who own businesses and

1 I understand the dynamics of their concerns.

2 But I just want to let you know that
3 we're here to listen and we will continue to all
4 this into the entire process.

5 So, this is not a done deal by any
6 stretch of the imagination and we will finish the
7 process and continue the process and it's going
8 to take some time.

9 So, I think you'll have plenty of
10 opportunities for inputs and we're definitely
11 going to be very much sensitive to everything we
12 heard through the entire corridor. Not just the
13 West Seventh neighborhood, but downtown and the
14 East Side neighborhood. All the neighborhoods
15 are important and we want to make sure we have
16 input from all the neighborhoods.

17 So, thank you for your patience and
18 tolerance to this point.

19 EUGENE PICCOLO: Again, thank you for
20 coming. If you have written comments, please
21 submit it by Friday and next Tuesday, the 24th is
22 the public hearing at the Rail Authority.

23 Thank you.
24
25

1 STATE OF MINNESOTA)

2 COUNTY OF HENNEPIN)

3
4 I, Glenn H. Anderson, a Notary Public in and for
5 the County of Hennepin, State of Minnesota, do hereby
6 certify that the foregoing proceedings were had in my
7 presence on Tuesday, October 17, 2000, at St. Luke
8 Lutheran Church, 1807 Field Avenue, St. Paul,
9 Minnesota.

10 I certify that said proceedings were taken in
11 Stenograph and afterwards transcribed into typewriting
12 under my direction; and that the foregoing is a true
13 and correct transcript of said proceedings.

14 I further certify that I am not related to any of
15 the parties before-named and that I am not interested
16 in this matter directly or indirectly.

17 IN WITNESS WHEREOF, I hereunto set my hand and
18 seal this _____ day of _____, 2000.

19
20
21 Glenn H. Anderson, Notary Public
22 Hennepin County, Minnesota
23 My Commission expires 1/31/2005
24
25

RAMSEY COUNTY REGIONAL RAIROAD AUTHORITY

RIVERVIEW CORRIDOR PUBLIC HEARING

TUESDAY, October 24, 2000

10:00 O'CLOCK A.M.

RAMSEY COUNTY COURT HOUSE

15 WEST KELLOGG BOULEVARD

ST. PAUL, MINNESOTA 55102

TONY BENNETT: The Secretary will note that I've had a question as to how does the Rail Authority differ from the County Board. And the Rail Authority is made up of the entire membership of the Ramsey County Board, so there is no difference other than it is a separate entity covered under State Statute but is made up of all members of the Ramsey County Board. This morning is a public hearing on the Riverview Corridor Major Investment Study of which this Board will be making a decision in mid-November on what type of corridor this will be, if it is in fact even being built. Whether it will be light rail, bus rapid transit, or a no build. I would like to say at the start of this meeting that what we're talking about is a busway. For those who are watching on TV, this is not the busway that you would see today anyplace in the metro area with the exception of the busway that runs between the U of MN the Minneapolis campus and St. Paul campus, which is what I like to term the freeway system of the bus system. It is totally different if that is the choice that happens. The others I think, the light rail, Hiawatha is now being built for light rail. We have no light rail in Minnesota presently. And of course the third option would be no build. We have been taking public testimony and listening to comments at meetings within the neighborhoods. The study has been going on over many, many hearings that were open to the public over the last, Kathy, is it three years we've been working on this?

KATHY DESPIEGELAERE: It's been two years on the Major Investment Study and prior to that there was the one year process on the Phase I report.

TONY BENNETT: I'm going to ask Ted Davis to give a few comments. Ted has been working with the Rail Authority, and Ted if you can come up, and then we're going to, I'm going to ask anybody in the audience who wishes to speak there is a sign up sheet, we will be working under the guidelines on the board over there. Disregard the listening session. When you sign up to speak, speak into the microphone, state your name and address, respect the time limit and the time limit will be two minutes per person. Unless there are questions from Board Members to those speaking, then we will extend that based on the questions. If you have written comments only, turn those in. While I'm speaking of written comments, any of you in the audience that would like to submit written comments they will be accepted through Friday. During the program we will be putting the address that you can send those up, I don't know if the camera crews have got it ready yet, but we will note those on the screen that you can send written comments in over the next, today is Tuesday, Wednesday, Thursday and Friday. Ted.

TED DAVIS: Thank you Mr. Chair, Commissioners, my name is Ted Davis, I live at 456 Warwick St. in St. Paul. Since October of 1998 I've been under contract to the Ramsey County Regional Railroad Authority to help with public involvement around Riverview Corridor Major Investment Study. Since that time we began an intensive public involvement process in January of 1999 that began with 46 interviews with community leaders including the elected leaders of each of the community councils in the districts within the corridor. The information that they gave us on their preferences for community involvement and how they would like to be involved and their organizations would like to be involved. We prepared a

program that began with a large public meeting in March of 1999 that was held at the West Seventh Community Center and attracted something in the neighborhood of 120 people. The comments that were received at that meeting informed the public involvement process going forward. We went on with two series of public meetings that were held at locations at either end and in the middle of the corridor. Typically at Metro State University, either the West Seventh Community Center of the MN Brewing Company, ..., Hillcrest Recreation Center or St. Luke Lutheran Church at the far end the corridor. Each of these series of meetings we posed a number of questions. We publicized these meetings and took that information into account when further planning the public involvement and in informing the study. Format for each of these meetings were open houses 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. As I said the attendance of the meetings varied from 10 to 125. Outcomes of each of these public meetings were reported back to the community in newsletters and through press relations. In July of 1999 the study conducted a random sample survey of residents and businesses in the Corridor in order to get a statistically significant reading on a number of the issues being talked about in the study. That information was used also in the continuing study. In spring 2000 the study extended an invitations to organizations interested in presentations intended to test the information that was coming out of the study. Those were accepted by a wide variety of organizations including St. Mark's Lutheran Church, East Side Area Business Association, Phalen Corridor Initiative, Highland District Council, West 7th

Federation (we did not speak there but were available), the Dayton's Bluff District Council and the St. Paul Transportation Management Organization.

Also during that time at special request from a number of the organizations including the Highland District Council we put together a seminar on basic transit issues that was presented to everyone who was interested. That was conducted in October of 1999. The draft study was delivered to you on August 22 and extended public comment period was set to end on October 20. During that time we again made ourselves available to speak to any organization that was willing to listen to us and take questions and provide comment. Organizations that we met with included the St. Paul Transportation Management Organization, the Phalen Corridor Initiative, the Upper Swede Hollow Neighborhood Association, the Highland District Council, the St. Paul Planning Commission, Dayton's Bluff District Council, Capitol River Council, East Side Area Business Association, the West End Business Professional Association, St. Paul Area Chamber of Commerce transportation committee, the Payne Arcade Business Association, the Payne Phalen Community Council, the St. Paul Convention and Visitors Bureau. We also held a series of public meetings within the corridor beginning with a public hearing held on October 22 at W. 7th Community Center. A similar meeting was held last week it was October 17th, Tuesday October 17th at St. Luke's Lutheran Church on the West End of the corridor. All of this information will be delivered to you in a public involvement report and we'll provide you with significant information about how the public responded to the study. Thank you.

TONY BENNETT: Thank you, Ted. I would encourage anybody who is here in the audience to pick up this, I'll call it purple for no better color, sheet. It tells, it lists all the different meetings and all the different presentations that have been given on this. We've had lots of questions. The media might want to also, people wonder what meetings we have held and that maybe we haven't held enough of them. But it covers about 4 pages. With that we'll get into the testimony. Robert Wider, followed by Buzz Cummins.

ROBERT WIDER: Good morning, Chairman Bennett, members of the Ramsey County Regional Rail Authority, my name is Robert Wider, I reside at 2438 Sunset Court, Little Canada. And I work downtown St. Paul at MN Life Insurance Company. I am Chair of the St. Paul Area Chamber of Commerce Transportation Policy Task Force. St. Paul Area Chamber of Commerce represents nearly 1,700 area businesses and professional associations. On October 17, 2000, upon the recommendation of the Transportation Policy Task Force, the Chamber Board of Directors voted unanimously to support bus rapid transit in the Riverview Corridor. A recent survey of our membership the number one issue facing today's employers was workforce development, qualified however with the need to get employees to and from the workplace. Improved transit development in the Riverview Corridor may not immediately solve employees' problems. However, what will begin the development of the infrastructure to where overall transit development for St. Paul, Ramsey County and the east metro region as a whole. What we have in progress now is an offer of \$88 million dollar investment of state and federal dollars that if not made in St. Paul and Ramsey County, may be lost to another city or community.

This community has an opportunity and we believe a responsibility to create an environment in St. Paul and Ramsey County that attracts economic development, jobs and an increased tax base. Bus rapid transit in the Riverview Corridor ensures new and proposed developments such as Shepard Daven Area, the Koch Mobile site, Cleveland Circle Transit Hub, and the Phalen Corridor. Enhanced transit development of the Riverview Corridor is only a beginning critical for overall transit development and linkage to the Central Corridor, the Hiawatha Rail Line, the Red Rock, ... commuter rail lines among others. I understand that a copy of the Chamber's formal position papers have already been given to you. In our formal position you will note that the Chamber has not taken a position on a specific route or alignment for the dedicated bus transit way, but rather encouraged Ramsey County Regional Rail Authority to select an alignment that maximizes ridership potential, minimizes disruption to existing businesses in the corridor, expands opportunities for additional economic development in the corridor, stays within budget projections and funding awards, and limits project enhancements to funding from non-local sources. We urge you to embrace the work of the past and current elected officials and seize this extremely important opportunity to develop a better transit system for St. Paul, Ramsey County and the entire east metro area. On behalf of the St. Paul Area Chamber of Commerce I thank you for your time and consideration.

TONY BENNETT: Any questions? Thank you Robert.

ROBERT WIDER: Thank you.

TONY BENNETT: Carl Cummins, followed by Judy, looks like Hackel.

CARL CUMMINS: Thank you Mr. Chairman, and members of the Authority. My name is Carl Cummins, 445 Minnesota St. here in St. Paul. I have been active in a number of organizations which have an interest in the Riverview Corridor proposals including the Chamber of Commerce, the St. Paul Transportation Management Organization, and the United Hospital Board of Trustees, but I am not speaking on behalf of any of them. I am speaking on my own behalf. I think as some of you are aware I have been an advocate for improved mass transit in the Twin Cities and specifically for busways and dedicated bus transit ways as a more efficient and lower cost alternative to thinks like light rail transit. And I do support the construction of a bus transit way in the Riverview Corridor. I am concerned however that the proposal that you appear to be looking at is perhaps not as cost effective as it should be or could be. Spending \$88 million dollars or \$120 million dollars or \$130 million dollars merely to add 600 new riders is in my estimation a foolish...[applause from audience] They're not with me.

TONY BENNETT Will please refrain from that at this meeting.

CARL CUMMINS Having said that, I might end up urging you to spend a little more money. I think that what really needs to be done is the construction of a dedicated busway, not a conglomeration of railway, right of way, busways and diamond lanes and other assorted means of moving buses a little bit faster from the airport and mall to downtown and through to the east side of St. Paul. I think you need a dedicated busway and I think it's very important and you'd get the

most bang for your buck and improvement to transit in the Twin Cities generally. I, allowing access to the transit way for buses coming off of Ford Parkway, off of Randolph, off of St. Clair, off of Grand Avenue, and off of 35E, which those buses could get on after they have completed their local service, get on the dedicated busway and operate as express buses downtown. That would allow considerable improvement in bus service throughout the St. Paul area and I would urge you to consider that as an alternative to what I understand is the proposal you're looking at most seriously today.

TONY BENNETT: Any questions of Mr. Cummins? [audience applause]

CARL CUMMINS: Thank you

TONY BENNETT: Please, this meeting, I would like to keep it businesslike as we can, and I will ask you to leave if there is any outburst. Judy Hackel, is it? I'm not sure of the last name. Judy, you can give us your last name. Followed by Mary Zanmiller.

JUDY HOELZEL: My name is Judy Hoelzel, I live at 1801 Morgan Avenue in Highland Park. The federal government has offered our tax dollars as free money incentive to develop mass transit. There is no doubt that what they had in mind was to ease the impact of growing traffic problems nation wide. Impact equals pollution, noise, and of more concern the air we have to breathe. Impact equals preservation of the ambiance of this country's neighborhoods. The busway plan for the Riverview Corridor should address the intent of this free money. In the West Seventh area and the Highland area, reduction of W 7th St. to two lanes will

decrease capacity and increase congestion to intolerable levels, sending multiple 10,000s of vehicles throughout or residential neighborhoods. The impact of this busway will be to increase pollution by causing more congestion. The impact of this busway will be to further degrade and pollute with increases of tens of thousands of overflow traffic from W. 7th St., nevermind the prohibitive effect to pedestrian and bicycle traffic. Utilizing the CPR does not preserve the ambiance and in fact would cause further disturbance of the neighborhoods affected. The transit plan does not address the intent of the free money. Shepard Road is the only under-utilized street in these neighborhoods. The speed limit is at 50 miles per hour is right for an express trip. There is more than one empty facility along Shepard Road suitable for park and ride stations. The view is terrific. Stop signs are rare, and access to 494 already exists. Additionally, no homes or businesses will be lost, and plans for new and affordable housing in these areas will be preserved. As added incentive, save for a couple of bump outs, no topography need be disturbed. This undedicated alternative properly addresses the intent of the free money. It does not increase congestion. It does not exacerbate pollution. And it does preserve our neighborhoods, businesses and planned affordable new housing. This alternative is not costly enough to get the free money. Add trees, shrubs and flowers to the west side of Shepard Road for sound, positive, ecological impact. Sometimes we listen but don't hear. I attended two listening sessions and I thought the local message was clear. Have you heard? Thank you.

TONY BENNETT: Any questions of Judy? Mary Zanmiller followed by Mike Schumann. Please hold your remarks to two minutes, and if there's anybody that has not signed up, the sheets are up in the front there.

MARY ZANMILLER: County Chair Ortega and Commissioners, I'm Mary Zanmiller. I live at 951 Watson Avenue. I can go out in the middle of my street and I can see the river bluffs. As you can see, up and down W. 7th, the 12 block wide neighborhood, you can go out in any intersection in any street and see the river bluffs. That's an amenity. And I hope you think of that when you make your decision here. The Riverview Corridor project is ill conceived. And most likely the wrong answer to the wrong question. The questions are: How do we shape St. Paul, and other Ramsey County communities, to be livable cities, with vital neighborhoods? W. 7th community is the oldest community in St. Paul. It has all the amenities of a riverbluff community. This Corridor will most likely destroy the very fiber of the neighborhood. Our community with its history and amenities deserves better. There's an overwhelmingly negative response from the people and businesses, except for a few businesses. The St. Paul City Council has said yes for the most part, but leaves it up to us in the community to decide what flavor Koolaid do you want your poison in? I just spent four days in Washington D.C. and I'm convinced mass transit is the way to go. That was not a stark reminder. Let's think about a visionary response to the sprawl issues. And no destruction of urban neighborhoods. Let's consider a participatory process from the ground up. How about Smith Avenue? Smith Avenue and 494 to the airport. You could bring Wisconsin up to 494, we could bring Dakota County. We already have the, Mn/DOT

already has the right of way ... Avenue all the way down Dakota County. They've had the right of way to Smith Avenue for probably 100 years. And, so the right of way, anybody that bought a home in those neighborhoods has known, from the git go, that there was someone else had the right of way to that property. That's just one alternative. Let's look, let's think about a visionary, from the ground up. Not just plop this down. You know, let's think about the political representation of the people in W. 7th. Our City Council member, our County Commissioner, our State Rep., our State Senator, and Metropolitan Council representative all live on the bluffs on the West side. No one represents the interests of W. 7th, and we have said overwhelmingly we don't want this. And you know, sometimes people who don't want something have to have it anyway, but think about what you want here. And think about the amenities of this oldest community on the bluffs of the Mississippi and how it is going to get something that long term is worth destroying that neighborhood. Please listen to what's been said, tap into the greatest capacity you have for visionary leadership, and stongly consider a No-Build. No more Rondo. No-Build.

TONY BENNETT: Thank you. Any questions of Mary? Mike Schumann, followed by John McCormick.

MIKE SCHUMANN: I'd like to just pass out a quick handout that maybe will help you follow my presentation. My name is Mike Schumann, I live 541 Dayton Avenue. I've lived in St. Paul for many many years, I'm a co-owner of a small business on Grand Avenue. First of all I'd like to preface my remarks about how unfortunate it is that you're having this public hearing at 10AM on weekday

when 95% of the real working people in this community don't have any opportunity to come and make their voices heard. In the meetings that you have held where people did have an opportunity to speak up, the reaction was overwhelmingly opposed to this. I attended a meeting at the W. 7th Community Center about two weeks ago, we had about 200 people there, we had a show of hands, we had one single person support a busway on W. 7th St. Everyone else uniformly opposed this project. What we have here is basically a solution looking for a problem. A very expensive solution that has been picked on, that has been created by a group of consultants, politicians, bureaucrats using other peoples' money or supposedly other peoples money, which basically has never addressed the fundamental question: Do we need this? Ok. At the meetings that I went to there wasn't a single person there that didn't support mass transit. I support mass transit. But the reality is that the people that are pushing these kind of programs are not people that use mass transit on a daily basis and they don't understand what mass transit is all about. Dedicated busways, I agree, are a valuable tool in those circumstances where traffic congestion makes it impossible to run buses on a timely schedule, particularly rush hours. We don't have that problem on W. 7th St. If you look at the existing bus schedules for the 54 bus, the 9 bus and all the other buses that run down W. 7th St. basically there is absolutely no difference in transit times between rush hour periods and non-rush hour periods. And in addition if you compare the projected transit times on a busway the time differences are miniscule. In fact the time differences that do exist are purely a result of the reduced infrequency of stops and has absolutely nothing to do with increased speeds or whatever on a busway.

Secondly, I think we're totally ignoring what we can do to the existing bus system to improve it with minimal investment. And the number one thing that we could do is basically put Opticon systems on all the buses so when the bus comes to a red light the light turns green. And at the same time gets the traffic flowing with the bus. This is a minor investment, it's technology that's existed for 30 years that we've deployed in St. Paul throughout the city on all the police vehicles and fire trucks and you know we could easily put this on the buses. And one of the things as a tax payer that really gets me concerned, OK, is that we come up with these \$100 Billion dollar projects before we take the 1st baby step towards improving the situation.

The other factor is that you know even if we did have congestion on W. 7th St. we have a lot of alternatives. We've got Shepard Blvd., which is a 50-mi/hr highway that's virtually unused. It could be used for express buses. Etc. Now if you look at the numbers that your own study has projected. And what I'd like to do is refer to

TONY BENNETT: Mike, you've run over a minute already and I know you testified, so if you want to continue, somebody doesn't get to the end might not get to speak.

MIKE SCHUMANN: Well, I think we should have a little bit of a real discussion about the issues here before we go ahead and burn a hundred million dollars. If you look at the study, your own study projects that this busway is only going to have, attract, 600 new riders. OK, on a daily basis. This is out of a total transit count on W. 7th St. of 30,000 vehicles a day. Why are we doing this? I

mean, this is not even going to be a measurable decrease in vehicle traffic on W. 7th St. That brings us into the whole cost situation. If you figure out the numbers we're talking about spending between \$80 and \$100 million dollars in capital costs. On this project. That works out to \$150,000 in construction costs for each new rider, alright? Now for that kind of money, we could just buy everybody a condo next to their place of work. By the same token, we're projecting \$10 million a year in operating costs. Again, for 600 new riders. That works out to \$16,000 per year per new rider in operating costs. For that kind of money we could basically be buying everybody a brand new car every year. You know, I think the other issue is: what is this going to do to the neighborhood? The projection, the proposal that's on the table is to basically take W. 7th St. from downtown to the brewery and run the transitway down W. 7th St. Basically what we're talking about is effectively reducing by 50% the traffic carrying capacity of that street. All right?

TONY BENNETT: Mike, Mike you've run over by three minutes, what I'm going to do is if, put you at the end of the list and let you come back. And I'd like to tell everybody on the Board, Mike has testified at both of the previous open meetings and his remarks, we had a court reporter there, will be, will be done, and the reason we had a court reporter was so we could get all your remarks and everybody that testified, will be provided to the Board. We'll, I'll put you at the end.

MIKE SCHUMANN: I appreciate that, thank you very much.

TONY BENNETT: John McCormick, followed by Teresa McCormick.

JOHN MCCORMICK: My name is John McCormick, I live at 1832 Ivan Way, and that's where my home is, I'm a home owner, and I'm new at this kind of thing and I'm a little nervous.

TONY BENNETT: Just relax.

JOHN MCCORMICK: I have some points to make and if everyone would turn to page 3-23 in this big handout and look at the picture there, you guys all have this, 3-23 in this River Corridor Investment Study?

KATHY DESPIEGELAERE: They don't have that.

TONY BENNETT: We don't have that.

JOHN MCCORMICK: They don't have that?

KATHY DESPIEGELAERE: They've had it previously.

TONY BENNETT: We've had it previously.

JOHN MCCORMICK: Ok, well, you can look at my copy if you want.

KATHY DESPIEGELAERE: You can put it, if you

TONY BENNETT: If you lay it down next to you, face up,

COMMISSIONER WIESSNER Show our miraculous little cable, there we go. And you still can use it.

TONY BENNETT: You're getting good at this.

JOHN MCCORMICK: OK, the, my main point of contention is, I went to the neighborhood meeting at the Lutheran Church on Field, and I was also at a meeting yesterday at St. James Church in St. Paul, and what was presented to the public is that this plan that's been recommended going along the CP Rail right

behind my house has an existing 50' right of way, which is claimed to be adequate to have the CP Rail moved to the edge of it's existing right of way, and two bus lanes. And, you know, I did a little checking around with some railroads, and I've got a call into the federal safety person for the railroad, I made a couple of quick phone calls and it became immediately apparent that this is untrue, that this can not be done as drawn here. And the reason that is is that the rail must be two feet above the surrounding grade. Therefore, there has to be, as you look at any railroad tracks now, you'll see that it's raised. There has to be a two foot drop for drainage. And the way this is drawn anytime it would rain or snow this whole thing is going to be under water. What this two foot drop requires at a 2 to 1 grade is 12 feet. Twelve feet of grade in either direction here. And that is well beyond the 50' right of way. Another point that was brought up at the meeting yesterday is whose private property is the snow from the bus route going to be plowed onto? There is no area here for snow removal. I've lived, I grew up on 2187 Stewart, which also adjoins, that's my parents house, who are still there, that also adjoins the CP Rail. Twice in my lifetime living there I've seen boxcars tip over, major derailments. It will eventually happen, it's happened before. When this, something happens, when a boxcar tips over or a load shifts, where is it going to go? Is it going to go in my backyard, beyond this 50 feet, or is it going to go in the buslane? Every, it's common sense that a railroad needs maintenance. They change the, I've lived there, I know, they change the railroad ties, they put new spikes in, they change the gravel, there's maintenance that must be done on a railroad. How are they going to do that maintenance? Are they going to block the buslane? Are they going to ask to

come in my backyard and work on their railroad? There is not room in that 50 feet and it was proposed to the neighbors that the reason that this is such a great idea to run along this 50 feet is that it doesn't involve buying any private property and it's no problem to anyone. Yes, it will be a problem, even if it was possible to be put in the 50'. I've got a spur line railroad behind my house which doesn't run very often and it runs slowly, and it's very little disruption. And I bought the house because I knew what that was, I grew up near that railroad, it's not any kind of a problem. Now you're going to have buses, what, every 6 minutes during rush hour? You've got lights, you've got noise, you've got trees that are going to have to be cut down to get this grade, and it's all going to be moving right next to my backyard. And I want to know if people are considering the amount of money it's going to take and enormous uproar it's going to cause to go in and take private property. You will have to demolish some houses, you will have to take land out of people's back yards, and you're going to have to ramrod or eminent domain this thing through. The way it's drawn here it's totally inaccurate. And I was told at the public meeting by Tony from the City, I forget his last name, starts with an "S"

TONY BENNETT: Schertler

JOHN MCCORMICK: Yes, well, he said, "Someone's ox is going to be gored." And I see Mr. Ortega is my representative and my neighbors' representative for this area. And we're the oxes that are going to be gored. And I wonder if it concerns you that our neighborhood is an ox that's going to be gored? I know that we're not a powerful business owner on 7th St., we're merely home owners, but this neighborhood is important, and I know that it's going to cost a lot

more money than people thought it way, or than people claim it's going to. There's been terrible research done here. I'm a layman, I don't know anything about this, I spent 10 minutes looking at this drawing and I see that it's wrong. I made two quick phone calls and I'm getting support that this can not be done. Where's the \$1.2 million or whatever that's been spent on research, and where were my representatives in my neighborhood, there hasn't been one door knocked on, I, no one has talked to me, all of these big dealings going on through our neighborhood and not one elected representative has come to ask or even inform us, tell us anything about this. I'm very angry about the way this has been portrayed, and I feel I'm not being represented by anyone and I feel it's a large boondoggle. And I vote no-build or re-vamp the existing. Thank you.

TONY BENNETT: Any questions of John? Teresa McCormick.
Julene Maruska.

TERESA MCCORMICK: My name is Teresa McCormick. I live at 1820 Ivan Way, next door to John, so the rail system would go through my backyard also. What I'd like to say is that this whole study again is ill conceived, it does not make sense, especially with all the statistics that have been brought up. And the concerns that we do have. I feel at this time we're not ready to go forward with any kind of recommendation until we really take a look at what is viable and feasible, what makes financial sense, and what keeps neighborhoods alive. So in doing that, the whole build it they will come theory of, you know, spending a whole lot of money, we've done with malls, we've done it with you know downtown businesses. Let's start with small steps first and really take a good look at a sound plan before we vote

to spend the money and go ahead with a recommendation such as this one.

Number one the goals are a little bit conflicting. Either you want high-speed access or you want to have improved access to business and residential property. In order to do that I would say that the Shepard Road option should be opened up again, or the 35E/494 access, high speed, and then improve the current busway, do not change what's on W 7th, improve what's there. Improve access between Shepard Road and the business community, and W.7th St. because that's one of the reasons they said Shepard Road won't work is that you know there's not enough access. Let's do that in a small way, improve the access there, but definitely have a high speed thoroughfare somewhere along that strip. Not W. 7th, that destroys the neighborhood. It also would destroy the neighborhood, or course, going through my back yard. And what I'd like to say about that is: we should be able to keep neighborhoods intact along with developing businesses and improving the transportation in the city. So, St. Paul has always been a city of neighborhoods, it is your neighbors who would love to help you come up with a better alternative, and one that makes common sense. We'd be glad to help you on any more committees when you decide what to do with this. Thank you.

TONY BENNETT: Any questions for Teresa? Julene Maruska, Dr. Lynn Woodward

JULENE MARUSKA: My name is Julene Maruska, I live at 917 Juno Avenue. I've lived in the W. 7th area my entire life. I've managed a business on W. 7th, 461 W7th, for the past ten years. Why is a bus system not consistent with mass transit? I've always thought it was mass transit. It moves a lot of people.

Why aren't we looking to improve the present bus system instead of building something that can't be moved? Once that busway is in there, a dedicated, it's not going, I've seen the one at the U. That's a major thing. It's not going anywhere. Buses can go where ever they need is. This isn't a case of NIMBY, it's not a case of we don't want it in our backyard. We understand that those of us who live and work in W 7th, we are core to the city, we are the core, the core rots, your city's going to rot, and then your county's going to rot. We've learned nothing from Detroit and Chicago? We can't let, we've come so far in W. 7th, from what happened to that neighborhood once 35E was pushed through, which was to be the solution. 35E: that'll take care of our traffic congestion. And we fought to come back. I live there, I've seen what that neighborhood went through. And we've come back, and we've been successful. We won't come back from this, we will rot, pave us over. If it is so important to move the people from the suburbs into the city, just pave the neighborhood over, give us the money to move out to the suburbs. Do I want to go there? No, I'll go find another neighborhood to live in. When was the last time any member here drove W. 7th? It is not University, it is not Snelling, it is not Hiawatha. It is slow. It will not survive this. Don't make us another Rondo. We're poor, we're blue collar. Don't make us another Rondo. Where is the feasibility study on this? My employees can't get to work on the present bus system because it doesn't run on time. It doesn't show up. It runs late. It's this, it's that, the bus drivers are surly. Improve the present bus system. Make it world class. I have ridden buses and subways all over the world. There is nothing wrong with them. You know, get this idea that buses, oh, people don't, but people in the suburbs don't like the buses.

That's not true. When they have express routes from the suburbs into the city where people work, they have to keep rebuilding it, adding onto the park and ride lots because more and more demand is there. That is where the need is. The congestion is not on W. 7th. It's 35 E going north, it's 35W going south. If you're going to take this money, and just can't refuse this money, pardon me, politicians don't like to turn down money, use it where it's going to do the most good. Go drive 35E north, get on it 3:30, use it there where the people will ride it. People will ride that, There isn't going to be enough, 600 to 1100 people a year for this, for an investment that who knows how it is going to increase inflation-wise, and then we're supposed to pay the cost for it to maintain it in our taxes, \$10 - \$14 million dollars a year? And Commissioner Bennett, you told me at the listening session it didn't bother you if you turned our neighborhood into a neighborhood of parking lots. Yes, you did say that, so people from the suburbs could drive in park their cars and get on this. You said that to me, sir, and I was shocked. And you said it's OK to build a 1,000 car parking lot in my neighborhood. My neighborhood wouldn't tolerate one of those, let alone how many for those transit stops?

TONY BENNETT: I will correct that statement. What I said was that if they put a 1,000 car parking lot at 35 and, where it crosses the river, you wouldn't have 1,000 cars driving through your neighborhood because they could then get onto the transit system and go the rest of the way through your neighborhood on transit without having to take their cars. That was the statement I made.

JULENE MARUSKA: And I said

TONY BENNETT: If you took it any other way, I did not mean that way,

JULENE MARUSKA: I said you will turn my neighborhood into a neighborhood of parking lots and you sort of shrugged. That's not what you, people are...

TONY BENNETT: You interpreted my shrug wrong, m'am.

JULENE MARUSKA: People aren't going to, well, it can, our neighborhood won't tolerate that, we can't survive that, the businesses won't survive. We won't survive losing parking. Come tell my employees where to find new jobs in five years. Because we won't be there. We won't survive this, the neighborhood will not survive having that shoved down our throats. Improve transit. I feel like you are dogs that have eaten a full meal and there's a piece of steak laying in front of you and you still have to have it. So what, Minneapolis gets it, spend it where it's needed, not here. People from the suburbs, I tell you, unless you make driving a car financially painful, extremely painful, until we pay the full cost of what it costs to drive a car, you ain't getting those people in those mass transit. They're not getting in there. They will not get in there. It has to be painful. You are 50 years too late on mass transit in this city. We lost a great cable car line in the city. And you're 52 years late to get, until you make it painful, until it costs 5 to 6 bucks a gallon and cars are expensive, you're not going to make people ride this.

TONY BENNETT: Your comments are right, and I, I apologize if you took my shrug wrong.

JULENE MARUSKA I still say our neighborhood won't tolerate a thousand car parking lot.

TONY BENNETT: I represent a district in a suburban area and I can tell you that I have 4 freeways running through my district, so I'm very well aware of what roads can do. Kristin Dockenson, could we have the address if anybody wishes to send in comments, put up on the screen a couple times during this, I haven't noticed it going up and if they have it, put it up. Dr. Lynn Woodward. Dr., I've been curious, you're a doctor of what? You've testified at two meetings, and

DR. LYNN WOODWARD I usually don't have the time to do that, and I love to do that. I have a Ph.D. in business administration from the University of Wisconsin, which was a better-ranked business school than the University of Minnesota.

TONY BENNETT: I have been in charge of the meetings so I haven't been able to ask you questions.

LYNN WOODWARD: But my specialty was real estate development and I'm not a hypocrite because I don't know how many of you have a bus pass, I came here by bus, I ride the bus practically all the time because I've been working for three years for a no car or very low car neighborhood. I live at Lexington and Grand because my weekly shopping needs could be met. It is the only place in town I could find that is a transit oriented walking neighborhood. Everything is there within 400 meters of my house. I'm an advocate of HOV hot lane, fast and fair lanes on the freeways, which would up the capacity of freeways about 50%. And we go into the future rather than the past in using smart, self-driving

vehicles of high speeds, lanes, which we have the capability at the University of Minnesota Transportation Study Center to accomplish future things rather than going backwards. I also have developed, my minor is in urban transportation planning, and I speak for a lot of professional transportation planners who have been implied or told that they would be fired if they don't speak out for rail or this busway. And I don't get paid by anyone, I'm not a lobbyist and I don't get paid by any third parties to speak. I'm just a citizen. The alternative is that I rode in the last month three times Route 54. How many people on the board have done that, to the airport? I can see. Let the record show that no one has ridden Route 54. Take it from Wild Excel Center. Pardon? Thank you very much. One out of the Board has taken it. From Excel Center in the last three months I've ridden it, it's 14 minutes and 16 minutes and 16 minutes. It's scheduled at 17 minutes during rush hour, I've taken it. If it had a traffic light override button like 30 other cities have, not the one we've designed that mis-spent all the money and couldn't get it to work right, but one that in Madison, WI 20 years ago, the driver just pushed a button and it went green override. Very simple, hold the green, set the lights to turn green as soon as it can for the bus. We do that and just slight design changes for less than \$200,000. I can make that bus operate in less than 10 minutes to the airport. It only runs 37 times a day, half full; maybe a couple times it's full with standing room only, but it averages half full. It cost a \$1, maybe a, I think it costs \$1 now. The alternatives are to put another limited stop bus on it to increase the bus' speed on the route without any changes at all. None of you or any public official has invested one dollar in this route for better service to these people. Not one dollar. I asked in the last 18 months

have you spent \$1. Transportation planner in charge of this district said try 5 years, there's not \$1 spent on better-improved service on this route. The city of St. Paul has requested three improvements of major bus routes including 14, 63 which is formerly 3, and nothing has happened in the last 3 years. We can improve the bus service by improving 54, by adding a limited stop bus, and doing, there's a, right now you have a \$1 and \$2 public bus system which has 20% trip failures. You have a taxi system that has 40% of St. Paul users say it's poor or very poor, and you have a metro mobility, this is what public officials have provided us, who have stranded 46,000 handicapped people last year. That's the three public systems that you have provided. And then you're deciding to spend \$85 or \$110 million dollars for 600 people. I mean, this is arrogant and one-minded. I will suggest there are 10 to 20 alternatives of taxi-like vehicles that will fill in the gap between buses, adding limited stop buses, improving 54 and a variety of things, I've collected 1,400 examples of how to solve congestion worldwide and in this country, that it can be done very cheaply. And I'm writing a comprehensive transportation bill for a group of legislators who do not believe we need to spend \$15 billion dollars for rail and busways. By the way, if you take your watch, and starting now, the bus just left the bus stop. The best Art Leahy has said, there'll be a bus every 2 minutes during rush hour. The bus has just left the bus stop and is just getting out of sight. You have spent \$100 million dollars for this busway. Wait for 2 minutes until you start seeing the next bus coming. The busway is completely empty. During the best time during rush hour, and most you're going to have is about 60 buses a day on this exclusive busway. So I think there has to be some improvement, there are 10 modes of

transportation other than driving a car alone to work that you have not spent money on. It is a minor cost. And taking your Rail Authority and using it to develop HOV, hot, fast, fair lanes on your right of way would do great strides for improving a future transportation system that Minneapolis St. Paul could be proud of rather than going backwards in time. Thank you.

TONY BENNETT: Any question? Dr., just to correct you, this Board has approved \$1.7 million, \$1.75 million worth of bus improvements along that corridor which are not all in place, which you may not be aware of, so

LYNN WOODWARD: Oh, I'm aware that nothing has been done for the last 18 months and 5 years and there will be new bus stops.

TONY BENNETT: That's incorrect, this Board has passed the appropriations for those improvements and

LYNN WOODWARD They'll be put in next year.

TONY BENNETT: Check with staff later as to where they are if you would like to know.

LYNN WOODWARD I know where they are, it's just that nothing has been done in the past, and I spoke correctly, Mr. Bennett, and the last time I talked to you I gave you a low, I was talking to you about a low emission alternative and you walked away from me, Mr. Bennett.

TONY BENNETT: Kristin Dawkins, Chris, I'm not sure how the last name...

KRISTIN DAWKINS: Good morning, thank you Chairman. My name is Kristin Dawkins, but a lot of people know of me as Murph. I live at 678

Preble St. on the east side of St. Paul, and I'm actually here to speak wearing three different hats if you will please tolerate this. In the first place as president of the District 5 planning council, you came and address our community planning and economic development committee on October 12 and we thank you for that information. However, our board meeting is not until tonight, so we aren't going to be able to take a formal position until tonight, I was going to ask you for an extension of your comment period, so I thank you very much for giving us until Friday, we will submit our district 5 comments before Friday.

The second hat that I would like to speak for is chairperson of the community advisory committee to the Lower Phalen Creek project, and I'm also on the steering committee for that project. This is a community-based plan working in cooperation with the City, State and Federal governments to connect Swede Hollow Park to downtown St. Paul and the Mississippi River. The railway plans that are just south of 7th St. extending to the river is the chunk of land that we are presently in the process of acquiring and will be converting into urban parkland, a bird sanctuary, and extending the bike trail, the Vento trail, that now goes through Swede Hollow Park so that there can be bicycle connections to downtown and to the river itself. Speaking for the Lower Phalen Creek project, we want to emphasize two points. Number one, under no circumstances, should any of the options if they go forward, go through Swede Hollow Park. We would very much like to see that option removed from your documents, taken off the table, under no circumstances be considered whatsoever. The second point is that if the project does go through, it appears that it would likely go along 7th St. and that there would be a station right

there near Metropolitan State University at 7th and Morriah Streets, and we would like very very much to be closely involved in the design of that segment of any of the options if they go forward.

And then in my third hat, speaking just personally, as Murph here, I wanted to make a few comments as an individual. And that is to say that I do believe we need investment in mass transit. Certainly I agree with one of the earlier comments that our bus system needs to be significantly improved because I have to take a transfer to get to the airport from where I live, it can take me longer than an hour when I take public transportation, it takes 15 minutes in my car. There's huge cost there as an individual to use the public transit system as it presently exists and I very much support improving access along that corridor. Personally, I would support light rail. I think we need to look out not just 10, 20 years but 50 and 100 years and this metropolitan area is going to continue to grow sooner or later we're going to have to go to the rail option and it might as well be when we're making this major investment now at this time. However, I say that with the caveat that I'm not really sure and as I look at the document, which only became available August 22, I understand, I myself only saw it on October 12th, it's far too soon for me to really make an informed opinion about which of these options is preferable or as some commentators have suggested, an 8th or a 9th or a 10th option ought to be considered. My second point personally is to emphasize that there must be no destruction of urban neighborhoods, none of them. Not ours in Railroad Island, not Dayton's Bluff, not W. 7th St., none of the urban neighborhoods should be destroyed, that is what makes our city great and we must do everything to preserve our

communities intact. For that reason I am inclined to think that the Shepard Road option which is not on your books might be the correct way to proceed but my real point here is we need a lot more study, we need a lot more time in order to have informed community participation and to come up with what would truly be a magnificent design for the 21st century. So I will stop here, I thank you very much, I hope you will extend this process of the community involvement for at least the next year so that we can truly submit informed opinions. Thank you.

TONY BENNETT: Any questions? Thank you. Chris, and then Gayle Summers. Maybe it is. Is it Chris?

CHRIS BAEUMLER: Yes, my name is Chris Baeumler and I live at 1043 Burr St. on the east side, and I'm going to focus my comments on the option that's on the table for light rail and a bus route to pass through Swede Hollow Park. I am a member of the Friends of Swede Hollow, and the Friends of Swede Hollow is a community organization that has been working with the City of St. Paul Parks Department, Greening the Great River Park, and the Dept. of Natural Resources to do major ecological improvements to Swede Hollow Park. This organization has been working for the past six years in terms of restoring the native habitat in Swede Hollow and removing invasive plants. Since I've been visiting the park I've noticed an increase in wildlife, and increase in bird life there, you can take a walk almost any morning in Swede Hollow park and see Blue Herons or Green, a family of Green Herons has moved in. And I've also worked with a number of community youth organizations in terms of planting plants in Swede Hollow Park, so it's a wonderful opportunity for young people to develop a relationship with nature. And I must say

that the community would be extremely opposed to any kind of disruption of this ecological community and that any impact on the park in terms of plant or animal species would be completely unacceptable. So I would like to see Swede Hollow Park as being completely removed as an option and if it isn't removed as an option I think you will find that you will meet with tremendous community opposition. Thank you very much.

TONY BENNET: Any questions? Thank you. Gayle Summers, Cami Zimmer.

GAYLE SUMMERS: Good morning, I'm Gayle Summers. I am the Community Organizer for the Highland District Council in St. Paul. We have had a number of presentations and taken part in a number of presentations regarding the Riverview transit system. I have a resolution that was passed by my board in the last couple of weeks outlining our concerns about the Riverview transit corridor, what we believe needs to be done if it is going to happen to lessen the impact that it will have on the neighborhood and the business that run along W. 7th St. We have spend a fair amount of time concentrating on not just the businesses in our area, but a large concern about the businesses coming out of downtown and the loss of parking and comparing that to the large amount of money that has been poured into downtown to attract people to these area businesses. But our concern is are going to lose their on street parking. I will hand these to your clerk. Thank you.

TONY BENNETT: Any questions? Thank you. Cami Zimmer

COMMISSIONER RETTMAN Just so you know, the meeting I forgot to tell you all about is I went to the citizen participation event, and Gayle did a magnificent job there.

GAYLE SUMMERS: Thank you.

COMMISSIONER RETTMAN? You and Tarnowski

TONY BENNETT: Cami and then Lisa Lee

CAMI ZIMMER: Good morning Chairman Bennett and Commissioners. My name is Cami Zimmer. I reside at 4421 Upper 156th down in Rosemount. I am currently the Executive Director of the St. Paul Transportation Management Organization or TMO. As you may know the St. Paul TMO is a public/private partnership dedicated to alternative forms of transportation. Our mission is to promote and coordinate efficient, environmentally sound transportation networks to assure the continued growth and prosperity of St. Paul and the east metro. To that end, St. Paul TMO supports and encourages those transportation projects and programs that reduce traffic congestion and offer commuters viable options to driving alone. St. Paul TMO supports public investment in bus rapid transit in the Riverview Corridor. This option best balances the critical need for improved transit within St. Paul and the region with potential costs and funding sources. Bus rapid transit would provide residents within this corridor greater access to their neighborhood, to downtown, to the airport and to points west and north. We encourage you to support bus rapid transit as it would improve traffic flow by taking buses out of regular traffic on W. 7th St., give buses priority over other traffic at signalized intersections, reduce travel times within the corridor, even in the

face of increasing automobile congestion, and it would offer commuters convenient access to all points in the corridor by operating every 7.5 minutes during peak hours. Thank you for your time.

TONY BENNETT: Any questions? Lisa Lee, and then if Mike Schumann would like to have another minute or so, we would.

LISA LEE: Thank you, Ramsey County Board for this opportunity to speak. My name is Lisa Lee, I reside at 181 Sherburne Avenue in St. Paul. I have been riding Twin Cities buses for 25 years. I have never owned a car in my life. I lived near a subway line for 12.5 years, 1.5 blocks from one of Chicago's subway lines. And originally, I was in favor of light rail transit. However, since attending the first meeting in 1988 on light rail, I am a dedicated opponent to it. My reasons? The bus is a faster superior technology. People complained about transferring. With a bus, you could have some buses that go all the way from the East Side to the airport. You could have others going from downtown to the airport. You could have buses stopping every block at W. 7th St. You could have some buses going down I35E. If you have light rail you take over 2 lanes of W. 7th St., pushing all those cars onto the remaining streets, increasing congestion, increasing walking time for those people who have to get to a destination that is not at the station, such as the last Riverview Corridor meeting, was not where the light rail stop was. I got off on the bus right near the McDonald's and had to walk a few blocks. Mr. Woodward happened to be on the bus with me, he really is a bus rider, I ran into him. And if it'd been light rail, besides those few blocks I would have had to walk a few more. Light rail on Hiawatha because of these stops every mile, is going to be run at a speed of

21.9 miles per hour. You say you haven't heard this? Well, there's a lot of things you haven't heard about light rail that I've learned in the last 10 years. Another thing is that you may have heard how many people it can carry. Well, the light rail cars will have 67 people, that's one, 67 seats, that's one seat more than one of those accordian buses. Regular buses have about 43. So for spending anywhere from 5-10 times as much as for a bus, you just get, you know, a few more seats, basically. The high capacities you've heard about light rail are based on standing. I've been on buses on the freeway; they are running at 55 miles per hour, even when the traffic is congested, they're still running faster than light rail would run on W 7th because light rail will have to observe the speed limit of 35 and the stops every mile would reduce that to probably less than its 21.9 miles per hour of Hiawatha. Now, the only reason its going that fast is because light rail is paid on the honor system. Haven't heard that either? Well, obviously, it's not something that's played up. All light rail fares, like in San Jose, here, and other light rail systems, it's not like the Chicago subway grew up with, it's the honor system. You put your money in at the station, take your receipt and get on the train. And we don't have all that free money, because we don't have the federal money yet, we have \$44 million in State money. I have a better plan for the money. That would be to put it in an interest bearing account of a mutual fund and use the interest to improve our present bus system. We could have buses running 2.5 times the speed that light rail could possible run on Riverview; on University Avenue we already have some buses stopping once a mile, they're going about the same speed as light rail. Or they would if they were paid on the honor system. For the interest we could make off the

\$44 million we could have some special faster honor system buses, some express buses, buses running every few minutes, we could greatly increase the frequency, we could greatly reduce the transfers. The bus system is being held hostage to light rail. We have replaced the top management at the bus system with the same people who ran the LA bus system into the ground. The LA bus riders, those of you who may be in human services, light rail is the epitome of social injustice. Don't believe this is for you. Commissioners, you have a chance to do it right, you have a chance to make the lives of your constituents better, not to do the same old political ego and developer thing, you know, the big money thing? The visionary thing would be to use the money for bus, because, you put in a busway or the light rail, the buses will be drained down further. I have personally been affected by this. My other hobby besides going to these meetings is playing in music performances. I play in nursing homes. I can not get to Presbyterian Homes this evening by bus. I am planning, because I'm able bodied, to walk from Rosedale, which will take me about an hour. There used to be a bus which stopped at Presbyterian Home, up until the bus transit sector restructuring, which is done, is being done for the sake of light rail, to free up those mileage lanes and those operating costs for light rail. Even after the cut to Presbyterian Home I had an old map from June, there was a bus going about a mile or half-mile from Presbyterian Home. Now it looks like about a three-mile walk but I think, well, I could use the exercise anyway. The one on W. 7th will affect me directly. I go to the St. Paul Jewish Community Center for their orchestra, for their rehearsals, there's a bus that drops right across the street, and another one that picks up across the street. Once the busway or light rail is put in,

all of those other bus routes will be cut. They are...Metro Transit is in the process of cutting those buses now. Another man mentioned Opticon? There was a lawyer from Oppenheimer Wolf and Donnelly that suggested Opticon back in around 1990 or '89 when I first started going to these light rail meetings. And nobody listened. The bus is being held hostage to light rail and if the busway or light rail is built, it'll become worse and worse. People should not believe this is something to help their neighborhoods. It's a big, urban status symbol. And what's more, look what economic development, you know where the largest bus manufacturing state is in the nation? Well, I read in the Pioneer Press in the business section, it's Minnesota, as of July or 1999, Congressman Oberstar got some, a bus factory built in St. Cloud. And we're turning out buses in St. Cloud, including ones that run on natural gas, including smaller buses, larger buses. They're all going to New York City. Not one of those buses has been used in the Metro Area. But we're getting all sorts of consultants from all parts of the country, especially California, to have jobs, new jobs here. Why not create new jobs in St. Cloud at a living wage and then not so many people will have to commute from St. Cloud to St. Paul. As I said, I repeat: the bus system is a superior technology to light rail. But light rail has all the money for PR. Each of us has 2 minutes to speak? I wasn't allowed to speak to the legislature on light rail because I was told oh you can speak when there's a bill. Well, what they did was they added the bill in some cases on the floor session, so there was no chance to speak in committee because there never was a bill that there was public testimony allowed for Hiawatha. And I've seen some of the same process going through here. The only reason I knew about this meeting is I read about it about 3

weeks ago in the newspaper. I know Kathy DeSpiegelaere is excellent at the, you know, documentation of stuff and I would recommend that a link to the Riverview Corridor information and meetings be put on the Metro Council website, because there is a link to Hiawatha meetings for the City of Minneapolis. If I had not happened to write it down I wouldn't have been able to find the newspaper again to find out about this meeting, but I did write it on my calendar at the time. Again, the reason the bus is a superior technology is: you can run buses stopping every mile, buses stopping every block, buses not stopping for five or ten miles, all in the same corridor. With light rail you are locked into stops once every mile and limited to about 20 miles an hour. If you clock the light rail lines in other cities you'll see that's about the speed. The reason the light rail lines have looked like a success in other cities is because of the free parking. If you provide free parking for people on the bus, um, you know, you would get the same effect, you won't have the high operating costs of light rail. The other way they've gotten high ridership of light rail is by cutting bus lines as is happening to me right now. The transit sector restructuring a second segment of which is supposed to go in March will affect my travel to St. Peter's Church in W. St. Paul and there is many many other places that I have played that will be as adversely affected. Como Park, Lyngblomsten Nursing Home, the Shalom Home, all of these will be adversely affected. My mobility is already being curtailed by light rail, it hasn't even been built yet. We have, if, if you want to do light rail, if you insist, don't build another one until you've seen those operating costs for Hiawatha, because they're so staggering that right now they are cutting bus service to pay for them and they're using federal money to underwrite the costs for

the first 2 or 3 years. That's the only way it's affordable at all. The bus can go faster than light rail, it will serve those suburbanites better, because it can more closely mimic the speed of the car, and if, and indeed be faster than the car when there are bus-only shoulder lanes. There are some freeways that have lanes that the buses can run on to get past congestion. The bus is a superior technology, it costs less, it has greater capacity, has more capacity to have people seated, it can provide more convenient service, it has less disruption to neighborhoods, it can increase the economy of St. Cloud and provide jobs for local people to be bus riders, bus drivers, living wage jobs and provide more people service. If you are claiming these huge, riding, people riding on one light rail train, it's going to go less frequently than a bus would carrying those people.

TONY BENNETT: Lisa, I think everybody here understands you do not want light rail.

LISA LEE: Um, I do not want light rail, and I do not want it because it is not as good as the bus.

TONY BENNETT: Thank you. Are there any questions?

COMMISSIONER ? : Just so you know, I see her all over the place, so she does get around.

TONY BENNETT: She does get around, and I apologize if you can't get out into my area. I understand fully well, I can't get anyplace by bus very easily in the northern sububrs.

LISA LEE: I know, and by light rail it'll be much worse because you'll have to walk if not three miles, five miles.

TONY BENNETT: And on top of that they keep laying more pavement and more pavement and more pavement for roads. Pretty soon we in the suburbs are going to run out of pavement so the people from the city can get out to their lake places. But I, like I said, I have four, I keep hearing people don't want me coming through their district, well, I have four freeways in the district in my area plus 2 major highways going through my district, and, we're able to serve but we also need some transit thoughts in our area because we have a lot of people that want to get around.

LISA LEE: Um, Commissioner Bennett? With all due respect, I'm not going to let you have the last word because I haven't been allowed to speak to the last two legislative sessions. With the money that you spend on light rail, you could have buses going to all the suburbs. If you spent billions of dollars on light rail, you'd still only have about 11 lines, and those 11 lines won't go anywhere more that 11 bus routes will go. You have a hundred bus routes now, for the cost of one light rail line you could have a hundred

TONY BENNETT: Lisa, we let you extend quite a bit over everybody else

LISA LEE: I know, because I don't have a \$3 million PR budget like Hiawatha LRT does.

TONY BENNETT: I understand Lisa, but I would tell you that this, from what I've been able to judge, I'm not sure that anybody here is really looking seriously at light rail at this time. I would like to see if there's anybody who has not spoken yet, that would like to speak, there's the address if anybody wishes to send

in their comments, please try to get them to us by Friday. That's 665 Ramsey County Government Center West, 50 West Kellogg Blvd. St. Paul, MN. I would like to comment just, Kathy DeSpiegelaere at that address. And the fax number is also up there: 266-2761. That's a 651 exchange. I would comment on Lisa's remarks that there are three other corridors vying for this money so it's pretty hard to put it into an account. All three of those, one of them is the Northwest out of Minneapolis, into Hennepin County, the other one is Southwest of Minneapolis, Hennepin County, and the third one is the Northstar, Hennepin and Anoka Counties. The Met Council is, had a meeting yesterday and is holding up their decision waiting on our decision which will be made sometime in November. So is there anybody...Paul, you haven't spoken, did you want to? Paul sits on the TMO with me, so...

PAUL MOHRBACHER My name is Paul Mohrbacher. I live at 442 Summit, Apt. 7, and I've worked downtown for 20 years. I'm on the Capitol River council, the Downtown District council. Quickly, I've been part of a consensus caucus of the four district councils directly affected. Highland, W. 7th, Downtown and Dayton's Bluff. And we've tried to build a consensus among those district councils and as you can imagine that is a Herculean task. But not one of them has taken a position in favor of the busway. I think that should be noted by members of the Commission. Individually, District 4, Dayton's Bluff repeats what District 5 has said but adds that if there is a build option, LRT is the preference. Busways do not do anything.

TONY BENNETT: Would you define LRT for those may be watching, that's light rail transit.

PAUL MOHRBACHER: There should be no route through Swede Hollow Park, as District 5 has mentioned. Bus service should be improved. We should not be chasing money for the sake of chasing the \$44 million. If money can be used for LRT, and the only build option is the busway, then don't do it. District 4 is very concerned about development and sees that tied up with LRT rather than busways. District 9, W. 7th, has voted against any build option. District 15, Highland, has not taken a position but as the community organizer said, they expressed their concerns about the build options. And District 17, Downtown, has not taken any position yet on any of the options. It seems to me that one new thing that should be mentioned in speaking for the reconsideration of Shepard Road as a possible alignment for LRT or a busway is the whole position of Union Depot in this discussion. Tonight there's a meeting on Midwest high-speed rail. Someday, maybe in 50 years, Union Depot may be as important to the Twin Cities area as the airport is now. We're going to have high speed rail travel between midwest cities and Union Depot is the terminus for that, then there should be a way for the southwest suburbs to get to the Depot in a very expeditious way, and that may argue for a really fast transit system along Shepard Road that totally avoids the neighborhoods. I think the only thing that I've seen in terms of consensus at two meetings of all four district councils is reopen the Shepard Road alignment. Thanks.

TONY BENNETT: Thanks. Any questions of Paul? Thank you, Paul. Ah, Mike, you want to, we'll give you a couple more minutes.

MIKE SCHUMANN: I really appreciate you letting me come back and I'll try to keep my remarks short. What I just want to focus on is a little bit

of some economics. You know, we've gone through the numbers, I don't think anybody disputes the numbers, this is a really, really expensive project for a very small number of new riders. The reality of the situation is regardless of how much our surpluses are currently running, there's only so many dollars in the pot, whether it is federal money or state money or local money, and if we spend a hundred million dollars we're basically mortgaging our future, cause we're going to have to spend \$10 million every year to keep this thing running. And I think one of the big concerns I have is looking at the opportunity costs, you have \$10 million, what else can you do with that money? Now one of the things I want you to look at, is what would happen if we took the \$10 million operating costs and instead of financing this one bus route, used it to subsidize the bus fares throughout the City of St. Paul. And one of the things I think you'll find is if we did that we could reduce the bus fares in the City to 25 cents. We could turn the City into a complete quarter zone, 24 hours a day. Now, I think that would have a very dramatic effect on ridership. Buses are very price elastic. I know, I can speak to this from personal experience. I went for 20 years without taking a bus, and this month, about a month ago, I had a couple of meetings down here related to this busway, and I happened to have gotten some free coupons in the mail from MTC, and I thought what the heck, I'll give it a try, and I came down here because it was a free ride. And you know what, it was amazing, it is fast, much faster than finding a parking spot, and bingo, I took it. After my coupons ran out, I started to spend the buck to come down here, and the reason I'm spending the buck is because they have a new policy that went into effect a couple months ago, where you can now use a transfer for 2.5 hours and you can use it on a

round trip ticket, OK? And that has made a dramatic difference, in that it's basically, effectively cut the bus fare in half for people that are going on errands. And if you look at ridership numbers, the MTC ridership for the last 15 or 20 years has been consistently declining. And as a result, bus frequencies have been going down and the whole system has been augering in. And they have that one change, relatively recently to the transfer policy and all of a sudden ridership is starting to go up. And the reason for that is that that transfer policy change was really a significant fare reduction, all right? And what I'd like to point out is that if you work downtown, you're a professional, you've got a car, you've got options. Right not taking an express bus from the suburbs downtown costs \$4/day round trip. Parking downtown, I don't know what it was, maybe \$8, whatever, I mean you've got a \$4 spread and you've got to make a decision, is this worth it, the hassle of taking a bus. And for a lot of people that have good jobs downtown it isn't, that's why we've got this parking problem. If all of sudden, you turned this into a \$.25 zone, you're talking \$.50 roundtrip, all of a sudden instead of a \$4 price differential, you're talking \$7.50 price differential. Now you're starting to get peoples attention. All right? And that's what my message is. The more money that we spend on these massive capital projects, the less financially attractive our mass transit systems get, and the worse our ridership situation gets. And what we really need to do is with a limited amount of money, put it into fair reduction and drive the economics so that people will be attracted to the buses from an economic perspective, that lets us do frequencies which is the other part of the equation that's absolutely necessary. All right, I want to be totally honest. I've been involved in politics for many years and I know what's

going on here. It's really hard to resist spending \$44 million that's raining down from heaven that's going to be federally matched with another \$44 million. I mean, that's what's really going on here, we've got basically \$80 million worth of free money, we've got to spend it. All right? And I'll tell you, from the meetings I've been to, you know, I see that as a given. I mean, I think it's going to take an act of God or an absolute revolution coming up from the tax payers to stop this. And what I want to propose is one alternative that has not been discussed: if you're going to spend that kind of money, one thing you can do that really would make a difference to the city, is to recreate a vintage trolley system like what we had in 1910. All right? For basically the same amount of money as the Riverview busway, we could put a vintage trolley system in, on 7th St., running with the traffic, not taking up any parking or any traffic lanes, or whatever, all the way from the Mall of America, through the airport, all the way to Union Station in Lowertown, plus a connecting line all the way down Grand Avenue to St. Thomas College. OK? Now as far as transit ridership, the economics aren't going to be any different than buses, it's not going to do anything that buses can't do. But what it will do is it will put St. Paul on the map with New Orleans and San Francisco so that anybody that comes to this area as a visitor, St. Paul will be a must-do on their list. Now just put yourselves in the mind of somebody at the Mall of America, they just spent three hours shopping, they're exhasuted, they want to do something, they want to sit down, bingo, every ten minutes, right outside the door there's a 1910 vintage trolley, a real thing, not rubber wheels, but the real thing. They can get on and bingo before you know it they're in downtown St. Paul, they're going to dinner in St. Paul, they're going up to Grand

Avenue, you know, it would be a great, great economic development tool for the City. Plus put yourself in the situation of someone living in Bloomington taking their kid to the Wild game. All right? They would never dream of getting on a bus. OK? But if they can park at the Mall of America, get on a vintage trolley, you know, it's part of the evenings entertainment. Same thing. You know, I live on Ramsey Hill. I wouldn't dream of taking my wife down to the corner and getting on a bus to go to Pazzaluna for dinner. OK, but if it was a vintage trolley, it's a romantic evening. So, it's a different technique of drawing a whole new type of ridership and bringing them into mass transit. And my message to you is let's think out of the box, you know, if we're going to spend the money and that's a given, then let's spend it on something fun that we can all be proud of.

TONY BENNETT: Mike, hold on a minute. There is a question off to the left, but you know, it's an interesting concept, but I do need to tell you this money is earmarked for a busway, and there's four busways that are under proposal. Would that mean we'd open up the Selby tunnel again, that goes up by the cathedral?

MIKE SCHUMANN: Why, I'd love to see that as an option, I, the consultant, the City actually had a consultant that came in and talked about the options, and basically, it costs about \$2 million a mile to recreate a trolley system, with all the equipment and everything.

TONY BENNETT: Well, I want you to know that the day before yesterday on 7th Place between Jackson and Sibley they're tearing up the street and

they were tearing out the old railroad ties or the street car ties, I should say, that were there, so, there are still remnants of those in the streets of St. Paul.

MIKE SCHUMANN: Oh, absolutely!

TONY BENNETT: I need to let, I gave the Dr. almost seven minutes before, I'm going to time him to two more minutes, and then we're going to end these. Oh, I'm sorry, Commissioner Haigh

COMMISSIONER HAIGH: Mr. Chair, well, Mike and I have talked often about this issue, but I really like what he has to say about the fare issue and I would love to see us in St. Paul and Ramsey County be a pilot project for a study to see if that, how far we could increase ridership with a no-fare zone, for a limited period of time. I think you're absolutely right. My husband did the same thing you did when he got the free little ticket in the mail, for the bus, he said, oh, I'm going to take the bus downtown. So, I think you're right, I think it's ... issue, and I was in Denver recently and in their downtown, central business district, they have a mile and a half long busway and on that busway there is no fare for ridership, they have 50,000 riders in a day, and that is being used...constantly. So I think the fare issue is a huge issue.

MICHAEL SCHUMANN: Along those lines, here's what's so frustrating for me. I'm a member of the Grand Avenue Business Association, I'm a past member of the Board of Directors of the Summit Hill Association. For many, many years, we have been talking to the MTC about putting in a quarter zone on Grand Avenue. We've even gone to the extent of volunteering that we would try to get a star grant or some other grant to cover any potential fare shortfalls for a test

period. And we've gotten no where. There's no political constituency for that, so anything that you can do to help us get this message through, you know, it wouldn't take that much money to do a test, and boy, if we did what we're doing with the ramp meters with fares in St. Paul, and just said, we're going to spend \$10 million on a one year test...

TONY BENNETT: Don't speak too soon on the ramp meters, because I got tied up in a line all the way up through, past the ramp this morning.

MICHAEL SCHUMANN: You know what, I don't want to say one way or the other, I think it is very valuable that we're doing this test on the ramp meters, I don't want to pre-judge the conclusion here.

TONY BENNETT: Let's back onto what we are, I want you to know Mike I've ridden many many street cars because I'm old enough to remember them and they rode right within 2 blocks of my house. And I won't tell you what some of the things we did as kids were.

MICHAEL SCHUMANN: Thank you.

TONY BENNETT: Dr, you have two minutes.

LYNN WOODWARD: As an aside, I took the free trolley up Grand Avenue to the game, I was the only one on it. Until the last 15 minutes before the game; Minnesota people show up late, and leave in the 4th quarter. Wisconsin people, you can't get rid of them from Thursday until Monday. But, I want to talk about alternatives. I just came back from an alternative transportation conference. And they had ideas that were \$5 and \$6 million dollars, misnomer that Mr. Bennett says: what if we don't get the \$44 million dollars? FTA has told me, whatever we do,

we will be fully funded. Any alternative we come up with for solving congestion you will be fully funded through IST or through FTA's program. You don't have to worry about losing the \$44 million. Whatever you come with alternative you will get funded and that's true. I have talked with them in Washington D.C. You won't get \$44 million because you don't need \$44 million. There's alternatives, like the Maryland Department of Transportation is doing, is paying people to move close to their work. So you can do that in this corridor, and it costs anywhere from \$1,000 to \$3,000 to move 600 people to housing that is downtown rather than driving the corridor. There's your 600 people. At a cheap cost. I can provide far better door to door service with a variety of my taxi plans that you haven't considered. You're only considering two alternatives out of over 1,000 that are available. That you haven't considered. And there are some research studies, the Transportation System Management alternatives are always a joke, so, I wish you would look at the alternatives, you'll get funding for them. Anything you come up a proposal, a grant, money from the federal government, you will get if it solves congestion.

TONY BENNETT: Kathy, did you have a comment before we adjourn the meeting?

KATHY DESPIEGELAERE: I just want to say there's keen competition for federal money and it's not a given that we would get federal funding for any alternative, no matter how low cost.

TONY BENNETT: And I've been out there testifying and I would agree with Kathy.

LYNN WOODWARD: I don't believe that's the truth. Any proposal that you solve congestion with we will get the money.

TONY BENNETT: We have a disagreement, we can respectfully disagree.

LYNN WOODWARD: So you don't have to worry about losing the \$44 million.

TONY BENNETT: Before I adjourn the workshop this afternoon will be downstairs on the jail and it will be, it says 1:30, but it will probably be about 20 minutes to, but it's right near the offices in the major conference room. Meeting adjourned.

Section 8



Riverview Corridor
MAJOR INVESTMENT STUDY

Sign In Sheet for Attendance
Riverview Corridor Transit Study Open House
Wednesday, October 11, 2000

NAME	ADDRESS	ZIP CODE
Lindsay Sander	291 West 7th #104	55102
Greg Ekstrom	477 W 7th	55102
Dr LYNN WOODWARD	1186 GRAND ST P	55104
FRED PEREZ	360 West Street	
Mary Ricker	813 Fairmount Ave.	55105
Jeff Clark	998 Linwood Ave	55105
Mark MAHOWALD	833 Juno	55102
David McGee	1007 Fairmount	55115
Halle O'Falvey	416 Arbor St	55102
Martha Moore	303 Oneida St	55102
Jan Wiessner	Rio	
Mr Boy	1095 W. 7th	55102
Julie R. Arny	917 Juno Ave	55102
Jo Heinz / Dennis Arndt	339 Webster St	55102
McCormick, Ken	40 Irvine Park	55102
JOHN BIRRENBACH	757 RANDOLPH	55102
Theresa Kelly McRathin	1025 St Paul Ave	55116
Don Galt	1810 W 7th St	55116
John R.	601 Palace Ave	55102
Lucy Johnson	845 LINCOLN AVE	55105
Diane Piccolo	397 Maple St	55106
Mary Linther	899 Watson	55102



Riverview Corridor
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Wednesday, October 11, 2000

NAME	ADDRESS	ZIP CODE
Anna + Robert Viglietti	3241 Webster St. P.	55102
Garry & Sonnetta Kopp	601 Palace St P	55102-3620
Pat McCormick	1820 IANWAY StP.	55116
STEVE BAUMANN	887 PALACE STP	55102
Michael Jackson	395 John Ireland Blvd MS 315	55102 St Paul
Jolly Crouse	1035 W 7th St. St P.	55102
Michael Paepman	2009 Juliet Ave. St. P	55105
GARY Cooper	Cooper's Super Market 633 W. 7th St	St. P 55102
LENNY LIPE	633 W 7th St	SP 55102
Gerry Messler	1523 Aspen Dr Eagan	55122
JEWELL GJERDE	3710 OSCOLA AVE SO ST PAUL MN	55102
Rebecca Gjerde	3710 OSCOLA AVE SO St Paul MN	55102
Lisa Lee	181 Sherburne Ave St Paul	55103-
Kelly Kierke Jensen	683 TUSCARORA AVE St. Paul,	2038
Jewell Ellsworth	949 W 7th St	St. Paul 55102
COLEEN HENDERSON	(KESLER & Maguire Funeral Home) 640 W. 7th St.	St. Paul 55102
Tom Andersen	889 Palace Ave St. P.	55102
Sandra Erickson	680 Woodlawn	St Paul 55116
Robert H. Jensen	515 So. Lexington Plw - #304,	St Paul 55116
BRUCE L GAARDER	1711 HIGHLAND	55116
THOMAS R. LARSEN	1032 W 7th	55102
Dawn Kelly	1130 Montreal	55116



Riverview Corridor
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NAME	ADDRESS	ZIP CODE
Mary Jo Tierney	703 Watson	55102
Allen Steele	703 Watson	55102
John & Colleen Legak	674 Apache Ln	55120
Dana Johansen	260 Onida	55102
Henry Smyke	2170 Lower St. Dennis	55116
Carol Mollner	1808 Princeton	55105
Paula Hesse	750 FORSTER ST.	55102
Karen Land	732 Stewart Ave	55102
Becky Hays	256 Goodrich Ave	55102
Carol Roth	106 Leech St	55102
Liz Blewett	1038 Coby St.	55114
Travis Con. Juleen	727 Butterworth	55102
BECCA HINE	757 ARMSTRONG	55102
MICHAEL MISCHKE	614 GRANIN	55102
Laura Diederich	1679 Orrin St	55102
KEN HAIDGER	RAMCO.	
John Lesch	310 B CITY HALL	55102
Dike Schumann	541 Dayton Ave.	55102
ROBERTA MEGAN	1439 HYPHE ST.	55108
Mary Katigul-John	1007 So Farnham	55116
Ed Ohm	974 West 7	55102
Richard / Marie Tschida	242 Watson Ave.	55102



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Wednesday, October 11, 2000

4/20



Riverview Corridor
MAJOR INVESTMENT STUDY

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Wednesday, October 11, 2000

NAME	ADDRESS	ZIP CODE
Leard Severson	376 St. Clair Ave	55102
PAT DONOHUE	1035 W 7 th ST	55102
Mary Ryan	411 Arbor St	55102
Dennis Morgan	529 Michigan St	55102
Therese Goddard	443 Arbor St	55102
Richard Neuman	182 N Hazel St	55119
Jon Neuman	182 N Hazel St	55119
Nikki Glasen	444 Morton W	55107
Shelley Robinson	379 Daly St.	55102
Kurt SCHWICKENBERG	314 Ryan.	



Riverview Corridor
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NAME	ADDRESS	ZIP CODE
Larry Kasella	730 S. Chatsworth St.	55102
Guemarie Kasella	730 S. Chatsworth St.	55102
James Attwood	750 Foster St.	55102
Don Kueny	909 Bayard Ave	55102
Kittie Schwichtenburg	401 Union St	55102
Betty Moran	984 W 7th St	55102
Pat Mahan	106 Leech St.	55102
Barbara Benson	777 BUTTERNUT AVE	55102
Lee Korthof	197 W Isabel St	55107
Brian Forlag	232 1/2 S. Weston	55782
Edy Hugel	1801 Morgan Ave	55116
Nick Thompson	270 Goodrich Ave St. Paul	55102
Ryan Winkler	27 Graceland - mpls	55403



Riverview Corridor
MAJOR INVESTMENT STUDY

Highland ①

Sign In Sheet for Speakers
Riverview Corridor Transit Study Open House
Tuesday, October 17, 2000

NAME	ADDRESS	ZIP CODE
Tony Schertler	St Paul PED	
Joe Claes	GIFT	
KRISTINE PEEZER	MINN STATE BICYCLE ADV. Comm.	
Hugh Gitlin	GIFT / Temple of Aton	
John Reinhardt	3552 26 ave. so.	55406
Ed McConick	4127 S.	
BRUCE GAARDER	1711 HIGHLAND PKWY	55116
Mark Brown		
John Carlson	1740 Norfolk #8 St. Paul	55116
Andrew Koelrick	269 Oneida St	55102
Steve Scholl	ST PAUL	55101
Barb Thoman	TLC 624 Selby	55104
Jim Norson	2124 JAMES AVE	55103
GARY FISCHBACH	567 S. SARATOGA ST	55116
Judy Hugel	1801 Morgan Ave	55116
Dike Schumann	541 Dayton	55102
Steve Summer	WDC	55116



Riverview Corridor
MAJOR INVESTMENT STUDY

Highlanders

④

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Tuesday, October 17, 2000

NAME	ADDRESS	ZIP CODE
✓ JOHN McCORMICK	1832 IVAN WAY	55116
✓ WALLY RIVGER	2649 W 7 th ST	55116
✓ DIANE FRASER	862 JAMES AVE. ST. PAUL	55102
✓ Jim Huot	750 Forster St St Paul	55102



Sign In Sheet for Speakers
Riverview Corridor Transit Study Open House
Tuesday, October 17, 2000

NAME _____

ADDRESS

ZIP CODE

	NAME	ADDRESS	ZIP CODE
✓	Cynthia Ray	2149 Edgumbe Road	St. Paul 55116
✓	Gae Claus	998 Inwood	
✓	Dawn Kelly	1130 Montreal	
✓	Andy Hartt	6332-17th	Ridgely 55423



Riverview Corridor
MAJOR INVESTMENT STUDY

(1)

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NAME	ADDRESS	ZIP CODE
Joe Claus	998 Linwood Ave.	55105
Prime (unclear)	1359 W. Maynard	55116
TRISTINE POELZER	1870 INDIAN PL.	55112
Mitch Gordon	2012 Highland Pkwy St. Paul	55116
Bill Tlotz	1750 Field ave St Paul	55116
Angela Mukharama	Senator Cohen's Office	
Jon RIDGE	125 SE MAIN ST #135 MPLS, MN	55414
Joe Mast	1545 St. Paul Ave. St. Paul	
Thomas R. Pasqualini	2559 W. 7 th St. St Paul	55116
James S. Nelson	1340 Murray St	55116
Connie Koyak	Metro Council	
Louie Coakley	2254-G Benson Ave.	55116
Steve Roth	2583 W 7 th St	55116
Melissa Manderschied	Jewish Community Action	55114
Pat McCormick	1820 Iwan way St. Paul Mn	55116
Hugh G. G. G.	1360 St Paul Ave #18 St. P.	55116
Tere Hopponen	1862 Ivan way	55116
MARTY & KELLY HICKS	2223 STEWART AVE	55116
MARI LECOURS	671 B Selby Ave	55104
John Reinhardt	3552 26 Ave. So. apts unit 51406	
MAT Edward J. McCormick	2187 STEWART AVE	
Ruth Woodbridge	1873 Glen Ter	

5



Riverview Corridor
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NAME	ADDRESS	ZIP CODE
Michelle Holzwarth	1838 Ivan Way St Paul	55116
Rich Tuomi	1838 IVAN WAY St. Paul	55116
Dave Warner	510 1st Ave So Mpls	55403
Tat Harris	1438 St. Clair St. Paul	55105
Marcela Kelton	2760 Imperial Ave N Lake Elmo	55042
BRUCE GAARDER	1711 HIGHLAND AVE N	55116
Peggy Lynch	1621 Beechwood St Paul	55116
Noreen Farrell	552 Summit Ave St. Paul	55102
Tim Tanull	" "	" "
J. M. Shultz	2152 W. 7th St St. Paul	55116
Maura Brown	Alliance for Metro Stability 2600 East Franklin Ave Mpls.	55406
John Carlson	1740 Norfolk #8 St. Paul	55116
Lori Bigelow	2486 Edgumbe Rd St. Paul	55116
MARY VOGEL	1425 UNIVERSITY AVE SE MPLS	55455
Burr Stahlmann	393 Cedar St ST.	ST PAUL
Gayle Summers	1978 Ford	St Paul 55116
Thom Kolars	937 OTTO	St. Paul
Andrew Kedrick	264 Oneida	St Paul 55102
Maie Richard Pashida	842 Watson Ave. St. Paul	55102
Rick Degraev	2111 Highland	55116
Barb Thoman	2157 Roblyn Ave	55104
Jim Nelson	2174 JAMES AVE	55105

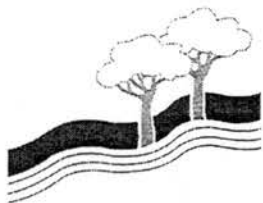
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NAME	ADDRESS	ZIP CODE
Erika Nelson	2174 James Ave St. Paul	55105
John McCormick	1832 Friar Way ST PAUL	55116
Alice McCarthy	560 Sixth Ave N Mpls	55414
LAURA DEUBER	2205 YOUNG MANU 110W	55116
SCOTT GUDBERG	2276 Benson	55116
CLIFF NASH	1427 DAVERN	55116
Terry Robertson	1019 Colby St	55116
CHUCK NADEAU	976 WATSON ST PAUL	55102
Barbara L Nadeau	" " "	"
Jed Hail	1801 Morgan Ave	55116
Jim McCue	1644 Dayton #	55104
Joan Marum	1841 Graham Ave	55116
Mike Schuman	541 Dayton Ave	55102
Georgia Hunt	1318 Alton St	55116
Noreen Kuzelka	2233 Stewart	55116
Diane Fraser	862 James Ave. St. Paul	55102
WALLY KRUGER	2649 W 7th St	55116
Roberta Berwin	1832 Munster Ave	55116
Joe Gladke	2204 Dayton Ave	
DAVID T		
* Sheila H. Brød	2490 Edgumbe Rd	55116
Lesla Kowalski	1745 Wordsworth Ave	55116
Deklie Korthof-Stenten	197 W Isabel	55107

Riverview Corridor
MAJOR INVESTMENT STUDY

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NAME	ADDRESS	ZIP CODE
Steve Scholl	PO Box 1762 ST PAUL	55101
Dawn Kelly	1130 Montreal	55116
John Siekmeier	1106 Summit	55105
CARY FISCHBACH	567 SARATOGA ST	55116
CHERI ESPERSEN	2482 Edgumbe Rd	55116
JIM KUCERZ	414 Nicollet Mall	55401
Sue Gibbons	1811 Munster Ave.	55116
HARVEY BERMAN	1032 Munster Ave	55116
Linda Jungwirth	assist. to Cmsr. Rettman	
Cynthia L. Ray	2149 Edgumbe Rd	55116
MICHAEL PAYMAR	2609 JULIET	55115
JOHN MANUOLU	1255 Woodrich Ave.	55105
Stacy Tepp	1788 Field Ave	55116
Bob Beckman	1400 - MPLS	55401
DAN OSTROWSKI	5240 39TH AVES. MPL.	55417
Dan Galles	1810 1810 Lomb Ave	55116



Riverview Corridor
MAJOR INVESTMENT STUDY

B

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STAR NAME ADDRESS ZIP CODE

Robert Wider

1016

Buzz Cummins 445 Minnesota St St Paul 55101 1019

* Jody Hulel * 1801 Morgan Ave St. Paul Mn 55116 1024

Mary C. Janniller 951 Watson St Paul 55102 1025

* Mike Schuman 541 Dayton Ave St. Paul 55102 1029

* JOHN McCormick 1832 Ivan Way St Paul 55116 1032

* Teresa McCormick 1820 Ivan Way St. Paul 55116 1041

1044 Julene Maraska 917 Sund Ave St Paul 55102

1058 * DR LYNN WOODWARD ~~507~~ 1186 GRAND AVE St Paul 55104

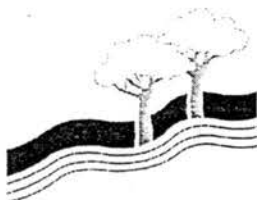
1059 KRISTIN DAWKINS 678 PREBLE ST ST PAUL 55101

1102 CHRIS BAUMLER 1043 BURR ST ST. PAUL 55104

1104 * Gayle Summer 1978 Jord Blvd 55116

CAM ZIMMER 332 W N St. St Paul, MN 55101

430



Riverview Corridor
MAJOR INVESTMENT STUDY

*Can you pass this
to the appropriate person*

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Tuesday, October 24, 2000

**IF YOU HAVE SPOKEN AT OTHER PUBLIC MEETINGS,
PLEASE "STAR" YOUR NAME**

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ADDRESS

ZIP CODE

Lisa Lee, 181 Sherburne Ave., St. Paul

Mike Schurr

*MN 55103-
2038*

Paul Melsbacher 442 Summit St Paul



Riverview Corridor
MAJOR INVESTMENT STUDY

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NAME	ADDRESS	ZIP CODE
MATT REINARTZ	CITY HALL Room 310-C	55102
DARREN Tobolt	CHCH 220	55102
Julene Maruska	917 Juno Ave	55102
Nona Haller	RCGC-W, #665	55102
JUDY - STEE HOOZER	1801 MORGAN	55116
Jane U'Clwe	1644 Dayton#2	55104
PAUL MOHRBACHER	442 SUMMIT #7	55102
VERN WEHLAGE	CHCH 270	55102
Tim Maynard	RCPWK 5-3377 No. A. St.	55126
KEN HAIDER	RAM Co. P.W. 50 KENWOOD BLVD W	55102
Nike Schuman	541 Dayton Ave.	55102
Spyle Summer	#100 1978 Ford Pkwy	55116
Maria Pickett	842 Watson Ave.	55102
Paul Kirkwood	CHCH 250	
Mary Ann	2404 2nd	
CAMI Zimmer	332 332 MN St. # N-205 St. Paul	55101
JOHN MCCORMICK	1832 IVAN WAY ST PAUL	55116
Teresa McCormick	1820 Ivan Way St. Paul	55116
Kristen Dawkins	678 Preble St St Paul	55101
Christina Baessler	1043 Burr St. ST. PAUL	55101
Lisa Lee	181 Sherburne Ave. St Paul	P.432
PAUL MOHRBACHER	442 SUMMIT	55103-2038



Riverview Corridor
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NAME

ADDRESS

ZIP CODE

Gene Haselmann 988 Hoyt Ave. W. St Paul 55117



Riverview Corridor

MAJOR INVESTMENT STUDY

Saint Paul, Minnesota

D r a f t E x e c u t i v e S u m m a r y

Ramsey County Regional
Railroad Authority

U.S. Department of Transportation
Federal Transit Administration

August 2000

EXECUTIVE SUMMARY

INTRODUCTION

Corridor Description

The Riverview Corridor is a 12.3-mile-long, narrow band of land defined by the Mississippi River on the south, the river valley bluff on the north, Saint Paul's East Side on the east and Fort Snelling, the Minneapolis-Saint Paul International Airport and Mall of America on the west (See Figure ES.1). West of downtown Saint Paul, the Corridor is bounded by the Mississippi River on one side and bluffs on the other. East of downtown, ravines surround the Corridor.

The Corridor extends in a southwesterly direction along East 7th Street from Earl Street east of downtown Saint Paul, through the downtown area. West of downtown, the Corridor includes the length of West 7th Street and the Canadian Pacific Railway (CPR) from Western Street to Alton Road. The Corridor crosses the Mississippi River following TH 5 and I-494, then joins the Hiawatha light rail alignment, connecting to the airport and the Mall of America in Bloomington. Other major roadways within or adjacent to the corridor include Shepard Road, I-35E, and I-94 at the east end. Approximately two-thirds of the Corridor lies within Ramsey County. The remaining third, west of the Mississippi River, lies within Hennepin County.

Study Description

Ramsey County Regional Railroad Authority (RCRRA) conducted this Major Investment Study (MIS) to identify potential transportation improvements in the corridor. The MIS follows the Phase 1 Study for the Riverview Corridor, completed by RCRRA in 1998. Seven alternatives were recommended for further evaluation at the conclusion of the Phase I study. This Riverview MIS refines and evaluates those seven alternatives, which include light rail transit (LRT) and bus technologies on two basic alignments, with several alignment options in specific areas of the Corridor.

This MIS is a planning tool, designed to provide decision-makers with more complete information on the options available for addressing current and projected transportation problems before major capital investment decisions are made. Its product will be a locally preferred alternative or strategy to carry forward into environmental and engineering analysis.

PURPOSE AND NEED

The Corridor's Function

The Riverview Corridor forms one side of the critical St. Paul – Minneapolis – Airport triangle, a transportation linkage incorporating the two Twin Cities downtowns, the State Capitol, the University of Minnesota, the upper midwest's international airport, and most of the top tourist destinations in the state. The other two sides of the triangle are formed by the Central and Hiawatha Corridors, both of which are also either in the process of transit capacity expansion or evaluation of such expansions.

While it has long served as an essential link between downtown St. Paul and the airport, the Riverview Corridor is constrained by topography, river and railroad-related industrial land uses, and the fully-developed urban land uses bracketing West 7th Street. Regional facilities including I-35E and Shepard Road, essential to the movement of people and goods within the region and the corridor, are constrained by geography or legal requirements from offering the development potential planned by the City of St. Paul.

St. Paul's program for redevelopment and community preservation will increase the population and demand for improved mobility in the Corridor. The City's land use plans for the Corridor carry out the "Smart Growth" policies of the Metropolitan Council, and are supportive of the state and the region's multimodal emphasis on increasing transportation capacity through improved transit service.

Goals for Improvement

The characteristics of the Corridor, its importance to the region and the state, and the livability of several of St. Paul's thriving corridor neighborhoods, led to the establishment of four goals for the project:

Goal 1: Improve access and mobility in the Corridor and the region

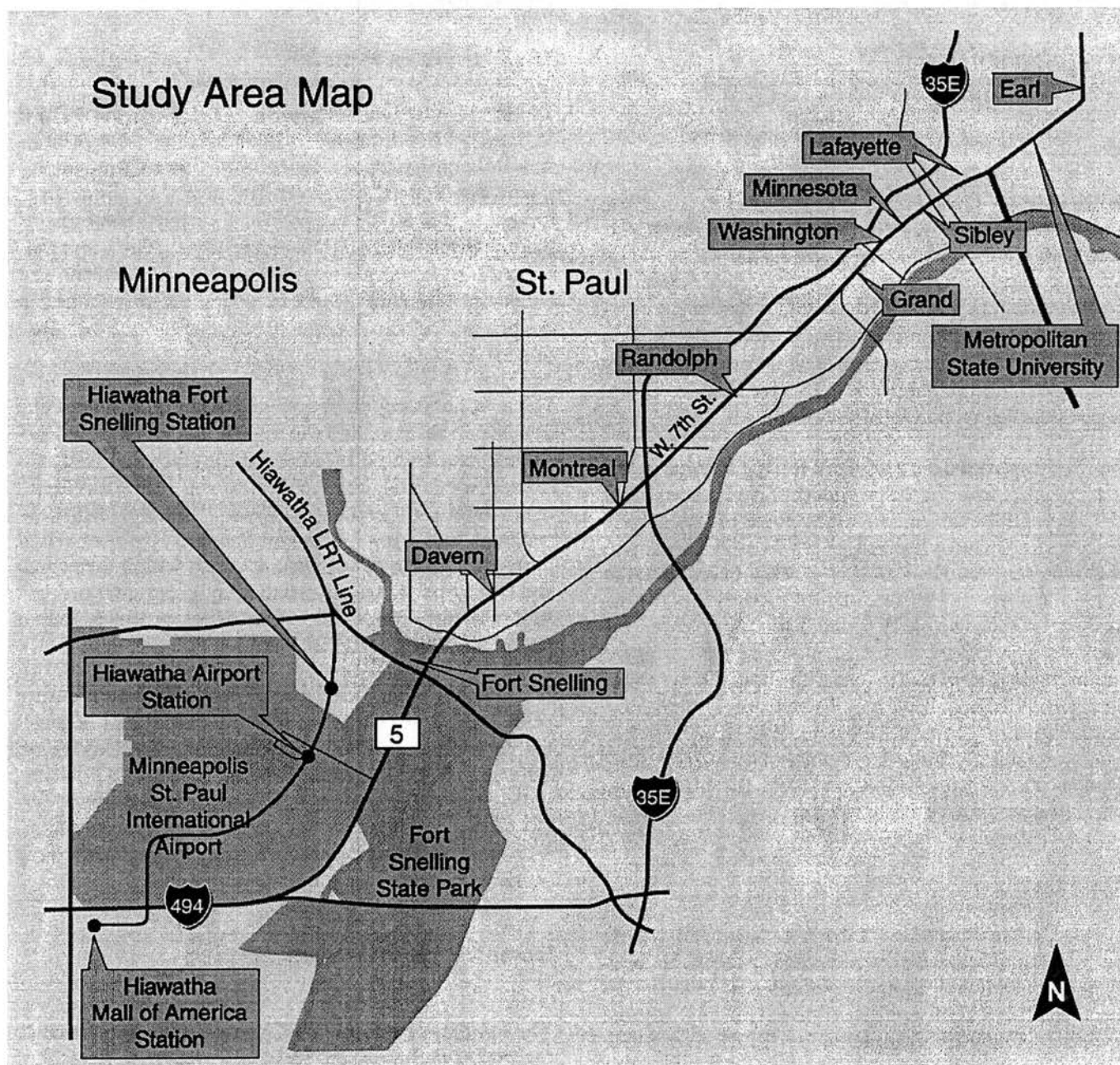
Goal 2: Support the economic and housing revitalization of the Corridor

Goal 3: Contribute to positive environmental conditions

Goal 4: Provide effective and efficient transportation options in the Corridor and throughout the region



Figure ES.1



These goals address the need for mobility improvements resulting from the corridor characteristics summarized below:

- Growth in Corridor Population, Jobs and Attractions

- ♦ During the next twenty years, employment in the Corridor is projected to increase by 40 percent, adding approximately 36,000 jobs.
- ♦ Residential population within downtown St. Paul and throughout the Corridor is projected to increase substantially. Saint Paul's plans encourage development, emphasize the nature of existing communities and neighborhoods, and preserve recreational access to the river. A number of existing industrial areas near the river are proposed for mixed-use redevelopment, with a range of moderate to high-density residential, commercial and industrial uses.
- ♦ Drawn by the major regional activity centers and attractions, 77 million annual visitors to the area currently travel to and through the Corridor, and this number is expected to increase substantially.

- Geographic Constraints

- ♦ Within the Corridor, few streets connect West 7th Street and Shepard Road because of the bluffs, with automobile and bus access limited to a few intersecting thoroughfares. This limits the ability of either route to serve as a bypass for the other. Vehicular access from Hennepin County, West St. Paul and point beyond is limited to four bridge crossings of the Mississippi River.
- ♦ The potential for expanding major roads is limited, since they lie within built-out areas and are geographically constrained by the river, bluffs and ravines. 7th Street traverses the Corridor from end to end, serving both local and through trips. Expansions along West 7th Street would require significant land acquisition, adversely affecting existing residential and commercial areas, and changing the character of the Corridor. Shepard Road parallels West 7th Street from downtown to the TH 5 Bridge and for the most part serves through trips, but because of its geography does not offer proximity to development. Widening I-35E is not legally possible.

- Existing and Future Traffic Congestion

- ♦ Portions of the Corridor currently experience rush hour traffic congestion on I-35E (60,000 to 80,000 vehicles per day) and on segments of 7th Street (30,000 to 40,000 vehicles per day).
- ♦ By the year 2020, 7th Street is projected to experience significantly more congestion, with severe conditions (LOS F) at many key locations.
- ♦ Shepard Road carries 15,000 to 18,000 vehicles per day and can accommodate additional traffic. Even so, because of poor connections to both I-35E and West 7th Street, traffic through neighborhoods surrounding West 7th Street is increasing as drivers look for other "through" routes.

- Transit Service Affected by Congestion

- ♦ Seven bus routes currently serve the Corridor, providing local and through service to downtown Saint Paul. Year 2020 projections indicate bus ridership will increase system-wide by 45%. Ridership demand within the Riverview Corridor is estimated to increase by 100% by 2020, which means adding more buses to 7th Street.
- ♦ Additional buses needed to serve the demand will add to street congestion, operating in the same traffic as the automobile, and reducing transit's ability to offer a competitive advantage in travel time.

- Options for Transit-dependent Population

In spite of increased state-wide prosperity, Census data indicates that many neighborhoods along the Corridor include transit-dependent populations. About 27 percent of the Corridor population is made up of low-income families residing within ½-mile around proposed transit stops. Approximately 75% of them do not own cars.

DEFINITION OF ALTERNATIVES

The seven alternatives recommended in the Phase 1 Study and evaluated in this MIS are:

Alternative 1 – No-Build

Alternative 2 – Transportation Systems Management (TSM)



Alternative 3 – LRT West 7th Street

Alternative 4 – LRT Canadian Pacific Railroad (CPR) Corridor

Alternative 5 – LRT I-35E Corridor

Alternative 6 – BRT West 7th Street

Alternative 7 – BRT CPR Corridor

These alternatives are defined below and in Table ES.1, and illustrated on Figure ES.1. All use either light rail transit (LRT) or buses, on one of two basic alignments, with several alignment and operating-style options. Bus and light rail transit technologies are recommended as the technologies best suited to meeting the mobility and capacity needs of the Riverview Corridor. Shepard Road, an alignment evaluated in the Phase 1 Study, was not recommended for further study because of its lack of proximity to development, resulting in low potential transit ridership.

Alternative 1 is a baseline alternative, used along with Alternative 2 for comparison to the other five. Alternative 2 requires a low capital investment in addition to those improvements already planned, and for which funding has been committed (called “programmed” improvements). Alternatives 3 through 7 involve a high capital investment, and are collectively referred to as the “build” alternatives.

Alternative 1: No-Build

“No-Build” is a federal term that does not mean the status quo. The No-Build alternative includes existing highway facilities, transit services and facilities, and those transit and highway upgrades planned and programmed to be implemented by the year 2020. It includes those projects shown in the Metropolitan Council 2020 Transportation Policy Plan, defined in Chapter 3 of this MIS. The No-Build alternative assumes that the Hiawatha Light Rail Transit line from downtown Minneapolis to Minneapolis-Saint Paul International Airport and the Mall of America will be built.

This alternative is used as the baseline for comparing the environmental impacts of the “build” alternatives, and will be carried into any future environmental impact evaluation phase of study.

Alternative 2: Transportation Systems Management (TSM)

A Transportation Systems Management (TSM) alternative is made up of lower cost strategies and improvements that improve mobility using the existing transportation infrastructure. The TSM alternative includes all programmed improvements found in the No-Build alternative, as well as the following new, low capital cost strategies:

- Two new bus routes in the Riverview Corridor
- Improved bus service frequencies on Routes 3 and 9
- Enhanced bus passenger amenities and information including new bus shelters, lighting and heating at existing shelters
- New special incentive fares and marketing
- New electronic information terminals for passenger use
- Enhanced employer-based transportation program promotions
- Enhanced transit supportive development
- New design bus stops

The TSM alternative is not only a stand alone alternative, but is also used as a baseline alternative for comparison purposes, and would be carried into a future environmental impact evaluation phase.

The “Build” Alternatives: Alternatives 3-7

Light Rail Transit Alternatives

Alternatives 3, 4 and 5 use light rail transit (LRT) technology. LRT is defined as electrically-propelled rail vehicles that can operate in different right-of-way arrangements (exclusive, barrier-separated from traffic, or sharing a traffic lane with cars, trucks and buses).

LRT has the following characteristics:

- Medium-high passenger capacity (120-160 passengers per car)
- Electrically powered, using overhead wires
- Vehicles may have high or low floors, with corresponding high or low boarding platforms at stations
- Capable of top speeds of 55 to 60 mph



Table ES.1
Characteristics of the Alternatives

Alternative	Alignment	Design Options into CPR Corridor	Design Options West of Downtown	Downtown Design Options	Design Options East of Downtown	Park and Ride Lots
1 – No-Build	N/A	N/A	N/A	N/A	N/A	N/A
2 – Transportation Systems Management (TSM)	N/A	N/A	N/A	N/A	N/A	N/A
3 – Light Rail Transit (LRT) "West 7 th Street"	West 7 th Street	N/A	Smith/West 7 th Street Couplet Options: A. West 7 th Street B. Smith Street	5 th /6 th Street Couplet Options: 1. 4 th Street 2. 7 th Street	East 7 th Street Option: Swede Hollow	- Mall of America (MOA) - GSA* - Near I-35E - Earl/Phalen
4 – LRT "Canadian Pacific Railway (CPR) Corridor"	CPR Corridor	At Alton Street	Smith/West 7 th Street Couplet Options: A. West 7 th Street B. Smith Street	5 th /6 th Street Couplet Options: 1. 4 th Street 2. 7 th Street	East 7 th Street Option: Swede Hollow	- MOA - GSA - Near I-35E - Earl/Phalen
5 – LRT "I-35E Corridor"	CPR/I-35E Corridors	At Stewart Street Option: At Alton Street	Smith Street	5 th /6 th Street Couplet Options: 1. 4 th Street 2. 7 th Street	East 7 th Street Option: Swede Hollow	- MOA - GSA - Near I-35E - Earl/Phalen
6 – Bus Rapid Transit (BRT) "West 7 th Street"	West 7 th Street	N/A	Smith Street	5 th /6 th Street Couplet Option: 4 th Street	East 7 th Street Option: Swede Hollow	- MOA - Near I-35E - Earl/Phalen
7 – BRT "CPR Corridor"	CPR Corridor	At Alton Street	Smith Street	5 th /6 th Street Couplet Option: 4 th Street	East 7 th Street Option: Swede Hollow	- MOA - Near I-35E - Earl/Phalen

Notes:

* General Services Administration (GSA) building, between Ft. Snelling and the airport

1. The Swede Hollow design option cannot be paired with the Downtown 7th Street Design Option.



- Able to make tight turns and climb relatively steep grades at slow speeds
- Train control can be automatic where exclusive right-of-way is provided, but must be manual where vehicle or pedestrian crossings are allowed.

On weekdays, LRT alternatives would operate every 7.5 minutes during peak times, and every 10 minutes during the rest of the day. In the early evening, LRT frequency would decrease to every 15 minutes. In the early morning and late night, trains would run every half-hour.

Between the Mall of America and the TH 5 Mississippi River crossing, all LRT alignments are the same, using the Hiawatha LRT tracks and stations. All LRT alternatives include roadway modifications where TH 5 enters West 7th Street and Shepard Road. The interchange with Shepard Road would be reconfigured to divert vehicular traffic away from West 7th Street and provide direct access to Shepard Road.

Alternative 3 uses 7th Street almost its entire length on the west side, and considers options as it continues east from Grand Avenue through downtown, to Earl Street.

Alternative 4 uses a combination of West 7th and the Canadian Pacific Rail (CPR) corridor, with similar options as it continues east beyond Grand Avenue.

Alternative 5 uses the CPR corridor and I-35E, with similar options as it continues east beyond Grand Avenue.

Bus Rapid Transit Alternatives

There are two bus rapid transit (BRT) alternatives. This mode is defined as buses operating in exclusive right-of-way (busway), or barrier-separated from regular traffic. BRT buses can also periodically leave the right-of-way to operate in shared traffic lanes. Bus rapid transit typically requires lower capital investment than LRT.

BRT has the following characteristics:

- Buses are given priority over other traffic at signalized intersections.
- Buses may have high or low floors, with corresponding high or low boarding platforms at stations.
- Buses make fewer stops than traditional bus service, to reduce travel time
- Depending on the size of the bus, BRT has medium passenger capacity (40-120 passengers per vehicle).

- Rubber-tired vehicles are able to continue service outside of busway routes.
- Vehicles can be diesel powered or use alternative fuels.

For the two BRT alternatives, the western segments of each alternative are identical. The alignment would begin at the Mall of America at 24th Avenue. From there, it would use I-494 and TH 5 to access a transit stop at Minneapolis Saint Paul International Airport, using the current practice of operating on freeway shoulders signed for buses only during peak hour conditions. From the airport, the alignment would return to TH 5 and cross the Mississippi River on the existing roadway bridge

As with the LRT alternatives, both BRT alternatives include roadway modifications at West 7th Street and Shepard Road. The interchange with Shepard Road would be reconfigured to divert vehicular traffic away from West 7th Street and provide direct access to Shepard Road.

Like LRT, the BRT alternatives would operate every 7.5 minutes during the peak hours on weekdays. Frequency would decrease to every 10 minutes midday, 15 minutes in the early evening, and every half-hour in the early morning and late night.

Alternative 6 uses West 7th Street on its own right-of-way and Smith Avenue to enter downtown St Paul; it considers options through the downtown.

Alternative 7 uses a combination of West 7th and the CPR corridor, returning to West 7th Street at Western, continuing as with Alternative 6.

Transit Stops for the Build Alternatives

The selection of transit stops was an important part of developing these alternatives. All alternatives stop at the Mall of America, the airport, United Hospital, Cleveland Circle, Washington, Cedar/Minnesota, Sibley, Lafayette, Metropolitan State University, Arcade, and Earl Streets. Several alternatives have additional stops as well. Table ES.2 summarizes the transit stop locations for the alternatives.



Table ES.2

Proposed Station Locations

Station	Location	Alternatives	Phase
Mall of America	Mall of America	All	1
MSP Int'l Airport	MSP Int'l Airport	All	1
GSA/Fort Snelling	At Hiawatha/Riverview LRT junction	3,4,5	1
Fort Snelling	Fort Snelling State Park; across parking lot from visitor center	3,4,5	1
Shepard-Davern	On W. 7 th St Along Norfolk Ave	3,4,6,7 5	1
Rankin	On W. 7 th St	3,6	2
Madison	On CPR west of Madison St. On Stewart Ave	4,7 5	2
Lexington/Montreal	On W. 7 th St	3,6	1
Crosby Lake	On CPR east of I-35E	4,5,7	1
Otto Avenue	On W. 7 th St	3,6	2
Koch-Mobil	On CPR west of Otto Avenue	4,5,7	2
Randolph Avenue	On W. 7 th St On Osceola St On CPR west of Randolph On CPR east of Randolph	3,6 5 4 7	1
St. Clair	On W 7th On Western Ave.	3,4,6 7	2
Hospital	On Smith St west of Sherman <u>or</u> on W 7 th St west of Grand Ave	All 3,4	1
Cleveland Circle	At Smith St east of Kellogg <u>or</u> at W 7 th St east of Kellogg	All 3,4	2
Washington Street	On 5 th /6 th Sts west of Washington St	All	1
Cedar/Minnesota	On 5 th /6 th Sts between Cedar and Minnesota <u>or</u> E 7 th St east of Minnesota <u>or</u> on 4 th St east of Minnesota	All	1
Sibley	Between Sibley and Wacouta on 5 th /6 th Sts <u>or</u> on E 7 th St <u>or</u> on 4 th St (Union Depot)	All	1
Lafayette	At Kittson St	All	1
MSU	East or West of Maria Ave.	All	1
Arcade	On E. 7 th St. <u>or</u> Swede Hollow	All	1
Earl	On E. 7 th St. <u>or</u> Swede Hollow	All	2

Potential for Transit Oriented Development

Land use and transit station area development concepts were developed at four key transit stops where the potential for transit-oriented development is high:

1. West 7th and Davern Street - Shepard Davern area
2. West 7th and Otto Ave. - Koch-Mobil Redevelopment area
3. CPR (Canadian Pacific Railroad) and Otto Ave. - Koch-Mobil Redevelopment
4. East 7th and Maria - Metropolitan State University area

Chapter 3 describes the station siting process and transit-oriented development opportunities more fully.

EVALUATION OF ALTERNATIVES

Table ES.3 summarizes the performance of each alternative, using criteria developed to measure key characteristics important in meeting project goals. Where no differences between the alternatives were noted, that data category was not included in the table.



Table ES.3
Summary of Key Evaluation Measures

Measures	1-No-Build	2-TSM	3C-LRT on W. 7 th Street	4C-LRT on CPR Corridor	5-LRT on CPR & I-35E	6-BRT on W. 7 th Street	7-BRT on CPR Corridor
MOBILITY							
• Number of new riders attracted	-200	N/A	1,100	1,100	1,100	600	700
• Daily Person Transit Trips in Corridor as compared to 1995 total of 29,400 (2020 daily unlinked trips)	62,400	64,800	68,800	70,500	68,100	66,800	67,000
• Travel time between Earl and MSP (minutes in 2020)	56	58	33	33	33	36	36
ECONOMIC REVITALIZATION AND LAND USE							
• Supports growth and redevelopment goals of Corridor plans	Low	Low	High	Med-high	Medium	Med-high	Medium
• Level of support for transit oriented development	Low	Low	High	Med-high	Medium	Med-high	Medium
ENVIRONMENTAL IMPACTS							
• Number of businesses and residences totally displaced	0	0	34	26	26	25	18
• Number of on-street parking removed (net after replacement parking)	0	0	250	26	0	250	26
• Potential 4(f) sites (parklands) (# of parks)	0	0	3	2	2	1	0
• Impacts on endangered species (# of)	0	0	1	1	1	0	0
• Impacts on plant species (# of)	0	0	3	3	3	0	0
• Impacts on archeological resources (# of)	0	0	1	1	1	0	0
COST-EFFECTIVENESS							
• Capital Cost (millions of 2003 \$)	N/A	\$10	\$370-\$380	\$395-\$405	\$385-\$395	\$75-\$85	\$120-\$130
• Annual Operating and Maintenance Cost (net change from total system O&M cost in millions of 2003 \$)	N/A*	\$1.4	\$13	\$13	\$14	\$10	\$10

N/A - Not Applicable

* = No-build baseline costs for operating the regional transit system is \$188 million



PROJECT FUNDING

The MIS identified several potential funding sources for constructing the LRT and BRT alternatives. Funding will be addressed at the regional, state and federal levels in future phases of the project before a funding plan will be developed. Chapter 4 of the MIS describes sample capital funding scenarios for the LRT and BRT alternatives.

With regard to operations and maintenance (O&M) funding, additional sources of operating funding may be needed in order for Metro Transit to operate any of the Riverview Corridor alternatives. It should be noted that the existing transit system O&M funding sources are not "dedicated" and, therefore, are not guaranteed to be available every year to subsidize Metro Transit.

PUBLIC INVOLVEMENT

A formal public involvement program was implemented as an integral part of the MIS process. It included:

- One-on-one stakeholder meetings
- Open house/Scoping meeting
- General information meetings
- Station area "visioning" meetings
- Newsletters
- Displays
- Website (www.riverviewcorridor.com)
- Opinion survey
- Media relations
- Advertising

Public input was extremely valuable at each step in the MIS, and each idea was carefully considered and helped direct the development of alternatives. After listening to hundreds of stakeholders, some common themes surfaced:

- We need improved transportation in the Corridor.
- Corridor development is beneficial and should be supported by good public transportation.
- Public transportation enhances the prosperity of Corridor businesses.

- We need to provide mobility for people who are dependent upon public transit.
- This is an opportunity to shape new development with transit.

Although supportive of some type of transportation improvement, participants naturally had questions and concerns about certain aspects of some of the proposed alternatives. Here are the most commonly-raised questions:

"Do we really need light rail? Couldn't we just improve the Corridor bus service?"

"If we improve transportation, won't that increase the number of people passing through the Corridor, and increase commuter traffic?"

"I live along the CPR right-of-way. Will buses or light rail trains add to the noise I already get from freight trains? Will my kids be safe?"

"Where will I park if you remove on-street parking on West 7th Street?"

"Swede Hollow has a lot of history and a lot of parklands. Will improvements through that area just add noise and ugly transit facilities?"

"Will you have to tear down any houses to make transportation improvements? There's already a shortage of housing in the Corridor."

"Will I have a bunch of commuters parking near my house and increasing traffic if I live in a residential neighborhood near a bus or light rail stop?"

"How will a light rail bridge across the Mississippi look? How can you keep it from wrecking the view from both sides of the river? Will it impact Hidden Falls Park?"

Consideration of Public Comments

These are all important concerns. Most were addressed during public meetings and by refining each of the alternatives to avoid negative impacts. Decision-makers will carefully consider public comments before deciding on a locally preferred alternative for the Riverview Corridor.

Ongoing Public Involvement

There is still time to give us ideas or information about the project alternatives. RCRRA will be receiving and considering public comments for a full two months af-



ter this report is released and before any decisions are made. During the two-month public review period, RCRRA will continue to meet with community and business groups that request presentations on the results of study.

Which alternative do you prefer? Why? Please send written ideas or questions to:

Kathryn DeSpiegelaere, Director
Ramsey County Regional Railroad Authority
665 Ramsey County Government Center West
50 Kellogg Boulevard
St. Paul, MN 55102

You may also fax or e-mail your ideas to Kathryn DeSpiegelaere at:
kathryn.despiegelaere@co.ramsey.mn.us
Fax: 651-266-2761

Be sure to send us your comments no later than October 20, 2000, so they can be considered in the selection of the locally preferred alternative.

NEXT STEPS

RCRRA will select the Locally Preferred Alternative or strategy based on the Authority's assessment of the data and public input, and after receiving comments from interested parties. RCRRA will recommend the Locally Preferred Alternative to the Metropolitan Council for inclusion in the Transportation Improvement Program for the Twin Cities and the Transportation Policy Plan for the region.

Detailed environmental study such as an Environmental Assessment or Impact Statement, along with preliminary engineering, would then be required to advance the recommended alternative toward implementation.



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

11/9/00
Date

Board Action Requested

Approve extension of contract with Davis Communications for community education for the Riverview Transit Corridor through December 31, 2000 at no additional cost.

ACTION IS REQUESTED

Request Justification

See information attached

1. Proposed Resolution
2. Memorandum from K. DeSpiegelaere
3. Addendum

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

November 21, 2000

Board Date

Kristine A. Longhenny
Signature

11-9-00

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 Davis Communications for the purpose of community education services for the Riverview Corridor; and

WHEREAS, The contract with Davis Communications expires in October, 2000; and

WHEREAS, The community education services for this contract will not be completed until December 31, 2000; Now Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority extends the contract with Davis Communications through December 31, 2000 at no additional cost; and Be It Further

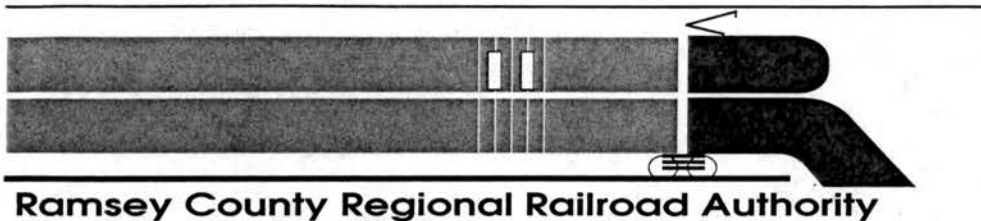
RESOLVED, That the Chair of Ramsey County Regional Railroad Authority is authorized to execute this contract extension.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary



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
Paul Kirkwold, County Manager

FROM: Kathryn DeSpiegelaere

SUBJECT: Davis Communications Riverview Corridor Contract Extension

DATE: November 7, 2000

The Ramsey County Regional Railroad Authority had entered into a contract with Davis Communications for community education for the Riverview Transit Corridor. The original terms for this contract were from May 3, 1999 to May 30, 2000. The community education for this contract will not be completed by the end of the contract period, but instead will be completed at the end of December, 2000.

Therefore, the Ramsey County Regional Railroad Authority is being requested to extend the contract with Davis Communications through December 31, 2000 at no additional cost.

Recommendation:

A resolution is attached that addresses the information above.

ADDENDUM 4

This agreement is an addendum to Addendum 3 to the contract between Ted Davis and RCRRA dated March 28, 2000.

The parties agree that Addendum 3 of the Agreement shall be amended as follows:

ArticleXX Expiration

The period of this contract is May 3, 1999 to December 31, 2000.

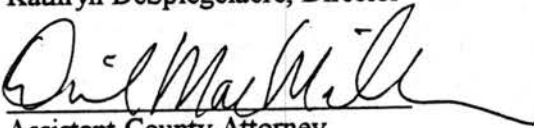
Except as herein agreed, all other terms and conditions of the Agreement shall remain in full force and effect.

**RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY**

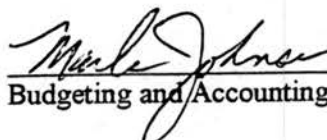
By: _____
Tony Bennett, Chair

Dated: _____

By: _____
Kathryn DeSpiegelaere, Director

By: 
Assistant County Attorney

By: _____
Risk Management

By: 
Budgeting and Accounting

DAVIS COMMUNICATIONS

By: 

Contractor SSN: 471-78-0504

Dated: 10/14/00

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

11/9/00

Date

Board Action Requested

Approve extension of contract with Parsons Brinckerhoff Quade & Douglas, Inc., for completion of the Riverview Transit Corridor through December 31, 2000 at no additional cost.

ACTION IS REQUESTED

Request Justification

See information attached

1. Proposed Resolution
2. Memorandum from K. DeSpiegelaere
3. Addendum

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

November 21, 2000

Board Date

Kristine A. Longhenry
Signature

11-9-00

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, The contract with Parsons Brinckerhoff Quade & Douglas, Inc. expires in October, 2000; and

WHEREAS, The technical work for this contract will not be completed until December 31, 2000; Now Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority extends the contract with Parsons Brinckerhoff Quade & Douglas, Inc. through December 31, 2000 at no additional cost; and Be It Further

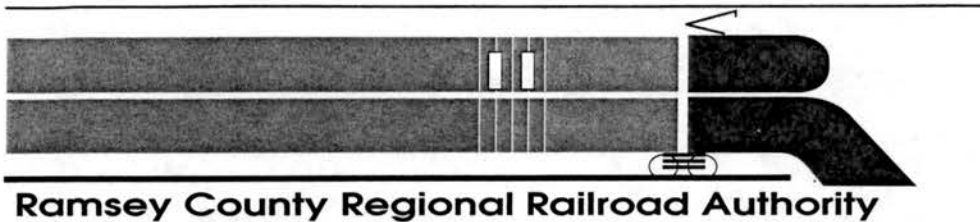
RESOLVED, That the Chair of Ramsey County Regional Railroad Authority is authorized to execute this contract extension.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary



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
Paul Kirkwold, County Manager

FROM: Kathryn DeSpiegelaere

SUBJECT: Parsons Brinckerhoff Riverview Corridor Contract Extension

DATE: November 7, 2000

The Ramsey County Regional Railroad Authority had entered into a contract with Parsons Brinckerhoff Quade & Douglas for a Major Investment Study for the Riverview Transit Corridor. The original terms for this contract were from October 1998 to April 2000. The technical work for this contract will not be completed by the end of the contract period, but instead will be completed at the end of December, 2000.

Therefore, the Ramsey County Regional Railroad Authority is being requested to extend the contract with Parsons Brinckerhoff Quade & Douglas through December 31, 2000 at no additional cost.

Recommendation:

A resolution is attached that addresses the information above.

ADDENDUM 2

This agreement is an addendum to Addendum 1 to the contract between Parsons Brinckerhoff Quade & Douglas, Inc. and RCRA dated March 28, 2000.

The parties agree that Addendum 1 of the Agreement shall be amended as follows:

ArticleXX Expiration

This agreement shall be in force and effect from October, 1998 through December 31, 2000 or until earlier terminated by the parties hereto pursuant to this agreement.

Except as herein agreed, all other terms and conditions of the Agreement shall remain in full force and effect.

**RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY**

By: _____
Tony Bennett, Chair

Dated: _____

By: _____
Kathryn DeSpiegelaere, Director

By: *Bill MacMillan*
Assistant County Attorney

By: _____
Risk Management

By: *Maureen Johnson*
Budgeting and Accounting

**PARSONS BRINCKERHOFF
QUADE & DOUGLAS, INC.**

By: *Robert M. Wayne*

Contractor SSN: 11-153-156-9

Dated: Oct 4, 2000

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

November 13, 2000

Date

Board Action Requested

Ratify Partial Payment No. 16 in the amount of \$104,737.89 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 \$104,737.89 for the period ending September 22, 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. 16
3. Parsons Brinckerhoff Quade & Douglas, Inc. Invoice No. 16 and attachments.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

November 21, 2000

Board Date

Kristine A. Longhenry

Signature

November 13, 2000

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 September 22, 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. 16, Partial Payment No. 16, in the amount of \$104,737.89 attachments thereto, provide the correct documentation of payments due Parsons Brinckerhoff Quade & Douglas, Inc. through September 22, 2000; Now Therefore Be It

RESOLVED, Payment to Parsons Brinckerhoff Quade & Douglas, Inc. in the amount of \$104,737.89 for services rendered through September 22, 2000, is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary



Business Unit: RRA
Voucher: 00000881

VOUCHER
Purchase Order Voucher

Run Date: 01/15/2000
Run Time: 03:36 PM

Port ID: RMAP19

Voucher Header Information

Pay Method: System Check

Invoice Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
10/16/2000	16	20.Oct.2000	0000100427	PARSONS BRINCKERHOFF CONSULTING & DESIGN AS INC	ONI	I LONGHFKR P		02 Nov 2000	11	Due Now
Gross Amt		Use Tax	Address1	Address2	Address3	City	State	Zip		
\$104,737.89		\$0.00	CHURCH STREET STATION	PO BOX 6241		NEW YORK	NY	10249-6241		
Group ID	Sales Tax	Pckp Ord# Nbr								
000182	\$0.00									

Voucher Line Information

Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099
ENCUMBRANCE LOAD	\$104,737.89		\$104,737.89		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	Asses
421501	12501	150110	00000	0000000	Default Client ID	1998				\$104,737.89			N
Account Name: Consulting Services					Org Name: Riverview MIS								

ent Comments-Check Stub

ice No. 16, dated 10/20/00
ices for 01/15/00 - 09/22/00

ther Comments

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

Authorization

K. Spiegelbauer

Date

10/13/00

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

Estimated Completion: 100.0%
Period Ending: 9/22/00
Invoice Date: 10/20/00
Invoice No.: 16
AR No. 128448

Attn: Ms. Kathy DeSpiegelaere

Re Riverview Major Investment Study
PB Project No. 19046M
Expiration Date: December 31, 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)	248,462.98	308,643.36	270,563.14	38,080.22
2. OVERHEAD COSTS: Rate=157% PBQD (Direct Salary * Overhead Rate)	390,086.86	484,428.90	424,642.95	59,785.95
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	117,050.95	116,966.71	84.24
5. SUBCONTRACTORS (s): (See Attachment C)	264,116.00	181,340.68	169,040.68	12,300.00
SUBTOTAL:	1,034,554.50	1,149,505.00	1,039,254.59	110,250.41
6. CONTINGENCY:	114,950.50	0.00	0.00	0.00
SUBTOTAL:	1,149,505.00	1,149,505.00	1,039,254.59	110,250.41
LESS RETAINAGE (5%)	57,475.25	57,475.25	51,757.86	5,512.52
NET EARNINGS TOTALS:	1,092,029.75	1,092,029.75	987,496.73	104,737.89
TOTAL AMOUNT DUE THIS INVOICE: \$104,737.89				

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.
510 First Avenue North, Suite 550
Minneapolis, Minnesota 55403

Reviewed and Recommended for Payment by RCRRA:

Date Approved for Payment



Riverview MIS
INVOICE #16

ATTACHMENT "A" - LABOR SUMMARY

PB PROJECT No. 19046M

PERIOD ENDING	EMPLOYEE NAME	PB CLASSIFICATION	CONTRACT CLASSIFICATION	HOURS	RATE	DOLLAR AMOUNT
3-Dec-99	Valdez	Project Manager	Project Manager	37.00	51.950	\$1,922.15
28-Jan-00	Cohn	Sr. Planner	Planner	55.00	27.151	\$1,493.31
	Conrad	Lead Planner	Planner	44.00	30.681	\$1,349.96
	Valdez	Project Manager	Project Manager	25.00	51.950	\$1,298.75
	Hirschman	Staff Manager	Senior Engineer	14.00	60.096	\$841.34
	Wyatt	Lead Engineer	Engineer	18.00	31.493	\$566.87
	Ruegg	Supv Planner	Senior Planner	12.00	37.500	\$450.00
	Seskin	Technical Manager	Senior Planner	8.00	54.087	\$432.70
	Moore	Sr Engineering Manager	Senior Engineer	6.00	60.480	\$362.88
	Dowell	Lead Engineer	Engineer	10.00	30.210	\$302.10
	Heffner	Planner	Planner	14.00	19.000	\$266.00
	Shushkewich	Sr Supv Engineer	Senior Engineer	4.00	53.500	\$214.00
	Rivera	Sr CADD Operator	CADD/Graphics	9.00	18.250	\$164.25
	Hinnant	Sr CADD Designer	CADD/Graphics	5.50	20.045	\$110.25
	Stein	Planner I	Planner	3.00	19.730	\$59.19
	Minten	Project Administrator	Admin/Clerical	2.00	20.780	\$41.56
	Vaughn	Receptionist	Admin/Clerical	1.00	12.000	\$12.00
	Garcia	Secretary	Admin/Clerical	0.50	18.850	\$9.43
Feb-00	Cohn	Sr. Planner	Planner	80.00	27.150	\$2,172.00
	Wyatt	Lead Engineer	Engineer	23.00	31.493	\$724.34
	Ruegg	Supv Planner	Senior Planner	18.00	37.500	\$675.00
	Hinnant	Sr CADD Designer	CADD/Graphics	13.00	20.045	\$260.59
	Minten	Project Administrator	Admin/Clerical	11.50	20.780	\$238.97
	Seskin	Technical Manager	Senior Planner	4.00	54.087	\$216.35
	Stein	Planner I	Planner	7.00	19.730	\$138.11
	Conrad	Lead Planner	Planner	4.00	30.681	\$122.72
	Valdez	Project Manager	Project Manager	2.00	51.950	\$103.90
	Vaughn	Receptionist	Admin/Clerical	0.50	12.000	\$6.00
25-Feb-00	Wyatt	Lead Engineer	Engineer	43.00	31.493	\$1,354.20
	Foutz	Sr Supv Engineer	Senior Engineer	29.00	44.956	\$1,303.72
	Cohn	Sr. Planner	Planner	47.00	27.150	\$1,276.05
	Valdez	Project Manager	Project Manager	24.00	51.950	\$1,246.80
	Ruegg	Supv Planner	Senior Planner	19.00	37.500	\$712.50
	Rivera	Sr CADD Operator	CADD/Graphics	28.00	18.250	\$511.00
	Brown	Assistant Engineer	Engineer	29.00	16.000	\$464.00
	Conrad	Lead Planner	Planner	10.00	30.681	\$306.81
	Dowell	Lead Engineer	Engineer	8.00	30.210	\$241.68
	Seskin	Technical Manager	Senior Planner	4.00	54.087	\$216.35
	Minten	Project Administrator	Admin/Clerical	6.00	20.780	\$124.68
	Lear	Sr Supv Engineer	Senior Engineer	2.00	46.493	\$92.99
	Becca	Environmental Engr.	Engineer	4.00	22.800	\$91.20
	Vaughn	Receptionist	Admin/Clerical	3.50	12.000	\$42.00
	Heffner	Planner	Planner	1.50	19.000	\$28.50



Riverview MIS
INVOICE #16

ATTACHMENT "A" - LABOR SUMMARY

PB PROJECT No. 19046M

PERIOD ENDING	EMPLOYEE NAME	PB CLASSIFICATION	CONTRACT CLASSIFICATION	HOURS	RATE	DOLLAR AMOUNT
10-Mar-00	Cohn	Sr. Planner	Planner	58.00	27.150	\$1,574.70
	Wyatt	Lead Engineer	Engineer	37.50	31.493	\$1,180.99
	Hinnant	Sr CADD Designer	CADD/Graphics	43.00	20.045	\$861.94
	Prescott	Traffic Engineer	Engineer	40.00	21.000	\$840.00
	Ruegg	Supv Planner	Senior Planner	13.50	37.500	\$506.25
	Foutz	Sr Supv Engineer	Senior Engineer	11.00	44.956	\$494.52
	Rivera	Sr CADD Operator	CADD/Graphics	13.50	18.250	\$246.38
	Minten	Project Administrator	Admin/Clerical	2.50	20.780	\$51.95
	Vaughn	Receptionist	Admin/Clerical	3.50	12.000	\$42.00
24-Mar-00	Cohn	Sr. Planner	Planner	29.00	27.150	\$787.35
	Hinnant	Sr CADD Designer	CADD/Graphics	30.50	20.045	\$611.37
	Prescott	Traffic Engineer	Engineer	23.00	21.000	\$483.00
	Ruegg	Supv Planner	Senior Planner	11.00	40.144	\$441.58
	Wyatt	Lead Engineer	Engineer	12.00	31.493	\$377.92
	Minten	Project Administrator	Admin/Clerical	5.50	20.780	\$114.29
7-Apr-00	Ruegg	Supv Planner	Senior Planner	4.00	40.144	\$160.58
	Cohn	Sr. Planner	Planner	4.00	27.150	\$108.60
	Prescott	Traffic Engineer	Engineer	2.00	21.000	\$42.00
21-Apr-00	Ruegg	Supv Planner	Senior Planner	11.00	40.144	\$441.58
	Cohn	Sr. Planner	Planner	6.00	27.150	\$162.90
	Minten	Project Administrator	Admin/Clerical	2.50	22.858	\$57.15
	Schmidt	Engineer I	Engineer	1.00	20.143	\$20.14
	Vaughn	Receptionist	Admin/Clerical	0.50	12.600	\$6.30
5-May-00	Cohn	Sr. Planner	Planner	39.00	27.150	\$1,058.85
	Ruegg	Supv Planner	Senior Planner	11.00	40.144	\$441.58
	Davis	CADD Manager II	CADD/Graphics	1.00	37.125	\$37.13
19-May-00	Cohn	Sr. Planner	Planner	39.00	27.150	\$1,058.85
	Ruegg	Supv Planner	Senior Planner	15.50	40.144	\$622.23
	Valdez	Project Manager	Project Manager	7.00	51.950	\$363.65
	Minten	Project Administrator	Admin/Clerical	9.00	22.858	\$205.72
	Wyatt	Lead Engineer	Engineer	4.00	33.697	\$134.79
2-Jun-00	Ruegg	Supv Planner	Senior Planner	15.00	40.144	\$602.16
	Valdez	Project Manager	Project Manager	9.00	51.950	\$467.55
	Cohn	Sr. Planner	Planner	10.00	27.150	\$271.50
	Wyatt	Lead Engineer	Engineer	2.00	33.697	\$67.39
	Schmidt	Engineer I	Engineer	1.00	20.143	\$20.14



Riverview MIS
INVOICE #16

ATTACHMENT "A" - LABOR SUMMARY

PB PROJECT No. 19046M

PERIOD ENDING	EMPLOYEE NAME	PB CLASSIFICATION	CONTRACT CLASSIFICATION	HOURS	RATE	DOLLAR AMOUNT
16-Jun-00	Rivera	Sr CADD Operator	CADD/Graphics	10.00	19.254	\$192.54
	Wheeler	Assistant Planner	Planner	8.00	18.000	\$144.00
	Ruegg	Supv Planner	Senior Planner	3.50	40.144	\$140.50
	Dowell	Lead Engineer	Engineer	2.00	32.324	\$64.65
	Vaughn	Receptionist	Admin/Clerical	0.50	12.600	\$6.30
See attached Time Sheets		TOTALS		1240.00		\$38,080.22



Riverview MIS
INVOICE #16

PB PROJECT No. 19046M

ATTACHMENT "B" - DIRECT EXPENSE SUMMARY

31-Dec-99 Telephone Charges

\$84.24

TOTAL DIRECT EXPENSES

\$84.24

See attached Receipts



Riverview MIS
INVOICE #16

PB PROJECT No. 19046M

ATTACHMENT "C" - SUBCONTRACTORS

Manuel Padron & Associates, Inc.	\$10,000.00
Rowekamp Associates, Inc.	\$2,300.00

TOTAL SUBCONTRACTORS	\$12,300.00
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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	20,000.00
Maxfield			21,986.31	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	2,300.00	9,935.28	12,235.28
Schaefer	WBE			0.00
Zimmer Gunsel			55,262.23	55,262.23
TOTAL		\$12,300.00	\$169,040.68	\$181,340.68

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	\$60,899.53	45.11%	5.30%

To: Kathy DeSpiegelaere
Ramsey County Regional Railroad Authority

BUDGET PROGRESS REPORT

From: Parsons Brinckerhoff

Riverview MIS

Billing Period 1/15/00 -9/22/00

INVOICE #16
PB PROJECT No. 19046M

Agreement Expiration Date: December 31, 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	16,053.58	135,084.41	140.26%	-38,774.41	-38,774.41
2.0 Public Education & Involvement	0.0%	100.0%	217,566.14	194,663.00	0.00	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	7,304.51	184,997.98	94.17%	11,458.87	11,458.87
4.0 Transit Service Planning	20.0%	92.0%	31,822.52	31,822.52	932.60	32,464.81	102.02%	-642.29	-642.29
5.0 Conceptual Engineering/Cost Estimates	5.0%	95.0%	80,477.68	165,874.04	35,980.59	218,076.42	131.47%	-52,202.38	-52,202.38
6.0 Environmental	5.0%	95.0%	69,862.13	84,274.08	3,056.87	51,939.81	61.63%	32,334.28	32,334.28
7.0 Financial	66.0%	90.0%	28,317.50	28,317.50	2,162.27	13,282.48	46.91%	15,035.02	15,035.02
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	38,077.81	113,620.85	369.56%	-82,875.76	-82,875.76
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	6,597.94	24,970.98	105.52%	-1,306.74	-1,306.74
Direct Expenses	N/A	N/A	99,428.85	84,108.30	84.24	117,050.95	139.17%	-32,942.65	-32,942.65
Totals:	N/A	N/A	\$919,935.69	\$1,034,554.50	\$110,250.41	\$1,149,505.00	111.11%	-\$114,950.50	-\$114,950.50

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

Approved and recommended
for payment


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

RCRRA Project Manager

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

6

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

November 13, 2000

Date

Board Action Requested

Corridor update.

DISCUSSION ONLY

Request Justification

An update will be given at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

November 21, 2000

Board Date

Kristine A. Longhenry

Signature

November 13, 2000

Date



Broadway/Central & 7th Street
Station options

DRAFT



Advanced Corridor Plan

NORTHSTAR CORRIDOR DEVELOPMENT AUTHORITY

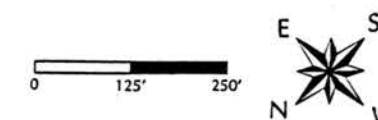
Figure
Minneapolis Northeast Stations

October 18, 2000



Broadway/Central & 7th Street
Station options

DRAFT



Advanced Corridor Plan

NORTHSTAR CORRIDOR DEVELOPMENT AUTHORITY

Figure
Minneapolis Northeast Stations

October 18, 2000