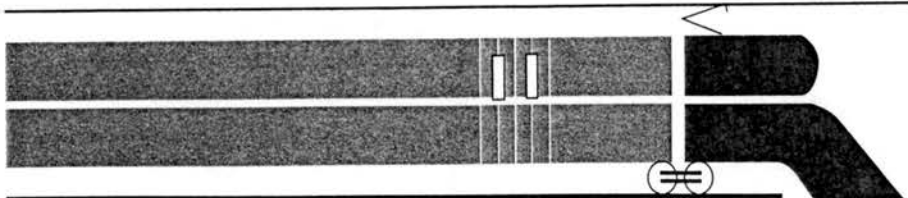




Ramsey County Regional Railroad Authority.
Records.

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Ramsey County Regional Railroad Authority

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

AGENDA

Regional Railroad Authority Meeting

April 5, 2005

Immediately following Housing and Redevelopment Authority meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes from March 22, 2005 RCRRA meeting

ADMINISTRATIVE AGENDA

2. * Ratify Partial Payment No. 13 in the amount of \$6,518.75 to Goff and Howard Inc. for consulting services on the Central Corridor Phase 2 Transit Study for January 2005
3. * Ratify Partial Payments Nos. 11 and 13 in the amount of \$124,370.09 to DMJM+Harris, Inc. for consulting services on the Central Corridor Phase 2 Transit Study for January 2005

POLICY AGENDA

4. Report on Central Corridor Community Involvement by Ted Davis and Kris Amundson
 5. Central Corridor update – Steve Morris presenter
 6. Legislative update
- * Action is requested

Meeting Minutes

RAMSEY COUNTY RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on March 22, 2005, in Council Chambers, Third Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega
Commissioner Tony Bennett
Commissioner Jim McDonough
Commissioner Victoria Reinhardt
Commissioner Janice Rettman (arrived at 11:10 a.m.)
Commissioner Jan Wiessner

OTHERS PRESENT: Julie Kleinschmidt, Kathy DeSpiegelaere, Alicia Vap, David Twa, Toni Carter,
Steve Morris, Deb Bloom, Lisa Falk, Mark Fabel

Chair Ortega called the meeting to order at 11:05 am.

ADMINISTRATIVE AGENDA

1. Approve minutes from February 22, 2005 RCRRRA meetings

A motion was made by Commissioner Bennett, seconded by Commissioner Wiessner, to approve the minutes from the February 22, 2005 RCRRRA meeting.

Roll call vote was taken:

Ayes – 5, Nays – 0
Motion accepted.

A motion was made by Commissioner Bennett, seconded by Commissioner Wiessner to adjust the policy agenda to review action items five, six and seven before item four.

Roll call vote was taken:

Ayes – 5, Nays – 0
Motion accepted

2. Ratify Partial Payment No. 7 in the amount of \$17,264.42 to Metropolitan Council for consulting services on the Central Corridor Phase 2 Transit Study for the period of December 25, 2004 to January 21, 2005

(Commissioner Rettman arrived at this time).

A motion was made by Commissioner McDonough, seconded by Commissioner Wiessner, to ratify Partial Payment No. 7 in the amount of \$17,264.42 to Metropolitan Council for consulting services on the Central Corridor Phase 2 Transit Study for the period of December 25, 2004 to January 21, 2005.

Roll call vote was taken; Commissioner Rettman voted no:

Ayes – 5, Nays – 1
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of Metropolitan Council for the purpose of conducting the Central Corridor Phase 2 study; and

WHEREAS, Metropolitan Council has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through January 21, 2005; 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, Metropolitan Council Invoice No. NCV-3484, Partial Payment No. 7, in the amount of \$17,264.42 attachments thereto, provide the correct documentation of payments due Metropolitan Council through January 21, 2005; Now, Therefore Be It

RESOLVED, Payment to Metropolitan Council in the amount of \$17,264.42 for services rendered through January 21, 2005, is hereby ratified.

3. Ratify Partial Payment No. 12 in the amount of \$110,976.83 to DMJM+Harris, Inc. for consulting services on the Central Corridor Phase 2 Transit Study for the period of November 27, 2004 to December 31, 2004

A motion was made by Commissioner McDonough, seconded by Commissioner Wiessner, to ratify Partial Payment No. 12 in the amount of \$110,976.83 to DMJM+Harris, Inc. for consulting services on the Central Corridor Phase 2 Transit Study for the period of November 27, 2004 to December 31, 2004.

Roll call vote was taken; Commissioner Rettman voted no:

Ayes – 5, Nays – 1
Motion accepted

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of DMJM+Harris, Inc. for the purpose of conducting the Central Corridor Phase 2 study; and

WHEREAS, DMJM+Harris, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through December 31, 2004; 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, DMJM+Harris, Inc. Invoice No. 100-1710-5, Partial Payment No. 12, in the amount of \$110,976.83 attachments thereto, provide the correct documentation of payments due DMJM+Harris, Inc. through December 31, 2004; Now, Therefore Be It

RESOLVED, Payment to DMJM+Harris, Inc. in the amount of \$110,976.83 for services rendered through December 31, 2004, is hereby ratified.

POLICY AGENDA

5. Approval of trail easement to the City of Roseville

Commissioner Wiessner clarified that the intent of the easement is to allow for transit as well, that the corridor is wide enough to handle both the path and transit in the future.

Commissioner Rettman clarified that there will be a sign posted for this easement.

A motion was made by Commissioner McDonough, seconded by Commissioner Bennett, to approve the trail easement to the City of Roseville.

Roll call vote was taken:

Ayes – 6, Nays – 0
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has proposed for possible future development a transitway extending from White Bear Lake to downtown Minneapolis (Northeast Diagonal); and

WHEREAS, The Ramsey County Regional Railroad Authority purchased a segment of former Burlington Northern Santa Fe Railroad right of way from the Hennepin/Ramsey County line to Walnut Street in Roseville in 2003 for future transit on the Northeast Diagonal; and

WHEREAS, The City of Roseville has requested an easement from the Ramsey County Regional Railroad Authority for the construction, operation, and maintenance of a trail along this former railroad right of way; Now, Therefore Be It

RESOLVED, The Ramsey County Regional Railroad Authority approve Easement ENE050 with the City of Roseville for the construction, operation, and maintenance of a trail along the right of way owned in Roseville, and authorizes the Chair to sign the Easement.

6. Approval of Bruce Vento Regional Trail Extension Plans by the City of St. Paul

A motion was made by Commissioner McDonough, seconded by Commissioner Wiessner, to approve the Bruce Vento Regional Trail Extension Plans by the City of St. Paul.

Roll call vote was taken:

Ayes – 6, Nays – 0
Motion accepted

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

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

WHEREAS, The Ramsey County Regional Railroad Authority has approved Easement025 with the City of St. Paul for an easement to use RCRRA right of way for the construction, operation, and maintenance of the Bruce Vento Regional Trail from the northern city limits to East Seventh Street; and

WHEREAS, Ramsey County Regional Railroad Authority, the City of St. Paul, and Ramsey County executed a Joint Powers Agreement to define the roles and responsibilities for the planning, development, and operation of the corridor for trail and potential future light rail transit use; and

WHEREAS, The City of St. Paul has requested to extend the trail south to Fourth Street and Commercial Street, and different parts of the trail will utilize Ramsey County Regional Railroad Authority right of way; and

WHEREAS, per Easement 025 and the Joint Powers Agreement, Ramsey County Regional Railroad Authority must review and approve trail plans; Now, Therefore Be It

RESOLVED, The Ramsey County Regional Railroad Authority approve the Bruce Vento Regional Trail extension plans from East Seventh Street to Fourth Street and Commercial Street by the City of St. Paul.

7. Approve Phalen Boulevard Contaminated Soil Management and approve Amendment One to Easement 049 with the City of St. Paul for indemnification language

Commissioner Rettman commented that thanks should be given to the staff that worked diligently to ensure that the County's interests are protected.

A motion was made by Commissioner McDonough, seconded by Commissioner Wiessner to approve Phalen Boulevard Contaminated Soil Management and approve Amendment One to Easement 049 with the City of St. Paul for indemnification language.

Roll call vote was taken:

Ayes – 6, Nays – 0
Motion accepted

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

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

WHEREAS, The Ramsey County Regional Railroad Authority has approved Easement 049 with the City of St. Paul for a permanent easement to use RCRRA right of way for the construction and permanent roadway, Phalen Boulevard, from Payne Avenue to Johnson Parkway in St. Paul, a length of 1.6 miles; and

WHEREAS, The City of St. Paul has proposed to remediate contaminated soil from within RCRRA right of way under Phalen Boulevard and has proposed to indemnify RCRRA for all of the soils placed, as part of the Phalen Boulevard construction, within the area that will be formally defined and recorded as the Phalen Boulevard roadway easement area; Now Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approve Phalen Boulevard contaminated soil management from Payne Avenue to Johnson Parkway as proposed by the City of St. Paul; Now, Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority approve Amendment One to Easement 049 with the City of St. Paul for indemnification language contingent upon approval by the St. Paul City Council and Mayor.

4. Presentation by Mark Fabel, McGough Development, on transit-oriented development

Kathy DeSpiegelaere introduced Mark Fabel, McGough Development, who presented information about development being done in Bloomington at the Bloomington Central light rail transit station. He reported that McGough Development purchased the forty-three acre property with the knowledge that light rail would intersect the property. He explained that the plans evolved into a mixed-use project, including housing, business and retail buildings. He commented that the City of Bloomington has been involved in the process from the beginning, which has been beneficial to the development process.

Questions were asked concerning the existing neighborhoods around the area of development and how they are being blended into McGough's plans; when the City of Bloomington became involved in the project; and whether there was opposition from the Mall of America. Commissioner McDonough commended Mr. Fabel and McGough for working with the City of Bloomington to make this project happen and commented that the payoff in working together is invaluable for the community. Commissioner Bennett commented that he would like to see St. Paul doing the same with the Central Corridor project, with development plans in place before track is laid down.

8. Central Corridor Update

Steve Morris stated that the Federal Transit Administration (FTA) gave verbal approval on March 4, 2005 to the Metropolitan Council Regional Travel Demand model. He explained that this approval means that the Central Corridor consultants can use that to develop the travel time information and user benefit information necessary for the FTA. He commented that the Central Corridor team has continued to meet with the University of Minnesota work out issues related to the stadium and has come up with cost estimates of the various scenarios the University has put on the table, to show the impacts of some of those requests.

Mr. Morris distributed a copy of the March 9, 2005 letter issued from the FTA Administrator, Jenna Dorn, which discusses changes the FTA is planning to make to the cost effectiveness index (the \$25.00 figure). He reported that the FTA wants future projects to be approved that have a medium rating or higher, rather than a low or higher medium rating. He explained that as part of the ratings changes, FTA also plans to change how they calculate the index. He stated that the FTA is looking for comments by April 1, 2005.

Mr. Morris also distributed a comment letter approved by the Central Corridor Coordinating Committee (CCCC), which generally supported the idea that FTA needs to revise the costs to make them as accurate as possible.

A motion was made by Commissioner Wiessner, seconded by Commissioner McDonough, to authorize the RCRRA Chair to write a letter to the FTA in general supporting the ideas as presented in the letter by the CCCC.

Roll call vote was taken; Commissioner Bennett was absent from the vote:

Ayes - 5, Nays - 0

9. Legislative Update

Kathy DeSpiegelaere stated that the Central Corridor project has been included in both the House and the Senate conference committee proposals on the bonding bill for \$5.25 million.

She also noted that the House passed its version of the Federal Authorization Bill, a six year transportation bill, last week. She stated that four projects in Ramsey County are authorized in that bill; Central, Union Depot, Rush Line and Red Rock Corridor.

The meeting adjourned at 12:00 pm.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. H. Spiegelauer
Authorized Signature

3/29/05
Date

Board Action Requested

Ratify Partial Payment No. 13 in the amount of \$6,518.75 to Goff and Howard, Inc. for consulting services on the Central Corridor Phase 2 study for the period ending January 31, 2005.

ACTION IS REQUESTED

Request Justification

See attached information:

1. Proposed resolution
2. Accounts Payable form and Partial Payment No. 13
3. Goff and Howard, Inc. Invoice No. 9083(13) and attachments

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 5, 2005

Board Date

Kristine A. Longhenry
Signature

March 29, 2005
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 Goff and Howard, Inc. for the purpose of conducting the Central Corridor Phase 2 study; and

WHEREAS, Goff and Howard, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through January 2005; 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, Goff and Howard, Inc. Invoice No. 9083, Partial Payment No. 13 in the amount of \$6,518.75 attachments thereto, provide the correct documentation of payments due Goff and Howard, Inc. through January 2005; Now, Therefore Be It

RESOLVED, Payment to Goff and Howard, Inc. in the amount of \$6,518.75 for services rendered through January 2005 is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary



Business Unit: RRA
Voucher ID: 00003105

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date 10.Mar.2005
Run Time 1:41:09 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
Mar.2005	9083	31.Jan.2005	0000030752	GOFF AND HOWARD INC	ONL	LONGHEKR P		10.Mar.2005	U	Due Now
S	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
	\$6,518.75	\$0.00	255 E KELLOGG BLVD STE 102			ST PAUL	MN	55101		
Billing	Group ID	Sales Tax	Pckp Ord# Nbr							
RE	000701	\$0.00								

Voucher Line Information

#	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099	PO Business Unit	PO Id	PO Type
	Central Corridor Project Desig	\$6,518.75		\$6,518.75		Y	Y	Y	N	RRA	0000000385	SC

Distribution Line Information

#	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
	421501	12501	150180	00000			2003	G205005			\$6,518.75			N
Account Name: Consulting Services						Department Name: RCRRA-Proj/Grant								

Client Comments-Check Stub

Invoice No. 9083, dated 1/31/05 (13)
Services on Central Corridor Phase 2 Study for January 2005

Other Comments

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

Authorization

Kleesprigelaere

Date

3/1/05

2

Ramsey County Purchase Order

Regional Rail Authority

Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Vendor: 0000030752
GOFF AND HOWARD INC
255 E KELLOGG BLVD STE 102
ST PAUL MN 55101
United States

Purchase Order	Date	Revision	Page
RRA - 0000000385	04/06/2004		1
Payment Terms	Freight Terms	Ship Via	
Due Now	Origin PPD Allowed	US MAIL	
From Date	To Date		
Buyer: RRA	Currency Code: USD		

Ship To: Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Bill To: Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Tax Exempt? Y Tax Exempt ID: 999999999999

Line-Schd	Item	Description	Quantity	UOM	PO Price	Extended Amt	Due Date
1 - 1		Central Corridor Project Design	1.00	EA	200,000.00	200,000.00	04/06/2004
Schedule Total						200,000.00	

Mfg ID

Item Total 200,000.00

Total PO Amount 200,000.00

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

Unauthorized

3

Goff and Howard, Inc. - Central Corridor Transit Study - Phase 2

Period of Service	Invoice #1 January-04	Invoice #2 February-04	Invoice #3 March-04	Invoice #4 May-04	Invoice #5 June-04	Invoice #6 July-04	Invoice #7 April-04
LABOR	\$2,242.50	\$3,967.50	\$13,800.00	\$10,350.00	\$14,403.75	\$6,066.25	\$6,986.25
DIRECT COSTS	\$0.00	\$0.00	\$93.92	\$2,704.32	\$248.50	\$188.08	\$0.00
ADJUSTMENTS	\$0.00	\$0.00	\$310.51	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL INVOICE	\$2,242.50	\$3,967.50	\$14,204.43	\$13,054.32	\$14,652.25	\$6,254.33	\$6,986.25
RETAINAGE (0%)	\$112.13	\$198.38	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NET PAY INVOICE	\$2,130.38	\$3,769.13	\$14,204.43	\$13,054.32	\$14,652.25	\$6,254.33	\$6,986.25
Subcontractors:							
Davis Communications	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
CJ Olson	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Pata Pata, Inc.	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
DBE's							
CJ Olson	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Pata Pata, Inc.	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total DBE's	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
DBE% Total Contract	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Amount spent on contract	\$2,130.38	\$5,899.51	\$20,103.94	\$33,158.26	\$47,810.51	\$54,064.84	\$61,051.09
Balance of contract	\$197,869.62	\$194,100.50	\$179,896.07	\$166,841.75	\$152,189.50	\$145,935.17	\$138,948.92
80% FTA Share	\$1,704.30	\$4,719.60	\$16,083.15	\$26,526.60	\$38,248.40	\$43,251.87	\$48,840.87

Invoice #8 August-04	Invoice #9 September-04	Invoice #10 October-04	Invoice #11 November-04	Invoice #12 December-04	Invoice #13 January-05
\$5,807.50	\$5,577.50	\$5,807.50	\$7,676.25	\$7,187.50	\$4,743.75
\$0.00	\$0.00	\$0.00	\$0.00	\$1,130.92	\$1,775.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$5,807.50	\$5,577.50	\$5,807.50	\$7,676.25	\$8,318.42	\$6,518.75
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$5,807.50	\$5,577.50	\$5,807.50	\$7,676.25	\$8,318.42	\$6,518.75
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$1,125.00	\$1,775.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$1,125.00	\$1,775.00
\$0.00	\$0.00	\$0.00	\$0.00	\$1,125.00	\$1,775.00
0.00%	0.00%	0.00%	0.00%	13.52%	27.23%
\$66,858.59	\$72,436.09	\$78,243.59	\$85,919.84	\$94,238.26	\$100,757.01
\$133,141.42	\$127,563.92	\$121,756.42	\$114,080.17	\$105,761.75	\$99,243.00
\$53,486.87	\$57,948.87	\$62,594.87	\$68,735.87	\$75,390.60	\$80,605.60

3/10/2005

Goff and Howard Invoice Audit - Phase 2

INVOICE #9083

January 31, 2005

Mr. Steve Morris
Ramsey County Regional Rail Authority
Suite 665, Ramsey County Government Center - West
50 West Kellogg Blvd.
St. Paul, MN 55102

JANUARY, 2005

174-001 - Meetings/Strategy

Agency Time

\$ 1,552.50

174-002 - Materials

Agency Time

\$ 1,840.00

Pata Pata, Inc.

1,775.00

174-002 Total

3,615.00

174-005 - Outreach Meetings

Agency Time

115.00

174-006 - Powerpoint Presentation

Agency Time

718.75

174-007 - Website

Agency Time

172.50

174-008 - List Updates

Agency Time

143.75

174-014 - Traveling Display Site Coordination

Agency Time

201.25

Total Due

\$ 6,518.75

DBE report
sent 3/1/05
to Pat Calder
KAL

6

Ramsey County Regional Rail Authority - January, 2005

174-001	Ted	1/3/05	1.50	Meeting with Commissioner Ortega
174-001	Lynda	1/4/05	0.50	project status updates
174-001	Lynda	1/5/05	1.50	project coordination on several projects: editorials on web site, policymaker fact sheet, PowerPoint; Jenny regarding writing/editing needs
174-001	Mary	1/5/05	0.25	copying clips for team
174-001	Lynda	1/6/05	0.50	Internal project status updates with production team
174-001	Kris	1/6/05	0.50	account management - status reports
174-001	Paula	1/6/05	1.50	project reports; account management; tracking status
174-001	Lynda	1/11/05	0.75	Project coordination - organizing next steps and project to dos
174-001	Paula	1/11/05	1.25	account management; reports
174-001	Jodi	1/12/05	0.25	News coverage -- scanning, clipping, filing, faxing, mailing
174-001	Lynda	1/12/05	0.25	Internal project status updates
174-001	Lynda	1/12/05	1.00	Project coordination on many projects
174-001	Paula	1/13/05	1.00	account management; tracking
174-001	Kris	1/13/05	0.50	account management - status reports
174-001	Ginger	1/21/05	0.25	clips into binders for Jodi
174-001	Kris	1/24/05	0.50	account management - status reports
174-001	Ted	1/26/05	1.50	Central Corridor Partnership meeting
Job Total:			13.50	
174-002	Jenny	1/5/05	2.25	editing general fact sheet
174-002	Jodi	1/5/05	0.50	Design adjustments - update fact sheet
174-002	Kris	1/5/05	0.50	Ted/Lynda on materials update - presentation and fact sheet
174-002	Lynda	1/5/05	0.75	edits to fact sheet layout with Jodi; create PDF; print and arrange for proofing overnight
174-002	Ted	1/5/05	1.75	fact sheet updates
174-002	Amy	1/6/05	0.25	proofing documents
174-002	Lynda	1/6/05	0.50	make proofing changes to policymaker fact sheet; create PDF and e-mail to Ted
174-002	Lynda	1/6/05	1.50	Vendor coordination - Ong regarding Somali vs. Ethiopian fact sheet translation; Ted regarding client changes to the policymaker fact sheet; relay changes to Jodi
174-002	Lynda	1/6/05	0.75	check changes on policymaker fact sheet; proof; create and e-mail PDF to Ted
174-002	Lynda	1/7/05	0.75	Vendor coordination with Ong regarding Khmer translation layout, as well as Somali vs. Ethiopian translation
174-002	Lynda	1/10/05	0.75	convert photos to smaller images; forward photos and logo to Ong to send to Khmer translator
174-002	Ted	1/10/05	0.25	fact sheet and presentation updates
174-002	Lynda	1/11/05	0.75	Ted regarding Somali vs. Ahmaric; resend photos to Ong for Khmer translation; relay instructions to Ong to seek Somali translation
174-002	Lynda	1/18/05	0.25	Ong regarding translations status
174-002	Lynda	1/21/05	1.75	Review and print Khmer translation; e-mail to client; updates to Ted and Kris on status of Somali translation
174-002	Lynda	1/24/05	0.75	Review Somali translation; Jodi regarding layout needs
174-002	Ted	1/24/05	0.25	Providing outreach material to Midway Chamber
174-002	Jodi	1/25/05	0.50	Insert Hmong text to fact sheet
174-002	Ted	1/28/05	1.25	Providing outreach material to Midway Chamber
Job Total:			16.00	

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. K. Spigelaer
Authorized Signature

3/29/05
Date

Board Action Requested

Ratify Partial Payments No. 11 in the amount of \$23,103.89 and No. 13 in the amount of \$101,266.20 to DMJM+Harris, Inc. for consulting services on the Central Corridor Phase 2 study for January 2005.

ACTION IS REQUESTED

Request Justification

See attached information:

- 1) Proposed resolution
- 2) Accounts Payable form and Partial Payments Nos. 11 and 13
- 3) DMJM+Harris, Inc. Invoice No. 100-1066-5(11) and Invoice No. 100-2158-5 (13) and attachments

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 5, 2005

Board Date

Kristine A. Longhenry
Signature

March 29, 2005

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 DMJM+Harris, Inc. for the purpose of conducting the Central Corridor Phase 2 study; and

WHEREAS, DMJM+Harris, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through January 31, 2005; 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, DMJM+Harris, Inc. Invoice No. 100-1066-5, Partial Payment No. 11, in the amount of \$23,103.89 and Invoice No. 100-2158-5, Partial Payment No. 12 in the amount of \$101,266.20 attachments thereto, provide the correct documentation of payments due DMJM+Harris, Inc. through January 31, 2005; Now, Therefore Be It

RESOLVED, Payment to DMJM+Harris, Inc. in the amount of \$124,370.09 for services rendered through January 31, 2005, is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary



Business Unit: RRA
 Voucher ID: 00003092

VOUCHER
 Purchase Order Voucher

Run Date: 07.Mar.2006
 Run Time: 4:21:44 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
07.Mar.2005	100-1066-5(11)/100-2158-5(13)	10.Feb.2005	0000155333	DMJM+HARRIS, INC.	ONL	LONGHEKR P		07.Mar.2005	U	Due Now
S	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
	\$124,370.09	\$0.00	1178 PAYSHERE CIRCLE			CHICAGO	IL	60674		
Billing	Group ID	Sales Tax	Pckp Ord Nbr							
RE	000701	\$0.00								

Voucher Line Information

#	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S U F 1099	PO Business Unit	PO Id	PO Type
	Central Corridor Project consu	\$124,370.09		\$124,370.09		Y Y Y N	RRA	0000000384	SC

Distribution Line Information

#	Account	Fund	Dept	Program	Class Fid	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
	421501	12501	150180	00000			2003	G205005			\$124,370.09			N
Account Name: Consulting Services						Department Name: RCRRA-Proj/Grant								

ent Comments-Check Stub

ice No. 100-1066-5(11), dated 2/18/05 - \$23,103.89
 ice No. 100-2158-5(13), dated 2/10/05 - ~~\$124,370.09~~ \$101,266.20
 ices on the Central Corridor Phase 2 Study for January 2005

her Comments

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

Authorization

K. Spiegel

Date

3/11/05

2

Ramsey County Purchase Order

Regional Rail Authority

Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Vendor: 0000155333
DMJM+HARRIS, INC.
1178 PAYSPHERE CIRCLE
CHICAGO IL 60674
United States

Purchase Order	Date	Revision	Page
RRA - 0000000384	04/06/2004		1
Payment Terms	Freight Terms	Ship Via	
Due Now	Origin PPD Allowed	US MAIL	
From Date	To Date		
Buyer: RRA	Currency Code: USD		

Ship To: Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Bill To: Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Tax Exempt?	Y	Tax Exempt ID:	99999999999999	Quantity	UOM	PO Price	Extended Amt	Due Date
Line-Schd	Item	Description						
1 - 1		Central Corridor Project consulting		1.00	EA	1,899,900.00	1,899,900.00	04/06/2004
						Schedule Total	1,899,900.00	

Mfg ID

Item Total 1,899,900.00

Total PO Amount 1,899,900.00

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

Unauthorized

3

DMJM Harris - Central Corridor Transit Study - Phase 2							
	Invoice #1	Invoice #2	Invoice #3	Invoice #4	Invoice #5	Invoice #6	Invoice #7
Period of service	1/13/04-1/30/04	1/31/04-2/27/04	2/28/04-4/2/04	4/3/04-4/30/04	5/1/04-5/27/04	5/28/04-7/2/04	7/3/04-7/30/04
LABOR	\$420.80	\$6,673.27	\$19,486.91	\$8,966.87	\$9,755.91	\$15,770.50	\$11,746.37
OVERHEAD	\$568.08	\$9,008.91	\$26,307.33	\$12,105.27	\$13,170.48	\$21,290.18	\$15,857.60
TOTAL OVERHEAD	\$988.88	\$15,682.18	\$45,794.24	\$21,072.14	\$22,926.39	\$37,060.68	\$27,603.97
FEE	\$108.78	\$1,725.04	\$5,037.37	\$2,317.94	\$2,521.90	\$4,076.67	\$3,036.44
SUB TOTAL LABOR	\$1,097.66	\$17,407.22	\$50,831.60	\$23,390.08	\$25,448.29	\$41,137.35	\$30,640.41
DIRECT COSTS	\$0.00	\$490.12	\$16,835.87	\$35,596.72	\$55,300.20	\$60,678.70	\$37,824.24
ADJUSTMENTS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL INVOICE	\$1,097.66	\$17,897.34	\$67,667.47	\$58,986.80	\$80,748.49	\$101,816.05	\$68,464.65
RETAINAGE (5%)	\$54.88	\$894.87	\$3,383.37	\$2,949.34	\$4,037.42	\$5,090.80	\$3,423.23
NET PAY INVOICE	\$1,042.77	\$17,002.48	\$64,284.10	\$56,037.46	\$76,711.06	\$96,725.25	\$65,041.41
Subcontractors:							
Enviroscience	\$0.00	\$0.00	\$8,898.44	\$0.00	\$0.00	\$33,154.47	\$0.00
Parsons	\$0.00	\$0.00	\$1,834.10	\$13,020.16	\$14,205.60	\$0.00	\$0.00
Zimmer Gunsul Frasca	\$0.00	\$0.00	\$3,142.97	\$15,208.67	\$20,937.64	\$0.00	\$32,369.32
Manuel Padron & Assoc.	\$0.00	\$0.00	\$1,218.78	\$1,706.29	\$0.00	\$9,925.62	\$0.00
Anton Lubov & Assoc.	\$0.00	\$0.00	\$873.66	\$1,872.13	\$3,494.64	\$5,366.76	\$1,310.49
AECOM Consult.	\$0.00	\$0.00	\$0.00	\$0.00	\$12,988.36	\$7,644.46	\$0.00
DBE's							
Manuel Padron & Assoc.	\$0.00	\$0.00	\$1,218.78	\$1,706.29	\$0.00	\$9,925.62	\$0.00
Enviroscience	\$0.00	\$0.00	\$8,898.44	\$0.00	\$0.00	\$33,154.47	\$0.00
Total DBE's	\$0.00	\$0.00	\$10,117.22	\$1,706.29	\$0.00	\$43,080.09	\$0.00
DBE% Total Contract	0.00%	0.00%	14.95%	2.89%	0.00%	42.31%	0.00%
Task 1	\$0.00	\$0.00	\$8,471.31	\$7,038.79	\$3,514.82	\$13,658.11	\$6,601.91
Task 2	\$0.00	\$2,307.19	\$17,240.69	\$12,688.26	\$4,784.50	\$28,786.63	\$14,574.73
Task 3	\$0.00	\$0.00	\$8,577.25	\$13,020.16	\$14,205.60	\$15,296.07	\$0.00
Task 4	\$0.00	\$0.00	\$3,142.97	\$15,208.67	\$20,937.64	\$0.00	\$32,369.32
Task 5	\$0.00	\$0.00	\$13,440.91	\$6,680.57	\$10,680.63	\$12,001.27	\$2,362.57
Task 6	\$0.00	\$0.00	\$873.66	\$1,872.13	\$16,482.99	\$13,011.23	\$1,310.49
Task 7	\$1,097.66	\$15,590.15	\$15,920.68	\$2,478.22	\$10,142.29	\$19,062.76	\$11,245.63
Task 8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Task 9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Amount spent on contract	\$1,042.77	\$18,045.25	\$82,329.35	\$138,366.81	\$215,077.87	\$311,803.12	\$376,844.53
Balance of contract	\$1,898,857.23	\$1,881,854.75	\$1,817,570.65	\$1,761,533.19	\$1,684,822.13	\$1,588,096.88	\$1,523,055.47
80% FTA Share	\$834.22	\$14,436.20	\$65,863.48	\$110,693.45	\$172,062.30	\$249,442.50	\$301,475.63

Invoice #8	Invoice #9	Invoice #10	Invoice #11	Invoice #12	Invoice #13
7/31/04-8/27/04	8/28/04-10/1/04	10/1/04-10/29/04	10/30/04-11/26/04	11/27/04-12/31/04	1/1/05-1/28/05
\$15,661.90	\$20,115.49	\$17,357.11	\$15,803.20	\$18,910.86	\$17,040.96
\$21,143.57	\$27,155.91	\$23,432.10	\$21,334.32	\$25,529.66	\$23,005.30
\$36,805.47	\$47,271.40	\$40,789.21	\$37,137.52	\$44,440.52	\$40,046.26
\$4,048.60	\$5,199.85	\$4,486.81	\$4,085.13	\$4,888.46	\$4,405.09
\$40,854.07	\$52,471.26	\$45,276.02	\$41,222.65	\$49,328.98	\$44,451.34
\$68,885.17	\$38,001.36	\$51,419.72	\$163,398.67	\$67,488.74	\$86,464.54
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$109,739.24	\$90,472.62	\$96,695.74	\$204,621.32	\$116,817.72	\$130,915.88
\$5,486.96	\$4,523.63	\$4,834.79	\$10,231.07	\$5,840.89	\$6,545.79
\$104,252.27	\$85,948.98	\$91,860.95	\$194,390.25	\$110,976.83	\$124,370.09
\$20,169.59	\$19,276.07	\$5,892.58	\$13,814.19	\$21,996.18	\$0.00
\$3,162.67	\$12,767.88	\$12,022.35	\$12,354.96	\$26,340.27	\$9,446.48
\$14,797.51	\$0.00	\$11,300.54	\$18,573.53	\$8,379.54	\$32,080.40
\$5,980.15	\$0.00	\$0.00	\$58,950.21	\$8,551.77	\$9,465.86
\$2,308.96	\$0.00	\$3,182.61	\$0.00	\$0.00	\$0.00
\$11,848.26	\$0.00	\$15,637.38	\$58,705.79	\$0.00	\$28,332.35
\$5,980.15	\$0.00	\$0.00	\$58,950.21	\$8,551.77	\$9,465.86
\$20,169.59	\$19,276.07	\$5,892.58	\$13,814.19	\$21,996.18	\$0.00
\$26,149.74	\$19,276.07	\$5,892.58	\$72,764.40	\$30,547.95	\$9,465.86
23.85%	21.31%	6.09%	35.56%	26.15%	8.78%
\$6,172.30	\$20,130.28	\$22,591.82	\$7,169.78	\$7,569.17	\$23,105.78
\$30,958.24	\$37,762.92	\$18,306.25	\$30,606.62	\$38,738.91	\$28,259.01
\$7,592.70	\$12,767.88	\$6,580.03	\$12,354.96	\$34,452.05	\$9,446.48
\$20,736.80	-\$5,939.29	\$7,853.64	\$2,901.74	\$6,955.16	\$14,057.63
\$17,077.69	\$15,791.86	\$12,607.43	\$67,602.09	\$16,207.10	\$15,879.95
\$14,157.22	\$0.00	\$18,819.99	\$58,705.79	\$0.00	\$28,332.35
\$13,044.29	\$9,958.96	\$9,936.58	\$10,099.84	\$12,895.34	\$11,834.69
\$0.00	\$0.00	\$0.00	\$2,648.68	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$12,531.82	\$0.00	\$0.00
\$481,096.81	\$567,045.79	\$658,906.75	\$853,297.00	\$964,273.83	\$1,088,643.92
\$1,418,803.19	\$1,332,854.21	\$1,240,993.25	\$1,046,603.00	\$935,626.17	\$811,256.08
\$384,877.45	\$453,636.63	\$527,125.40	\$682,637.60	\$771,419.06	\$870,915.14

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DMJM ■■■ HARRIS

February 18, 2005

Dear Ms. Longhenry:

I am writing in response to your letter dated January 27, 2005 regarding payment for invoice 100-1066-5(11). I have read your comments and my findings are as follows:

1. The missing back-up documentation for ZGF invoice 45343 in the amount of \$23,103.89 is enclosed. Please issue a payment for this amount (less retention).
2. There is in fact no receipt for Tim Crobons's fuel. We agree that the lodging expense claim should be \$439.14, not \$493.14 and the short payment is justified. We will ask Manuel Padron & Associates to re-bill the fuel cost on a future invoice if they can provide the receipt.
3. There are no receipts for Chris Adkins's taxi or parking fares. We will ask Manuel Padron & Associates to re-bill the fuel cost on a future invoice if they can provide the receipts.
4. We will ensure that proper reports are submitted along with all future AECOM Consult Inc. invoices.

Thank you for your comments. Please don't hesitate to call or reply via e-mail to me or Lisa Ives if you have any further questions

Sincerely,



Melissa Perlman
Project Accountant
(714)567-2604
melissa.perlman@dmjmharris.com

Architecture / Planning / Interior Design

ZIMMER-GUINSUL-FRASCA PARTNERSHIP

320 N.W. Oak Street Suite 500 Portland, Oregon 97204

503/224-3860 Fax: 503/224-2482

TASKS 1, 2 + 4

841324447

DMJM+HARRIS COSTS				
Invoice # 45343		Date 30-Sep-04		
LABOR				
Task #	Person	Hours	Rate	Labor Cost
1	Don Miles	24	\$ 43.75	\$1,050.00
1	Ron Stewart	18	\$ 42.90	\$686.40
1	Luis Borrero	140	\$ 20.00	\$2,800.00
2	Ron Stewart	9.5	\$ 42.90	\$407.55
2	Carl Freeze	3	\$ 39.75	\$119.25
4	Ron Stewart	15	\$ 42.90	\$643.50
4	Don Miles	31	\$ 43.75	\$1,356.25
4	Carl Freeze	0	\$ 39.75	\$0.00
4	Erin Swain	4	\$ 19.50	\$78.00
4	Luis Borrero	0	\$ 20.00	\$0.00
4	Greg Baldwin	2	\$ 56.70	\$113.40
4	Mahlon Clements		35.25	\$0.00
Subtotal labor				\$7,254.35
OVERHEAD				
		Labor	Rate	Total OH
		\$7,254.35	1.6	\$11,606.96
Subtotal labor + overhead				\$11,606.96
FEE				
		Labor & OH	Rate	Total fee
		\$18,861.31	11%	\$2,074.74
ODCs				
Task #	Type	Amount		Total ODCs
	Travel	1801.56		1,801.56
	Printing & Reproduction	199.95		199.95
	Postage	92.14		92.14
	Other - Phone	74.19		74.19
Total ODCs				2,167.84
DMJM+HARRIS INVOICE TOTAL				
Total earned				\$23,103.89
Retainage @ 5%				(\$1,155.19)
Total Invoiced amount				\$21,948.70
SUBCONSULTANT COSTS				
Task #	Firm	Cost		Total Sub costs
	ZGF	\$21,948.70		\$21,948.70
TOTAL DUE				\$21,948.70

Member, American Institute of Architects

Partners: Robert J. Gray, AIA; Gregory S. Robinson, AIA; Daniel J. Dubovsky, AIA

Robert G. Packard III, Associate AIA; Larry S. Burton, AIA; R. Drew Mabe, AIA

Scott E. Rutkowski, AIA; Karl R. Sonnenberg, AIA; Margaret W. DeKolt, AIA

Jodi A. Heman, AIA; Joseph A. Galtso, AIA; David Richards, AIA

Principals: Kelly D. Davis, AIA; Paul J. Pappas; Laura J. Emery; Nancy M. Robinson

Mark M. Greer, AIA; Thomas L. Gray, AIA; Daniel P. Larmann, AIA; William H. Robinson, AIA; David C. Korte, AIA

John H. Thompson, AIA; Patrick J. Quinn, AIA; Sherry S. Jones, AIA; Jan Carl Wilkerson

Portland

Seattle

Los Angeles

Washington DC

lemerson@zgf.com

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PROJECT BILLING SUMMARY

BY TASK

DATE 30-Sep-04

Task #	Budget	Earned			% spent	Paid to date	Pending payments		
		This period	Previous	To Date			Invoice #	Amount	Total pending
1 - pending	30,000.00	13,092.05	-	13,092.05		0		13092.05	13092.05
2 - pending	5,000.00	1,520.34	-	1,520.34					
3									
4	157,112.00	8,491.50	95,097.34	103,588.84					
5									
6									
7									
retainage		(1,155.19)	-	(1,155.19)					
Project total	192,112.00	21,948.70	95,097.34	117,046.04	0.6093	0		13092.05	13092.05

BY FIRM

Firm	Budget	Earned			% spent	Paid to date	Pending payments		
		This period	Previous	To Date			Invoice #	Amount	Total pending
ZGF	\$192,112.00	21,948.70	95,097.34	117,046.04	0.6093	0		13092.05	13092.05

PARTICIPATION BY DBE FIRMS

Firm	Budget	Earned			% spent	Paid to date	Pending payments		
		This period	Previous	To Date			Invoice #	Amount	Total pending

DMJM HARRIS

PLEASE REMIT TO:
DMJM+HARRIS
LB# 0078
540 WEST MADISON 4th FLOOR
CHICAGO IL 60661

In Account With:

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
665 Ramsey County Government Center - West
50 W. Kellogg Blvd.
St. Paul, MN 55102

Invoice Date: February 10, 2005
Invoice No.: 100-2158-5(13)
Job No.: 046106124
Customer No.: 046000463

Attn: Steven Morris

Re: Central Corridor Project

PROJECT BILLING SUMMARY

FOR SERVICES PERFORMED FROM JANUARY 1, 2005 THROUGH JANUARY 28, 2005

BY TASK

Task #	Original Budget	Revised Budget	Earned			% spent	Paid to date	Pending Payments		
			This period	Previous	To Date			Invoice #	Amount	Total pending
1	\$ 312,800.98	\$ 292,800.98	\$10,013.73	\$116,010.35	\$126,024.08	43%				
2	\$ 418,617.74	\$ 398,617.74	\$26,738.66	\$238,300.18	\$265,038.85	66%				
3	\$ 165,797.16	\$ 165,797.16	\$9,446.48	\$147,955.50	\$157,401.98	95%				
4	\$ 157,112.30	\$ 157,112.30	\$5,566.13	\$112,661.22	\$118,227.35	75%				
5	\$ 139,652.59	\$ 199,652.59	\$15,879.95	\$174,580.06	\$190,460.01	95%				
6	\$ 339,707.59	\$ 319,707.59	\$28,332.35	\$125,233.51	\$153,565.85	48%				
7	\$ 176,108.74	\$ 176,108.74	\$11,846.42	\$131,484.65	\$143,331.07	81%				
8		\$ 10,000.00	\$0.00	\$2,648.68	\$2,648.68	26%				
9		\$ 22,000.00	\$0.00	\$12,531.82	\$12,531.82	57%				
Project Total	\$ 1,709,797.10	\$ 1,741,797.10	\$107,823.73	\$1,061,405.98	\$1,169,229.70	68.4%				\$0.00

BY FIRM

Firm	Original Budget	Revised Budget	Earned			% spent	Paid to date	Pending Payments		
			This period	Previous	To Date			Invoice #	Amount	Total pending
DMJM+HARRIS	\$ 830,360.62	\$ 815,360.62	\$51,602.53	\$459,871.71	\$511,474.24	62.7%				
Enviroscience	\$ 143,506.48	\$ 143,506.48	\$0.00	\$123,206.51	\$123,206.51	85.9%				
Parsons	\$ 130,697.00	\$ 130,697.00	\$9,446.48	\$118,816.79	\$128,263.27	98.1%				
Zimmer Gunsul Frasca	\$ 157,112.00	\$ 214,112.00	\$8,976.51	\$147,816.68	\$156,793.19	73.2%				
Manuel Padron & Assoc.	\$ 108,413.00	\$ 115,413.00	\$9,465.86	\$86,460.78	\$95,926.64	83.1%				
Anton Lubov & Assoc.	\$ 35,320.00	\$ 35,320.00	\$0.00	\$18,409.26	\$18,409.26	52.1%				
AECOM Consult.	\$ 304,388.00	\$ 287,388.00	\$28,332.35	\$106,824.25	\$135,156.59	47.0%				
Project Total	\$ 1,709,797.10	\$ 1,741,797.10	\$107,823.73	\$1,061,405.98	\$1,169,229.70	68.4%				

PARTICIPATION BY DBE FIRMS

Firm	Original Budget	Revised Budget	Earned			% spent	Paid to date	Pending Payments		
			This period	Previous	To Date			Invoice #	Amount	Total pending
Manuel Padron	\$ 108,413.00	\$ 115,413.00	\$9,465.86	\$86,460.78	\$95,926.64	8.2%				
Enviroscience	\$ 143,506.48	\$ 143,506.48	\$0.00	\$123,206.51	\$123,206.51	10.5%				
Project Total	\$ 251,919.48	\$ 258,919.48	\$9,465.86	\$209,667.29	\$219,133.15	18.7%				

OK

999 Town & Country Road, Orange, California 92868-4786

ORIGINAL

9

DBE Progress/Project Report

Project #:	046106124.0001	DBE Progress Report #:	10
Project Title:	Central Corridor Project	Type of Services:	Project Design Activities
Prime Contractor:	DMJM+HARRIS		
Contract #:		Contract Award Date:	January 13, 2004
Original Contract Amount:	\$ 1,709,797.10		
Contract Change Orders:	\$ 32,000.00	Amount Billed to Date:	\$ 1,169,229.70
Total Contract Amount:	\$ 1,741,797.10	Percent Billed to Date:	67%
Contract Dollars Expended:	\$ 1,169,229.70	Payment Claim #:	13
Contract Dollars Remaining:	\$ 572,567.40		

Utilization Goal: 15%

Reporting Period: From January 1, 2005 to January 28, 2005

DBE Subcontractor	Original Contract Amount	Current Contract Amount	Amount Billed This Claim	Amount Billed To Date
Manuel Padron	\$108,413.18	\$115,413.00	\$9,465.86	\$95,926.64
Enviroscience	\$143,506.48	\$143,506.48	\$0.00	\$123,206.52
DBE Totals:		\$258,919.48	\$9,465.86	\$219,133.16
Contract DBE % of Total Current Contracted Amount:				15%
Billed DBE % of Total Contract Amount Billed:				19%

Explanation if DBE Goal Not Being Met or Other Comments:

Affirmative Action Status/Labor Force Breakdown by Hours

SKILLED:

Male	Female	Blk Male	Blk Female	Hispanic Male	Hispanic Female	Asian Male	Asian Female	A/E Male	A/E Female

UNSKILLED:

Male	Female	Blk Male	Blk Female	Hispanic Male	Hispanic Female	Asian Male	Asian Female	A/E Male	A/E Female

Signature: 
 Title: Vice President/Unit Business Manager

Date: 2/16/05

INSTRUCTIONS:

1. Insert information in all blank spaces. A/E Services contracts DO NOT complete Affirmative Action Status/Labor Force Breakdown by Hours.
2. Contract DBE % = Current Contract Amounts DBE Totals / Total Contract Amount.
3. Billed DBE % = Amount Billed To Date DBE Totals / Amount Billed To Date.

10
 DBE report
 Sent to Pat Calder
 3/1/05
 kcal

Invoice Date: February 10, 2005
 Invoice No.: 100-2158-5(13)

DMJM+HARRIS COSTS				
LABOR				
Task #	Person	Hours	Rate	Labor Cost
1	Desai, Dru	4.0	\$82.22	\$328.88 ✓
1	Rossler, Karen	27.0	\$59.07	\$1,594.89 ✓
2	Boone, Alan	90.0	\$61.18	\$5,506.20 ✓
2	Fuller, Hugh	6.0	\$59.80	\$358.80 ✓
2	Hook, Dana	12.0	\$39.50	\$474.00 ✓
2	Shields, Angela	117.25	\$24.47	\$2,869.11 ✓
5	Mitrsongkroh, Ben	93.0	\$26.44	\$2,458.92 ✓
7	Ives, Lisa	59.0	\$56.44	\$3,329.96 ✓
7	Newton, Jan	2.0	\$60.10	\$120.20 ✓
Subtotal Labor				\$17,040.96
OVERHEAD				
		Labor	Rate	Total OH
		\$17,040.96	135.00%	\$23,005.30
Subtotal Labor + Overhead				\$40,046.26
FEE				
		Labor&OH	Rate	Total fee
		\$40,046.26	11%	\$4,405.09
Total Fee				\$4,405.09
ODCs				
Task #	Type	Amount		Total ODCs
1	Travel (Rossler)	\$440.02		\$440.02 ✓
1	Airfare (Rossler)	\$1,454.70		\$1,454.70 ✓
2	Airfare (Fuller)	\$218.20		\$218.20 ✓
2	Airfare (Rossler)	\$1,454.70		\$1,454.70 ✓
2	Airfare (Boone)	\$665.65		\$665.65 ✓
2	Film Processing	\$71.24		\$71.24 ✓
7	Airfare (Ives)	\$2,494.10		\$2,494.10 ✓
7	Travel (Ives)	\$334.14		\$334.14 ✓
7	Postage	\$18.44		\$18.44 ✓
Total ODCs				\$7,151.19
DMJM+HARRIS INVOICE TOTAL				
Total earned				\$51,602.53
Retainage @ 5%				\$2,580.13
Total Invoiced Amount				\$49,022.40
SUBCONSULTANT COSTS				
Task #	Firm	Cost		Total Sub Costs
3	Parsons	\$9,446.48		\$9,446.48 ✓
1	Zimmer Gunsul Frasca	\$3,100.86		\$3,100.86 ✓
2	Zimmer Gunsul Frasca	\$309.52		\$309.52 ✓
4	Zimmer Gunsul Frasca	\$5,566.13		\$5,566.13 ✓
5	Manuel Padron & Assoc.	\$9,465.86		\$9,465.86 ✓
6	AECOM Consult.	\$28,332.35		\$28,332.35 ✓
SUBCONSULTANT TOTAL				
Total earned				\$56,221.19
Retainage @ 5%				\$2,811.06
Total Invoiced Amount				\$53,410.13
TOTAL NOW DUE				\$102,432.54

44,451.35

Invoice Date: February 10, 2005
 Invoice No.: 100-2158-5(13)

AECOM CONSULT INC. COSTS				
Invoice # 049-1547/1548-5(8)				
LABOR				
Task #	Person	Hours	Rate	Labor Cost
6	Figura, Roger	58.0	\$88.84	\$5,152.72
6	Coleman, Patrick	15.0	\$49.76	\$746.40
6	Lacroiz, Sean	60.0	\$38.46	\$2,307.60
6	Morrow, Erin	37.0	\$25.48	\$942.76
Subtotal Labor				\$9,149.48
OVERHEAD				
		Labor	Rate	Total OH
		\$9,149.48	165.00%	\$15,096.64
Subtotal Labor + Overhead				\$24,246.12
FEE				
		Labor&OH	Rate	Total fee
		\$24,246.12	11%	\$2,667.07
ODCs				
Task #	Type	Amount		Total ODCs
6	Travel	\$1,387.60		\$1,387.60
6	Other	\$31.55		\$31.55
Total ODCs				\$1,419.15
AECOM INVOICE TOTAL				
	Total earned			\$28,332.35
	Retainage @ 5%			\$1,416.62
Total Invoiced Amount				\$26,915.73

26913.19

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY

Killedp. egotaew
Authorized Signature

3/29/05
Date

Board Action Requested

Report on Central Corridor Community
Involvement by Ted Davis and Kris
Amundson.

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 5, 2005

Board Date

Kristine A. Longhenny
Signature

March 29, 2005
Date

**Kris Amundson, Goff & Howard, Inc.
Ted Davis, Davis Communications**

16

**Presentation on public outreach to the
Central Corridor Coordinating Committee
March 17, 2005**

Introduction, mission and goals

Overview of progress and public involvement

Meeting overview

- Community outreach meetings
- Ethnic outreach efforts
- Station location outreach meetings

Tools

- Web site overall update
- Display creation and location status
- Fact sheets
- Newsletter text drafted and template created

Public hearing planning

Key findings

Presentation development and continued use

Questions and answers

	A	B	C	D	E	F	G	H	I	J
	District Council	Ethnic Outreach	Business Outreach	Community Member Outreach	Meeting Date	Contact(s)	Phone number	Organization/Location	Contact/Organization information	Meeting Outcome
1		X			02/10/05			Businesses and residents meeting organized by Southeast Asians and others at Mai Village		
2				X	02/09/05	Paul Fate		Wilder Foundation		
3				X	02/09/05	Mike Temali		WIND - Western Initiative for Neighborhood Development		
4			X		01/27/05			Stadium Village Business Association		
5			X		12/14/04			Engineering Society of St. Paul		
6				X	12/09/04	Michael Wright		Golden Thymes		
7				X	12/03/04	Lea Schuster		Transit for Livable Communities		Identified outreach opportunities in neighborhoods bordering the corridor
8				X	12/02/04	Tyrone Terrell	651-266-8964	African American Leadership Council		Full presentation on Central Corridor/ Q&A from community members
9				X	12/02/04			Midway Sunrise Rotary Club		Commissioner Haigh presented information on Central Corridor and answered Questions
10				X	11/18/04	Nieeta Presley		Aurora St. Anthony Block Club		
11		X		X	11/17/04	Professor Doug Hartman		University of Minnesota Department of Sociology		Provided help in developing outreach methods for ethnic communities
12				X	11/08/04	Beverly Hawkins		Model Cities		
13		X			11/08/04	Darrell Spence			Community Leader	
14		X		X	11/04/04	Txong Pao Lee		Hmong Cultural Center presentation		Hmong Cultural Center will become an information Hub for Central Corridor Information. Commissionr Hiagh will present to the Board of Directors
15		X		X	10/29/04	Txong Pao Lee		Hmong Cultural Center		Hmong Cultural Center will become an information Hub for Central Corridor Information. Commissionr Hiagh will present to the Board of Directors
16		X		X	10/28/04	Chengny Thao-Yang and others	651-645-6777 952/828-2812	Minnesota Hmong Chamber of Commerce 1885 University Avenue, Suite 20 St. Paul, MN 55104		Interested in a presentation to their board at a time when they can take action
17		X		X	10/28/04	Tyrone Terrell and Angela Burkhalter		St. Paul Office of Human Rights		Proposed to call a meeting of the African American Leadership Council for a full presentation on the Central
18			X		10/26/04			SEMI Business Association		
19		X			10/20/04	Ly Vang		American Association of Hmong Women		
20		X			10/19/04	Txong Pao Lee		Hmong Cultural Center		Hmong Cultural Center will become an information Hub for Central Corridor Information. Commissionr Hiagh will present to the Board of Directors
21			X	X	09/15/04	Lori Fritts		Midway Chamber luncheon Spruce Tree Conference Center 1600 University Ave W Saint Paul, MN 55104	Presentation of facts on Central Corridor	Chamber members received additional information on the project
22										

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	A	B	C	D	E	F	G	H	I	J
23				X	09/14/04		651-221-0488	Capital River Council 332 Minnesota Street, Suite W 1222 St. Paul, MN 55101		
24				X	09/14/04			Carlson School Graduate Planning		
25		X			09/08/04	Billy Collins		YWCA	Ethnic Outreach	
26				X	09/08/04	Polly Collins			African American Outreach	
27		X			09/01/04	Kwame McDonald			African American Outreach	
28		X			09/01/04	Mary Kay Boyd			African American Outreach	
29		X			08/04/04	Mongsheer Lu		Urban Academy		
30				X	07/30/04	Lee Pao Xiong		Minneapolis Community Development Agency		Comment and improvement of Asian Community Outreach Plan.
31			X		07/29/04	John Labosky, Executive Director	651-291-5601	Capital City Partnership 2490 Wells Fargo Place 30 East Seventh Street Saint Paul, MN 55101	Organization of large downtown employers, actively promotes downtown development, involved in/aware of EVERYTHING	
32				X	07/29/04	Jessica Treat	651-645-3207	Lexington/Hamline Community Council 1221 Marshall Avenue		
33		X			07/28/04	Chamreun Tan				
34				X	07/23/04	Doug Hennes		University of St. Thomas		Will provide access to University Staff and Faculty for informational presentations
35				X	07/22/04	Al Tims		University of Minnesota Faculty		Offered to pass information to faculty senate as appropriate
36				X	07/21/04	Lee Pao Xiong		Minneapolis Community Development Agency		Comment and improvement of Asian Community Outreach Plan.
37					07/21/04	Lisa Ives				
38				X	07/19/04	Brian McMahon		University United Planning Office 704 University Avenue (nr Dale) St. Paul, MN 55104		Discussed Central Corridor Facts with a variety of community leaders in attendance at the meeting.
39		X			07/15/04	Senator Mee Moua				
40				X	07/13/04	Tim Griffen		St. Paul on the Mississippi Design Center	Works on major downtown developments	Interested in any comment opportunities and new developments
41	X			X	07/07/04	Julie Eigenfeld		West Side/ Downtown Civic activist		Wants to know about developments and comment opportunities/ will pass on to people within the Port Authority.
42					07/06/04	Isaac Obi				
43			X		06/29/04	John Labosky, Executive Director	651-291-5601	Capital City Partnership 2490 Wells Fargo Place 30 East Seventh Street Saint Paul, MN 55101	Organization of large downtown employers, actively promotes downtown development, involved in/aware of EVERYTHING	
44			X		06/29/04	Midway Chamber Board of Directors		Midway Chamber Board of Directors Spruce Tree Conference Center 1600 University Ave W Saint Paul, MN 55104		
45			X		06/24/04	Larry Dowell	651-223-5000	St. Paul Area Chamber of Commerce 401 North Robert Street, Suite 150 St. Paul, MN 55101		

	A	B	C	D	E	F	G	H	I	J
46	X			X	06/22/04	Joe Spencer		West Side Citizens Association		Would like update meetings with Board as new information becomes
47		X			06/22/04	Senator Mee Moua				
48			X		06/21/04	Midway Chamber Board of Directors		Midway Chamber Board of Directors Spruce Tree Conference Center 1600 University Ave W Saint Paul, MN 55104		
49			X		06/17/04	(11 People, List pending)		Midway Transportation Management Organization Board of Directors 704 University Avenue (nr Dale) St. Paul, MN 55104		
50		X			06/15/04	Scott Koester		Architect/ Lowertown business Organizer	Prepared to comment in public on the project at appropriate times	
51		X			06/11/04	Mgoan Dang	651-290-2585	394 University Avenue West Saint Paul, MN 5510	Owner/developer of Mai Village, restaurant and business complex	
52			X		06/11/04	John Labosky, Executive Director	651-291-5601	Capital City Partnership 2490 Wells Fargo Place 30 East Seventh Street Saint Paul, MN 55101	Organization of large downtown employers, actively promotes downtown development, involved in/aware of EVERYTHING	
53				X	06/11/04	Marvin Plakut (half hour only)	651-632-8851	Episcopal Homes Iris Park Commons 490 E. Lynnhurst Avenue Saint Paul, MN 55104	Developer/owner of senior housing campus at SW corner of Fairview/University, 70 units and currently building 50 more	
54			X	X	06/11/04	Richard Pakonen	651-203-1162 (cel)	PAK Properties Lowry Building, 2nd Floor 350 St. Peter Avenue Saint Paul, MN	Acquired several office buildings in downtown and converted or will convert to condominiums, including the Rossmore	Presented facts and information on Central Corridor/ Indicated full support of the project
55		X	X	X	06/11/04	Mgoan Dang		Vietnamese Community Leader		Offered contacts in the Asian Community
56			X		06/11/04	Steve Wellington	651-292-9844	Wellington Management 1625 Energy Park Drive, Suite 100 Saint Paul, MN 55108	Developer, owner, and manager of commercial property; also just completed the major new housing development in the SW corner of University and Highway 280, off Emerald Avenue; also owner of Court International, recently bought 7 acres at corner of University &	
57			X		06/10/04	Walter Battle	651-227-3531	BBB's Property Management 266 Fuller Avenue, #5 Saint Paul, MN 55103	Owner and manager of Fuller Apartments, leader in African-American community	
58			X		06/10/04	Dave Carland	612-395-7000	CSM Corporation 500 Washington Avenue South, #300 Minneapolis 55415	Developer of five office-industrial buildings in the Westgate Business Park, NW corner of University Avenue and Highway 280, owns H.B. Fuller bldg near University of MN active in SE Mpls	
59			X		06/10/04	Dan Hunt	612-630-2448	Hunt Gregory 24 University Avenue NE, Suite 150 Minneapolis, MN 55413 (nr or over West Photo)	Urban residential and mixed use developer, numerous projects in Minneapolis	

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	A	B	C	D	E	F	G	H	I	J
60			X		06/10/04	Weiming Lu	651-210-0928	Lowertown Redevelopment Corp. 380 Jackson Street, Suite 750 Saint Paul, MN 55101	Internationally recognized urban designer; actively works to promote development in the Lowertown area of downtown	
61				X	06/10/04	Brian McMahon	651-303-2645 (cell phone, no phone line in this office)	University United Planning Office 704 University Avenue (nr Dale) St. Paul, MN 55104	Executive Director of active neighborhood group	
62		X		X	06/09/04	Joe Errigo		Common Bond Communities	Affordable Housing Manager and Developer and manager of affordable Housing	Provided contacts in community councils at developments in the corridor
63		X	X	X	06/09/04	Joseph Errigo	651-291-1750	Common Bond Communities 328 West Kellogg Boulevard Saint Paul, MN 55102	Minnesota's largest nonprofit provider of affordable housing and owner of Skyline Tower, 1247 St. Anthony Ave., Saint Paul, MN 55104	Provided contacts in community councils at developments in the corridor
64		X	X		06/09/04	J. Kou Vang	651-645-5500	JB Realty Company of St. Paul 1600 University Ave W, Suite 313 Saint Paul, MN 55104	Broker, chair of Midway Chamber of Commerce	
65			X		06/09/04	Judy Mueller	651-645-5500	JB Realty Company of St. Paul 1600 University Ave W, Suite 313 Saint Paul, MN 55104	Broker, leasing agent for Spruce Tree Center	
66			X		06/09/04	Jim Miller	651-222-2561	Meet at The Downtowner 253 West 7th Street	Pan-dimensional real estate guru	
67		X	X	X	06/09/04	Larry Olson Gary Stenson Rob McCready	651-523-1246	Metro Plains Development LLC 1600 University Avenue, Suite 212 Saint Paul, MN 55104	Owners of Spruce Tree Center at University/Snelling, pursuing other commercial and residential opportunities; Developer of affordable housing	presented facts and information on Central Corridor, provided contacts at community organizations
68			X		06/09/04	Rick Beeson, President	651-523-7830	Saint Anthony Park Bank 2265 Como Avenue Saint Paul, MN 55108	Recently built a branch office on University Ave, active in development, Chair-elect of Saint Paul Area Chamber of Commerce	
69			X		06/09/04	Bill Sands, President	651-290-8179	Western State Bank Temporary Offices 3033 University Avenue Minneapolis, MN (at Malcolm SE. nr Prospect Park)	Long-time bank president, very active in development community	
70				X	06/08/04	Bake Baker		HGA	Participate in planning for a variety of projects throughout the corridor	Presented facts and information on Central Corridor
71			X	X	06/03/04	Curt Milburn		Phalen Corridor Annual Meeting/ Leadership Group		Presented facts and information on Central Corridor
72			X		05/12/04	Midway Chamber Board of Directors		Midway Chamber Board of Directors Spruce Tree Conference Center 1600 University Ave W Saint Paul, MN 55104		
73			X	X	04/28/04	Jim Farrell		Minnesota Licensed Beverage Association	Discussed transit needs of hospitality industry	

	A	B	C	D	E	F	G	H	I	J
74	X	X	X	X	04/28/04	Brian McMahon, Russ Stark, Leaders of UU constituent Organizations		University United Planning Office 704 University Avenue (nr Dale) St. Paul, MN 55104	Commissioner Haigh, Lester Bagley, Ted Davis	Presented facts and information on Central Corridor
75				X	04/27/04	Summit University Planning Council Board of Directors		Summit University Planning Council 627 Selby Ave. St. Paul, MN 55104		
76				X	04/27/04	Brian McMahon Russ Stark		University United Planning Office 704 University Avenue (nr Dale) St. Paul, MN 55104		
77				X	04/25/04	Hennepin County			Community Member Preview of Hiawatha Corridor	
78			X	X	04/24/04	Bob Long, Larry Olson		River Bluff Partners llc	Developers of Housing and Retail in the corridor	
79			X		04/22/04	Midway Chamber Board of Directors		Midway Chamber Board of Directors Spruce Tree Conference Center 1600 University Ave W Saint Paul, MN 55104		
80				X	04/22/04	Summit University Planning Council Board of Directors		Summit University Planning Council 627 Selby Ave. St. Paul, MN 55104		
81			X		04/05/04	Reece Slutcher		St. Paul PED 25 West Fourth Street St. Paul, MN 55102	Debbie's campaign advisor	
82			X		04/01/04	J. Kou Vang		JB Realty Company of St. Paul 1600 University Ave W, Suite 313 Saint Paul, MN 55104		
83				X	03/23/04	Harvey Turner		University of Minnesota Planning Group, University of Minnesota Physical Plant Building		
84			X		03/19/04	Midway Chamber Board of Directors		Midway Chamber Board of Directors Spruce Tree Conference Center 1600 University Ave W Saint Paul, MN 55104		
85				X	03/18/04	Harvey Turner		University of Minnesota Planning Group, University of Minnesota Physical Plant Building		
86			X		03/16/04	Midway Chamber Board of Directors		Midway Chamber Board of Directors Spruce Tree Conference Center 1600 University Ave W Saint Paul, MN 55104		
87				X	03/09/04	Jane Prince		St. Paul Council Staff		
88				X	03/09/04	Lea Schuster		Transit for Livable Communities		
89			X			Phyllis Goff, Chief of Staff		Hamline University		

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	A	B	C	D	E	F	G	H	I	J
90		X				Txong Pao Lee, Executive Director	(651) 917-9937	Hmong 18 Council 995 University Avenue West, Suite 214 St. Paul, MN 55104-4796 Fax: (651) 917-9978		
91		X					651-495-9160	Hmong American Partnership (HAP) 1075 Arcade Street St. Paul, MN 55106 Fax: (651) 495-1699		
92		X				Mark Pfeifer, PhD, Resources Director	(651) 917-9937	Hmong Multicultural Resources and Education Center's 18 Clan Council Hmong 18 Council 995 University Avenue West, Suite 214 St. Paul, MN 55104-4796 Fax: (651) 917-9978		
93		X				William Yang		Hmong Partnership		
94			X			Willie Nesbit		Hubman Center		
95		X				Ying Vang		Lao Family Community 320 West University Avenue St. Paul, MN 55103 (651) 221-0069 Fax: (651) 221-0276		
96		X				Bo Vang		Ramsey County		
97		X				Abe Hasaan			Ramsey County Child Welfare Employee	
98				X		Debbie Montgomery				
99		X				Delores Henderson			former NAACP president	
100		X				Dick Mandrin				
101		X				General Vang Pao			Leadership role in Vietnam War, elders give him credit for bring Hmong to US and for the prosperity they found	
102		X				Katie McWatt			Retired teacher, former NAACP president	
103		X				Lou Fas Cernando				
104		X				May Kai Hang			Leader in social services delivery	
105		X				RC Ontread			Child disparity	
106		X				Representative Cy Thao				
107		X				Sandy Vargas			Hennepin Co. administrator, now Hispanic group leader	
108		X				Sia Lo			Senior advisor to Mayor Kelly, strong connections with traditional Hmong family clan leaders	
109		X				Song Lo Fawcett			Attorney, Met Council member, Chamber of Commerce Coordinating committee member	
110		X				Stan Gardner			precinct chair, minority contractors association	
111		X				Victor Gomez				

	A	B	C	D	E	F	G	H	I	J
112		X				Xoua Thao (Dr.)			First Hmong medical doctor, also a licensed attorney and a successful businessman	
113		X				Yang Dao (Dr.)			First Hmong to receive PhD, held political position in Laotian government	

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Central Corridor Meetings 2000

June

6/29 Coordinating Committee

July

7/10 Meeting with City of St. Paul staff and Capital City Partnership

7/13 Coordinating Committee

7/19 RCRRA Business Breakfast

August

8/10 Coordinating Committee

8/21 University Avenue Corridor Initiative

8/24 Asian Business Resource Partnership

September

9/07 Greater Minneapolis Chamber of Commerce

9/12 Sierra Club

9/14 Coordinating Committee

9/18 Minnesota Capital Oversight Committee

9/18 University Avenue Corridor Initiative

9/19 Marcy Holmes Neighborhood Association

9/25 Thomas-Dale Community Council

9/28 Minneapolis TMO

October

10/24 St. Paul Neighborhood Energy Consortium

10/10 Minneapolis BOMA

10/12 Dinkytown Business Association

10/18 District 2 Community Council

10/20 St. Paul TMO

10/26 Lexington-Hamline Community Council

November

11/01 Hamline University survey forum

11/01 North End Business Association

11/02 University of Minnesota survey forum

11/06 North End Community Council

11/08 Lao Family Center survey forum

11/09 Coordinating Committee

11/13 Radisson St. Paul survey forum

11/15 League of Women Voters, Roseville

11/21 Prospect Park-East River Road

11/21 Como Community Council

December

12/07 Snelling Hamline Community Council
12/14 Coordinating Committee

Central Corridor Meetings 2001

January

1/11 Coordinating Committee

February

2/8 Coordinating Committee

March

3/8 Coordinating Committee

April

4/12 Coordinating Committee

May

5/10 Coordinating Committee

June

6/14 Coordinating Committee

6/26 Agency Scoping Meeting, 400 N Hamline

6/26 Scoping Meeting, 400 North Hamline

6/26 Scoping Meeting, 709 University

6/27 Scoping Meeting, 615 Washington

6/29 University, County and City staff to discuss U of M alignments.

July

7/10 Meeting with City task force on downtown alignments.

7/11 Meeting with District Energy on utility issues.

7/12 Coordinating Committee

7/16 University of Minnesota, Minneapolis, Hennepin and Ramsey Counties to discuss LRT alignments through U of M

August

8/17 St. Paul Transportation Management Organization and St. Paul Chamber Transportation Committee to discuss status of Central Corridor project and alignment alternatives for LRT in downtown St. Paul

8/24 St. Paul Chamber

8/28 Capitol Area Architectural and Planning Board staff and their architectural consultants to discuss LRT alignments in the Capitol area

8/29 Meeting on downtown St. Paul with River Center and groups assembled by Mayor Coleman

September

9/7 St. Paul staff to discuss LRT alignments in downtown St. Paul

9/10 Meeting with St. Paul Chamber of Commerce committee on downtown routing.

9/11 Meeting with District 17 Transportation Committee on downtown routing.

- 9/20 St. Paul staff and Midway Chamber to discuss LRT alignments on University Avenue
- 9/18 Meeting on transit projects with business leaders.
- 9/19 Meeting with Chamber of Commerce on downtown routes.
- 9/20 Meeting with CAAPB and Department of Administration staff on downtown routings.
- 9/21 Meeting with CP Rail on commuter rail study.
- 9/26 Capitol Area Architectural and Planning Board to discuss LRT alignments in Capitol area

October

- 10/2 Building Owners and Managers Association for St. Paul to discuss LRT alignments in downtown St. Paul
- 10/8 St. Paul Chamber to discuss LRT alignments in Downtown St. Paul
- 10/10 City Council meeting on downtown routing.
- 10/11 Coordinating Committee
- 10/12 Ellen Watters of Midway Chamber to review parking along University Avenue
- 10/19 TMO meeting on downtown alignments and Riverview corridor.
- 10/22 Macalester Groveland Community Council, District 14, Transportation Committee, Update on the EIS
- 10/24 St. Anthony Park Community Council, District 12, Environment Committee, Update on the EIS

November

- 11/1 Snelling-Hamline Community Council, District 13, Update on the EIS
- 11/5 District 6 Planning Council (North End), Update on the EIS
- 11/8 Coordinating Committee
- 11/13 Desnoyer Park Association, District 13, Update on the EIS
- 11/19 Public Art St. Paul, Update on the EIS
- 11/20 Summit Hill Association, District 16, Update on the EIS
- 11/26 Lexington Hamline Community Council, District 13, Update on the EIS

December

- 12/10 Thomas Dale Community Council, District 7, Update on the EIS
- 12/11 Capitol River Council, District 17, Transportation Committee, Update on the EIS
- 12/12 Merriam Park Community Council, District 13, Update on the EIS
- 12/20 St. Paul Station Areas meeting, City staff, BRW

Central Corridor Meetings 2002

January

- 1/10 Coordinating Committee
- 1/15 Como Community Council, District 10, Update on the EIS
- 1/28 Prospect Park Community Council

February

- 2/14 Downtown Business meeting
- 2/22 University Avenue meeting, Ellen Watters, Joel Spoonheim
- 2/27 Midway Chamber of Commerce, Economic Development Committee

March

- 3/08 University United
- 3/14 Coordinating Committee
- 3/15 Chamber of Commerce, Transportation
- 3/18 Chamber of Commerce, Downtown Task Force
- 3/18 University Ave/Raymond area parking concerns meeting
- 3/19 University Ave/Snelling area parking concerns meeting
- 3/20 University Ave/Western area parking concerns meeting
- 3/21 University Ave/other area parking concerns meeting

April

- 4/03 District Energy
- 4/11 Coordinating Committee

May

- 5/09 Coordinating Committee
- 5/30 Coordinating Committee special meeting

June

- 6/06 Public Meeting, Model Cities
- 6/11 Project Management Team meeting
- 6/13 Coordinating Committee meeting

July

- 7/11 Coordinating Committee
- 7/11 St. Anthony Park Community Council
- 7/18 Stadium Village Commercial Association
- 7/23 Thomas Dale Community Council
- 7/29 Lexington-Hamline Community Council
- 7/30 Summit Hill Association

August

- 8/07 North End Business Association
- 8/14 Merriam Park Community Council

8/16 St. Paul Transportation Management Organization
8/19 University United
8/27 Aurora-St. Anthony Neighborhood Development
8/27 Summit-University Planning Council
8/27 Hmong Chamber

September

9/03 Desnoyer Park Association
9/09 District Six Planning Council
9/09 St. Paul Business Owners and Managers Association
9/10 Capitol River Council
9/12 Coordinating Committee
9/17 Como Community Council
9/26 St. Paul Area Chamber of Commerce

October

10/10 Mac-Groveland Community Council
10/21 Station Area planning meeting
10/28 Prospect Park Community Council
10/29 St. Paul Small Business Breakfast Meeting (sponsored by the St. Paul Area Chamber of Commerce and Highland Area Business Association)

November

11/19 Como Community Council
11/26 Aurora-St. Anthony Community Council

Website

Web stats for Central Corridor

February 2005

Page Views	Page Views (Impressions)	3,128
	Average Per Day	111
	Document Views	948
Visitor Sessions	Visitor Sessions	1,415
	Average Per Day	50
	Average Visitor Session Length	00:05:05
Visitors	Unique Visitors	885
	Visitors Who Visited Once	680
	Visitors Who Visited More Than Once	205

January 2005

Page Views	Page Views (Impressions)	3,586
	Average Per Day	115
	Document Views	1,076
Visitor Sessions	Visitor Sessions	1,490
	Average Per Day	48
	Average Visitor Session Length	00:05:07
Visitors	Unique Visitors	860
	Visitors Who Visited Once	623
	Visitors Who Visited More Than Once	237

December 2004

Page Views	Page Views (Impressions)	4,215
	Average Per Day	135
	Document Views	1,179
Visitor Sessions	Visitor Sessions	2,141
	Average Per Day	69
	Average Visitor Session Length	00:05:51
Visitors	Unique Visitors	1,234
	Visitors Who Visited Once	904
	Visitors Who Visited More Than Once	330



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Welcome to the Central Corridor



Exploring Transit Options
Between St. Paul and Minneapolis

Statements in: [Khmer \(pdf\)](#) | [Hmong \(pdf\)](#) | [Somali \(pdf\)](#) | [Spanish \(pdf\)](#) | [Vietnamese \(pdf\)](#)

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What is the Central Corridor?



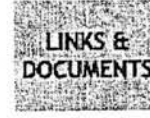
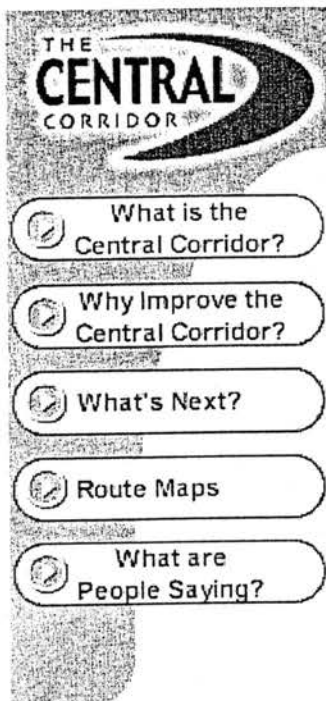
The Central Corridor is the primary east-west transportation route in the Minneapolis and St. Paul metropolitan area. It is 11 miles long and crosses through the heart of the Twin Cities. This area includes business districts, distinct and diverse residential neighborhoods, institutions, and attractions that help define the Twin Cities as one of the most livable and economically successful urban areas in the United States. The Central Corridor contains the Minnesota Children's Museum, the State Capitol, Frogtown, the Minnesota State Fairgrounds, the University of Minnesota, the West Bank Theater District, and the downtown business and entertainment districts of Minneapolis and St. Paul.

The Central Corridor is congested

Interstate 94 and University Avenue are the twin transportation backbones of the Central Corridor. Both roads are becoming increasingly congested as more people live, work and shop in the neighborhoods within the corridor and more people commute through the corridor. By 2020, traffic planners estimate 200,000 vehicles will clog I-94 every day. University Avenue is a rapidly redeveloping business and residential corridor that is drawing more people to new housing, distinct ethnic business districts, and some of the most promising redevelopment sites in Minneapolis or St. Paul.

Transit is a key to success

The continued redevelopment of the corridor and the entire metro area depends on mobility and access. Creating new roads or substantially more lanes for existing roads would seriously damage existing neighborhoods and limit economic growth. Allowing congestion to mount at its projected rate would have the same result. Transit will be a vital tool if we are to manage the growth of future congestion.



Why Improve the Central Corridor?



Improving transit would enable area residents, commuters and visitors to move around more easily in the Central Corridor. Transit would become a more practical alternative to single occupancy vehicles for more people.

Central Corridor communities would become stronger and more livable

Neighborhoods that have their own unique characteristics would see redevelopment that fits their needs and desires. Public transit knits communities together in a way that individual automobiles cannot.

The environment would be protected

Fewer gas engines operating on the roads would reduce air pollution within the corridor.

How the Central Corridor will help people

Transit improvements would provide a transportation alternative for people who currently don't ride the bus. For many people, driving a car is not a choice – it is a necessity. If transit can be more accessible, more convenient, or faster, it would give more people an alternative to driving a car to get where they need to go. As a result, transit improvements could help control increasing congestion.

Transit improvements would increase service to people who already use public transit. For example, a significant number of households in the Central Corridor have no car, and more than 10 percent of the people living in the area are elderly or have limited mobility. Both groups would benefit from enhanced transit options.

How the Central Corridor will strengthen neighborhoods

There are strong and vibrant neighborhoods all along the Central Corridor. Improved transit services can help neighborhoods become more pedestrian-friendly. Transit helps encourage businesses that serve neighborhoods such as bakeries, markets, and dry cleaners. Improved transit will allow neighbors to leave their cars at home and move comfortably through the neighborhood.

How the Central Corridor connects destinations

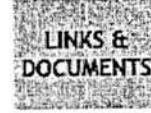
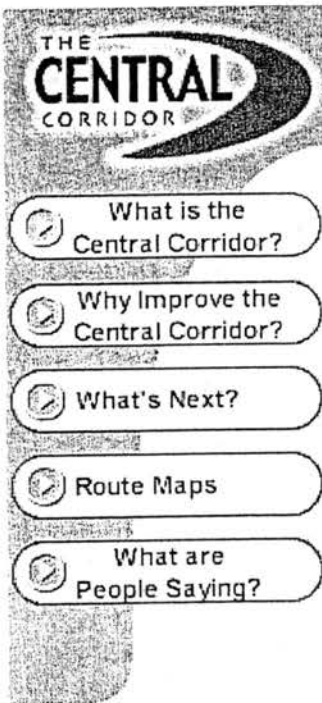
There are countless places to go along the corridor – from your aunt's house for dinner to the small retailer where you work or shop. There are also many institutions and attractions along the corridor that draw a variety of people, which is one of this area's strengths. The University of Minnesota, for example, attracts thousands of students, visitors and staff each day, creating congestion and parking problems. They come for everything from classes to medical care to work to hockey games. Improved transit would better link people to the various places they want to go.

Serving local neighborhoods, meeting regional needs

The Central Corridor is a critical link in regional transit plans. It would connect the region's two downtowns – the twin hearts of our community. It would also connect the east metro area with the Hiawatha Light Rail Transit line, which runs from the Mall of America to the airport to downtown Minneapolis. Proposed commuter rail links to areas such as Anoka County and Hastings would also benefit from transit improvement in the Central Corridor.

But most important, transit improvements in the Central Corridor would meet local needs. People in the neighborhoods — from Lowertown to Frogtown and Prospect Park to Merriam Park – would benefit from improved Central Corridor transit options.

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What's Next?



The Central Corridor has been the focus of an Environmental Impact Study since 2000. The study took an in-depth look at a broad range of options to improve transit and transportation between Minneapolis and St. Paul, as well as ways to connect the corridor to the growing metropolitan transit system.

The study will conclude with a Draft Environmental Impact Statement (DEIS) in 2004. This statement will provide a thorough description of current transportation conditions in the corridor and describe three transit options for the corridor:

- Improvements to the current bus system
- Bus Rapid Transit
- Light Rail Transit

The statement will answer five key questions:

- What do Central Corridor stakeholders say they need from a transit system?
- How does each option enhance mobility and accessibility for area residents and visitors?
- What is the effect on economic development?
- What is the impact on nearby communities and the environment?
- What is the cost to build each option?

Following public hearings on the Draft Environmental Impact Statement (DEIS), the Central Corridor Coordinating Committee will choose a strategy for solving the transportation issues in the Central Corridor. If they choose Bus Rapid Transit or Light Rail Transit, engineers will begin considering ways to build that transit option (this step is called preliminary engineering).

Ongoing study

The Draft Environmental Impact Statement (DEIS) process has already identified several issues in the Central Corridor that must be resolved. Among the issues to be studied are:

- Station/stop sites
- Identification of utilities in the public right of way
- Minimizing the construction impacts
- Detailed cost/benefit analysis of transit options being considered

As the second phase engineering study moves forward, the Central Corridor will seek public ideas, comments and direction to ensure that the community continues to shape any transit improvements.

Progress reports and updates will be provided to any organization upon request. Updated information will be available on this web site, and citizens can comment via e-mail through the web site. Citizens will have numerous opportunities to voice their views.

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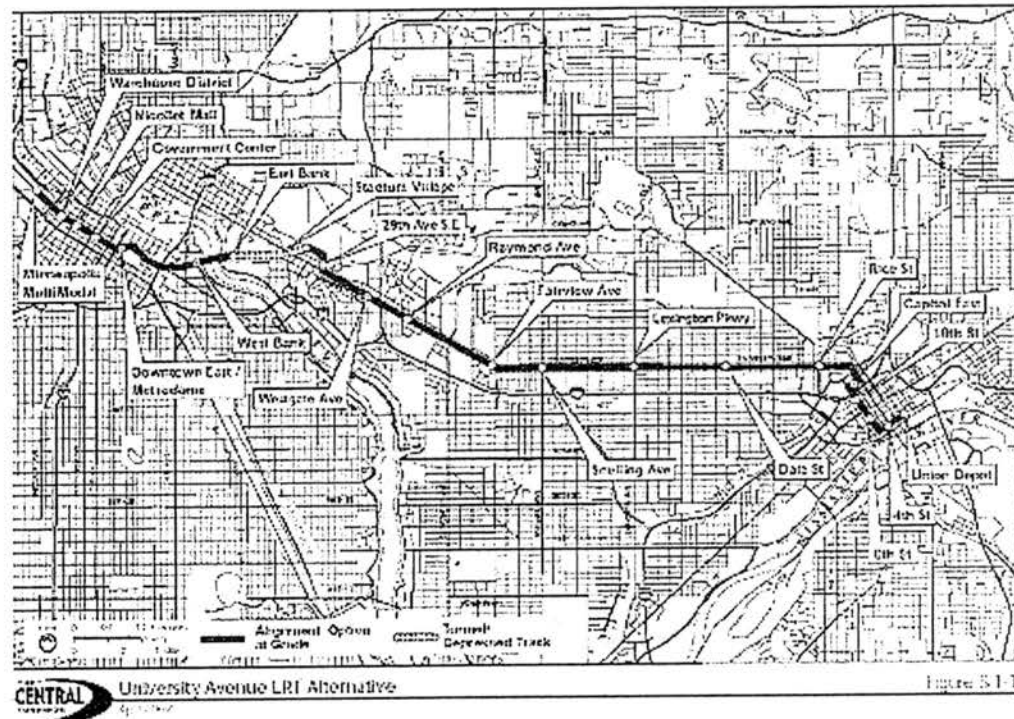
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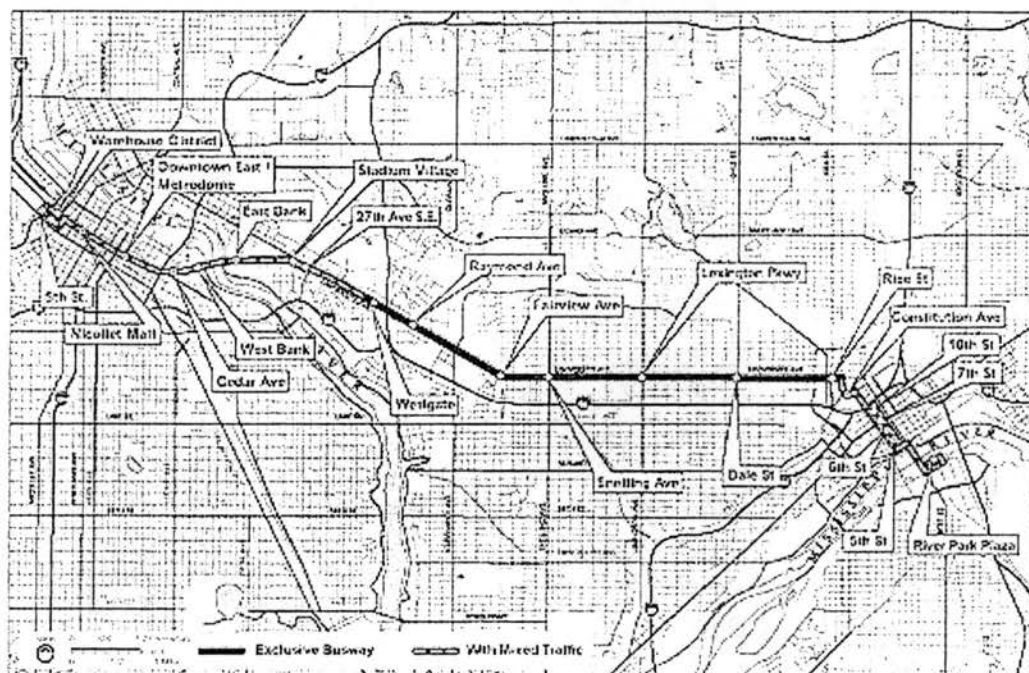
Downtown St. Paul Light Rail Transit Alignment





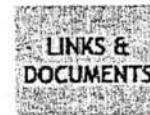
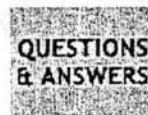
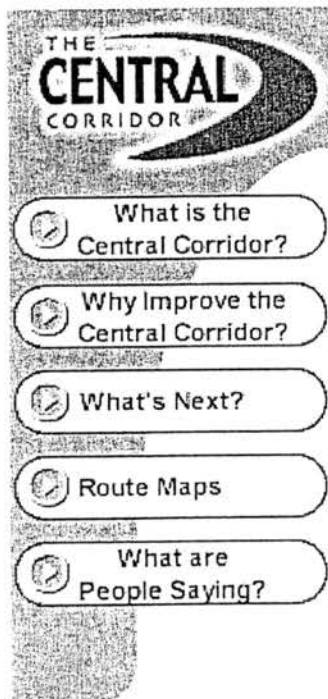
CENTRAL **BRW**
Downtown St. Paul LRT Alignment
January 10, 2002

Bus Rapid Transit Alignment



CENTRAL **BRW**
University Avenue Busway/BRT Alternative
June 2002

Figure S.1.2



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What are People Saying?



Public input has had a significant impact on the Environmental Impact Study results. Comments and suggestions from the public helped to define the scope of the study, and public comments received during the environmental review process will be part of the final report. Public comments will be available to members of the Central Corridor Coordinating Committee to assist in their choice of a locally preferred transit alternative.

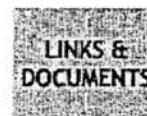
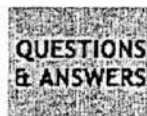
As the second phase engineering study moves forward, the Central Corridor will seek out public ideas, comments and direction to ensure that the community continues to shape any transit improvements.

Progress reports and updates will be provided to any organization upon request. Updated information will be available on this web site, and citizens can comment via e-mail through the web site. Citizens will have numerous opportunities to voice their views.

For more information about what people are saying, please read the following recent articles about the Central Corridor:

Downloadable PDFs:

- [03-06-05 Star Tribune - Central Corridor: St. Paul Should Get a Light Rail](#)
- [02-06-05 Pioneer Press - The Time Has Come](#)
- [12-15-04 Pioneer Press - Two Cities](#)
- [11-28-04 Pioneer Press - Hopes High](#)
- [08-08-04 Star Tribune - The Next Stop](#)
- [07-11-04 Star Tribune - A Splendid Start](#)
- [06-29-04 Pioneer Press - Coordinated Transportation Plan](#)
- [06-25-04 Star Tribune - Hiawatha Rolls](#)
- [06-20-04 Pioneer Press - End of the Line](#)
- [05-05-04 Pioneer Press - Funding is Vital](#)
- [03-31-04 Star Tribune - Central Corridor](#)
- [03-25-04 Pioneer Press - Midway Transit](#)
- [03-25-04 Star Tribune - Business Groups](#)



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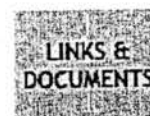
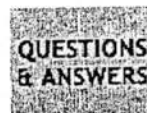
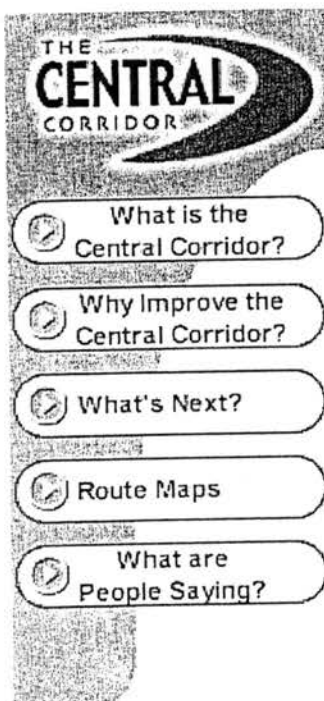
What are People Saying?

Meetings and Events

To receive the Central Corridor Update and be alerted when any additional forums are scheduled, click "Contact Us" on the upper toolbar and give us your e-mail address.

PUBLIC MEETINGS
are scheduled for
the following locations
and times:

There are currently no public meetings scheduled.



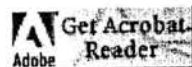
News

Central Corridor Coordinating Committee Meeting Agendas, Minutes, & Information

CCCC Agendas - Coordinating Committee meetings are suspended until further notice until the Federal Transit Administration's comments are received.

CCCC Minutes - When the Coordinating Committee meetings resume, minutes will be posted to this web site.

- [03-06-05 Star Tribune - Central Corridor: St. Paul Should Get a Light Rail \(PDF Format\)](#)
- [02-06-05 Pioneer Press - The Time Has Come \(PDF Format\)](#)
- [12-15-04 Pioneer Press - Two Cities \(PDF Format\)](#)
- [11-28-04 Pioneer Press - Hopes High \(PDF Format\)](#)
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- [03-25-04 Pioneer Press - Midway Transit \(PDF Format\)](#)
- [03-25-04 Star Tribune - Business Groups \(PDF Format\)](#)
- [The Central Corridor Update Newsletter](#)
- [Draft Environmental Impact Statement - Available at Libraries \(PDF Format\)](#)



PDF file: Adobe Reader 4.0 or greater required to open.
Click the Adobe Icon to go to the Adobe site.



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Questions and Answers

What is the Central Corridor?

The Central Corridor is an 11-mile long transit route between Minneapolis and St. Paul. The major transportation arteries are Interstate 94 and University Avenue. The area is known for its many strong neighborhoods, institutions, businesses and attractions.

What is the Central Corridor study?

The study is looking at a broad range of options to improve transit and transportation between downtown St. Paul and downtown Minneapolis. The opinions of area residents, business people, and other stakeholders have helped shape the study's recommendations and will play a significant role in the design of any transit improvements.

What is the goal of the Central Corridor study?

The goal is to identify viable options to improve transportation in a way that manages the growth of congestion while meeting the needs of neighborhoods, businesses and other stakeholders in the region.

Improved transit in the Central Corridor must make the community stronger and more livable - now and in the future. Community officials have agreed that any transit improvements must meet four different needs:

- Help residents and visitors move around
- Support local development and encourage redevelopment
- Strengthen communities
- Promote a healthy environment and a sustainable future

These factors, along with cost, will determine which option is pursued.

How can the public get involved?

It is important for this planning effort to reflect the

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[Bus Rapid Transit \(BRT\) and Bus ways](#)

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[Light Rail Transit](#)

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[Ramsey County Regional Railroad Authority](#)

[Transit](#)

[Transportation](#)

[Transportation System Management](#)

community's views about this issue. Several community meetings will be held. Or, you can share your thoughts directly with Steve Morris, who is guiding this planning project for Ramsey County, by contacting him at:

Steve.Morris@co.ramsey.mn.us

RCRRA
Suite 665 RCGC-West
50 West Kellogg Blvd.
St. Paul MN 55102
651-266-2784

What options are being considered?

Two different "transit modes" are being considered:

- Bus Rapid Transit (BRT): BRT has buses running on a separate, dedicated right of way or on city streets but separated from other traffic. BRT could run on University Avenue but would be mixed with traffic at the University of Minnesota and in the downtowns of Minneapolis and St. Paul.
- Light Rail Transit (LRT): LRT features electric trains running on tracks, located either on city streets or separate from streets and traffic. The trains can be relatively short, with two or three cars. LRT could run on University Avenue.

What happens next?

When the Draft Environmental Impact Statement (DEIS) is approved by the Federal Transit Administration, the Central Corridor Coordinating Committee will seek public comment and forward its recommendation to the Metropolitan Council.

How would the Central Corridor fit in with other regional transit improvements?

The Central Corridor is a critical link in regional transit plans. It connects the region's two downtowns - the twin hearts of our community. It also connects the Hiawatha Light Rail Transit line - running from downtown Minneapolis to the airport to Mall of America - with the east metro area. Proposed commuter rail links to areas, such as St. Cloud and Hastings, would also benefit from transit improvement in the Central Corridor.

Why has transit planning for the Central Corridor

resumed?

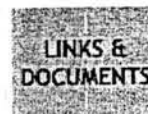
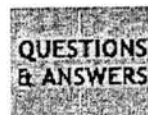
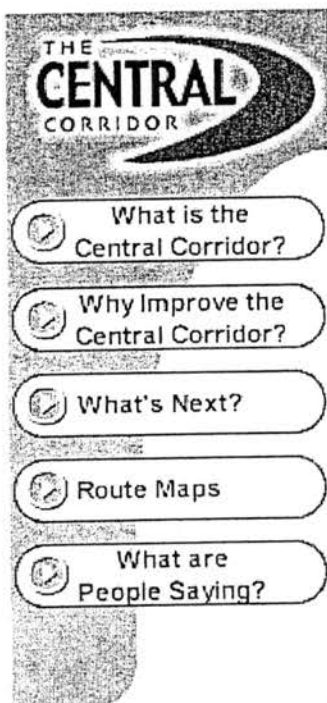
When the Legislature declined to fund a plan for improving transit service in the Central Corridor, there was disagreement about what should be done. Regional studies continue to show that improving transit along the Central Corridor makes good sense.

The need for transit improvements between downtown Minneapolis and downtown St. Paul remains strong. Meanwhile, the environment for transit has improved in recent years, as state and federal officials have become willing to spend money to improve bus service around the metro area and create a Light Rail Transit line.

Who is leading this work?

The Central Corridor Coordinating Committee is made up of policy makers representing Ramsey County, Hennepin County, St. Paul, Minneapolis, and the University of Minnesota, along with MnDOT and the Metropolitan Council. Ramsey County Regional Railroad Authority (RCRRA) is managing the study.

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Links and Documents

Documents

- [Scoping Booklet \(PDF\)](#)
- [Central Corridor Update Summer 2002 \(PDF\)](#)

Ramsey County Links

- [Ramsey County Website](#)
- [Ramsey County Regional Rail Website](#)
- [Ramsey County Public Works Website](#)

Other Transit Projects

- [Hiawatha Light Rail Transit Line](#)
- [Metro Transit](#)
- [Red Rock Commuter Rail](#)
- [Northstar Corridor](#)
- [Rush Line Corridor](#)

Minnesota Transportation Links

- [Minnesota Department of Transportation](#)
- [Mn/DOT Office of Passenger Rail](#)

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It's easy to get involved.

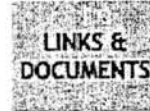
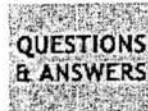
Share your thoughts by speaking up at a public meeting. Drop us a line. Write an e-mail. And for more background you can look through this web site or sign up to receive the *Central Corridor Update* newsletter by email.

Your Name:**Address:****Telephone:****Email Address:****Type your message below:**

What are your ideas about how to improve how people move from one place to another in the Central Corridor and around the region? Planners are trying to figure out how to do just that. And, they need your help. What do you think would best support economic development? What would help people get around more easily? How can transit make our communities stronger? What should be done to connect area residents and businesses with other parts of St. Paul, Minneapolis and the region as a whole?

☒ Email me the *Central Corridor Update*

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Black Community Outreach Plan for Central Corridor

Situation summary

Two of the Central Corridor's key constituencies are the Black residential and business communities. Many Black-owned or oriented businesses are located along University Avenue and neighborhoods adjacent to University Avenue include a high share of Black residents. Many residents rely on transit for both work and non-work trips, weekdays and weekends throughout the day.

The Black population in the area near University Avenue has historic roots. The Thomas Dale neighborhood had 3,884 black or African American residents according to the 2000 census. The Summit-University neighborhood had 6,532. This accounted for 22% and 36%, respectively, of total neighborhood population.

In order to design a transportation system that meets the needs of residents and businesses, community members must be engaged with planners in order to foster understanding of transportation challenges, costs, and benefits of new transportation investment options being considered in their neighborhood. It is critically important to create reliable communication channels to get information to and from these groups, now and as the project moves forward.

Challenges

During the mid 20th century, the Black population was concentrated in St. Paul south of University Avenue. Rondo Avenue, along with many residents and businesses, was obliterated with the construction of I-94. The roadway project essentially destroyed a once cohesive and compact neighborhood. Subsequently, many displaced Rondo residents moved to areas relatively close in the University Avenue corridor.

In the 1980's, a significant number of Southeast Asian immigrants moved into the University Avenue corridor. These immigrants to St. Paul established businesses along University Avenue, in some instances, displacing Black businesses.

Both Black and Asian communities use the transit system extensively. Many of the trips are within the community. Central Corridor high-capacity transit alternatives, however, must be designed to accommodate not only the longer, regional trips, but also the shorter trips so characteristic of area residents.

Community review of the plan

The key messages and the strategic approach to the community outreach plan are being validated by meeting with community members. Upon receiving their feedback, messages and audiences will be refined as needed to target the Black community. The key findings from the community reviews will be noted.

Goal

To create a smart and respectful two way communication channel between the Central Corridor and the Black residential and business community.

Strategy

Use established and recognized community leaders and organizations as channels to reach the Black residential and business communities.

Key messages

What is the Central Corridor?

The Central Corridor is a planned 11-mile transit line connecting downtown Minneapolis, downtown St. Paul and the University of Minnesota. Three transit options are being considered for this area: improving the current bus service, improving bus service and implementing bus rapid transit line, or improving bus service and implementing a light rail transit line.

This corridor is a key link in the Twin Cities regional transit system.

The two downtowns and the University of Minnesota are three of the largest transit destinations in the metro area and the state. The university is also the largest commuter university in the country.

Transit options extend from the Minneapolis warehouse district a through the downtown past the Metrodome, through the University of Minnesota campus, along University Avenue in St. Paul, past the Minnesota State Capitol, and into downtown St. Paul. All options will end in St. Paul's Lowertown near the St. Paul Union Depot.

Why is transit development needed in the Central Corridor?

Transit improvements are needed because Year 2020 traffic projections indicate that I-94 travel demand will exceed capacity..

Today, University Avenue is a heavily traveled transit route. Several locations along this roadway are regularly congested with automobile traffic. University Avenue is nearing capacity today, and by 2020, congestion will result in increased travel time for commuters. Improved transit development is the most effective way to improve mobility and move more people in this area.

Currently, University Avenue is an important link in the regional transit and transportation system. This role will become more important as regional traffic and

congestion increases. Failure to implement improved transit capacity and reliability in this corridor will impact corridor and regional mobility..

The University Avenue area has the potential to be one of the best urban redevelopment sites in the Twin Cities if transit issues can be resolved.

Ridership estimates for Central Corridor alternatives indicate transit demand will reach 38,000 riders per day for rapid bus or rail service in the year 2020. In addition, local bus route ridership will grow substantially by that date. This demand can be met by either Bus Rapid Transit (BRT) or Light Rail Transit (LRT). However, a significantly increased number of buses for BRT space required to move them efficiently would adversely impact pedestrian and vehicular traffic along University Avenue. LRT can move the same number of people more efficiently than BRT and accommodate future ridership demand. BRT, while initially less costly to construct, cannot accommodate ridership increases beyond 2020.

How will Central Corridor transit improvements benefit the community?

The Central Corridor forms a vital link in the regional transit network. BRT or LRT in the corridor will provide a seamless connection with local bus routes that operate on or across University Avenue. Travel time will be reduced along the corridor to key destinations including the Midway area, downtown Saint Paul, downtown Minneapolis, the University of Minnesota, and points between.

BRT or LRT along University Avenue would, for example, be a further improvement of the Route 50 limited-stop bus that currently provides faster service between Saint Paul and Minneapolis, as compared to Route 16. However, BRT or LRT would operate from very early in the morning to after midnight, at frequent intervals similar to the Hiawatha light rail line. Since LRT would operate in exclusive right-of-way, transit would not be delayed by traffic and, therefore, point-to-point travel time would be reliable.

Rapid transit stations would be similar to those along the Hiawatha line and will provide shelter from the elements, route and schedule information, and ticket machines. BRT or LRT would further expand rapid transit in the Twin Cities, linking directly to local and express buses at stations, Hiawatha light rail, Northstar commuter rail, and the Northwest Busway in Minneapolis and the Red Rock Commuter Rail and Rush Line Busway in downtown Saint Paul. Central Corridor residents could readily access BRT or LRT then proceed to destinations within the corridor, within Saint Paul, the airport, Mall of America, and suburban employment and retail destinations throughout the region. Fares will be totally integrated, pay one fare and continue to the destination on rail or bus. .

Transit improvements will create a comfortable, reliable transportation option for people who today drive their own cars. A new rapid transit line will carry tens of thousands of

riders daily -- people who live within the corridor, those destined to the corridor, and those who may pass through the corridor. Rapid transit, with improved reliability and faster travel time represents the key item to maintain existing and attract new riders, particularly those who would use transit if a more effective transit option were in place.

Investing in new fixed-guideway transit can spur economic development in the entire corridor, leading to job creation, new businesses, and new housing -- especially along University Avenue.

Overall, adding a new transit option in the Central Corridor will create many benefits for Central Corridor and all area residents. It will

- Provide faster and more reliable transit service to area residents and to those who travel between Saint Paul and Minneapolis.
- Allow tens of thousands of riders each weekday to traverse the Central Corridor more easily.
- Make nearby communities stronger and more livable
- Serve as the backbone for a regional transit system stretching from St. Cloud to Rochester
- Increase visibility of businesses in the area and increase the number of people who will frequent these businesses
- Improve accessibility, mobility, economic development opportunities, and air quality along University Avenue.

The Central Corridor project will involve citizens in the decisions made about transit improvements. Citizens can participate in the planning process and remain well informed regarding costs and benefits and impacts of each transit option.

How will Central Corridor transit enhance business along the corridor?

Transit allows access to business without creating a need for additional parking.

Transit with fixed stations creates opportunities for transit-oriented development, such as higher density residential townhomes, apartments or lofts, as well as mixed-use developments. These broaden the local customer base for retail businesses.

Transit creates direct and easy access between concentrations of people and businesses along the transit line. For example, corridor and downtown employees will have easy lunchtime access to restaurants and stores along University Avenue.

Transit provides easy comfortable access to corridor businesses for people who choose not to own cars or for those who choose not to drive every day in congested periods.

Transit provides an option for employees to reach jobs located along and in proximity to the corridor.

Fixed-guideway transit may be used as an element to focus development and redevelopment throughout the region. It can support new or existing business districts. Transit can help increase visibility for existing businesses and support a community vision for change and redefinition to thrive in a growing and competitive environment.

History of transit in the Central Corridor

The Central Corridor, including University Avenue, has long been an important transportation artery for the community. Almost as soon as streetcars were removed in the 1950's and replaced with buses, planning began for trains to return to University Avenue. In the 1970's, Metro Transit Commission proposed heavy rail, similar to rail systems in Washington D.C. and New York City, for the corridor linking downtown St. Paul and downtown Minneapolis. In the 1980's, the Metropolitan Council said that University Avenue was the best place for light rail transit in the Twin Cities. Planning and engineering studies were initiated in the 1980's and 1990's. Efforts to move forward on light rail transit in this corridor failed primarily because of political disagreements. In the 1990's the transit mode of LRT was selected and the location for it was to have been I-94 between Fairview and Rice Streets. Again in 2000, studies of this corridor were initiated. It is the strong demand for transit service in this corridor that has resulted in its continuous resurrection, even when transit funding is not readily available.

The 2000-2004 studies have been guided by a Central Corridor Coordinating Committee. This group is comprised of elected and appointed officials representing the Minnesota Department of Transportation, Metropolitan Council, Ramsey and Hennepin Counties, St. Paul, Minneapolis, and the University of Minnesota. Public forums have been held during the study and meetings have been held with district councils and other organizations. A list of the meetings is attached. Decisions to date are:

I-94 has been eliminated as an alignment for light rail transit. The reasons for this change to University Avenue from the 1990's are indicated on the attached fact sheet. There is very little property acquisition needed for implementing light rail transit along University Avenue. The only location where property might be taken for LRT or BRT on University Avenue would be near Rice Street and near the University of Minnesota.

The Central Corridor Coordinating Committee recommended light rail transit as the "locally favored alternative." The reasons for this recommendation are that LRT will attract more riders than bus alternatives, will better meet the long-term transit ridership demand in the corridor, will provide a high quality of service, has a lower cost per rider, and better serves the transit patrons in this corridor,

The next steps for the Central Corridor transit project are:

Release of Draft Environmental Impact Statement and public hearings on the document:
Fall, 2004

Selection of locally preferred alternative, bus rapid transit or light rail transit, by the Metropolitan Council: Fall, 2004

Begin preliminary engineering: Spring, 2005

Preliminary engineering focuses on the design of the transit improvement and how it fits into the community where it will be located.

Final design and construction follow. Construction of the transit improvement would likely occur, if funding is available, beginning in 2009 and continue for a total of three years.

Action items

Communicate with key community opinion leaders.

1. Validate key messages and the strategic approach to community outreach with identified community members.
2. Meet with each of the key community opinion leaders, working to achieve the following objectives:

Determine their level of understanding of Central Corridor options and the potential impact on the area surrounding University Avenue.

Bring community members up to date on the current status of the project and the next steps.

Determine how the community would like to be kept informed about the project.

Enlist their help in creating communication channels between community members and the project

Determine the most effective methods of communication with community members (for example, public forums, cable television, etc.)

Request time during key organizations' leadership meetings for Commissioner Haigh to present project information.

Enlist community opinion leaders and representatives from key organizations to serve as the conduits for communicating with the broader Black community.

Ask key community opinion leaders to host forums where Ramsey County officials would discuss the goals and details of the Central Corridor with Black residents and business owners in the immediate neighborhood.

Arrange for briefings with the editors of each of the following newspapers:

Insight News
Minnesota Spokesman

Hold briefings with the news directors of each of the key Black-oriented broadcast programs:

KMOJ
KFAI

Develop basic fact sheets on the following topics

How transit enhances the corridor for residents
How transit enhances the corridor for businesses
History of the Central Corridor

Ongoing communication

1. Maintain regular contact with the identified leaders.
2. Create a list of interested members of the Black community and provide notice of public input opportunities.

Contact: Kathryn DeSpiegelaere, Director, Ramsey County Regional Railroad Authority,
665 Ramsey County Government Center West, 50 West Kellogg Boulevard, St. Paul,
MN 55102 651 266 2762 kathryn.despiegelaere@co.ramsey.mn.us

Attach a map of the Central Corridor

Central Corridor Southeast Asian Outreach Plan

REVISED DRAFT – December, 2004

Situation summary

Two of the Central Corridor's key constituencies are the Southeast Asian residential and business communities. A considerable number of Southeast Asian businesses are located along University Avenue, and residents are concentrated in the Frogtown area west of the Capitol and north of University Avenue. Both communities continue to expand, with more residents settling in the area and more entrepreneurs opening businesses.

Minnesota's Asian populations nearly doubled from 1990 to 2000, with Southeast Asians being the largest Asian group in the state. The Hmong population is the highest of any of the Southeast Asian groups here. More than 92 percent of them live in Hennepin and Ramsey counties, and Saint Paul has the highest Hmong concentration in any American city, with about 24,500-26,500 people (according to 2000 Census figures).

In order to design a transportation system that meets the needs of the Southeast Asian residential and business communities, community members must understand the specific transportation challenges and the costs and benefits of new transportation investment options being proposed in their neighborhood. It is critically important to create reliable communications channels to get information to and from these groups, now and as the projects moves forward.

Challenges

There are some significant challenges to building these communications channels:

- Cultural and language barriers continue to limit the involvement of Hmong people in public affairs and community decision-making processes.
- Public transit is a new concept to Hmong people in America. In Laos, there was no public transit system and everyone was responsible for their own mobility. This means that if transit is to be relevant, its benefits must be put directly into the context of people's lives.
- There is no model in which either the Hmong business or residential communities have been successfully included in the decision-making process on a transit investment.

Community review of the plan

The key messages and the strategic approach to the community outreach plan were validated in meetings with Senator Moua, Lee Pao Xiong, and identified community members. Upon receiving their feedback, messages and audiences were refined as needed to target the Southeast Asian community. The key findings from the community reviews are:

- The strategy of working through community leaders and existing organizations is sound.
- We missed some key contacts, which have been added.
- We will be in a constant struggle to correct misinformation.
- The Asian community is a visual community; it will be helpful to communicate through pictures and diagrams.
- Our messages must include information about how improved transit will enhance businesses.

Goals

Primary

Create a smart and respectful two-way communications channel between the Central Corridor and the Southeast Asian residential and business communities.

Secondary

Create a model for effectively engaging other emerging communities within the Central Corridor project, and perhaps other projects.

Strategy

Use established Hmong community leaders and organizations as channels to reach the general Southeast Asian residential and business communities.

Audiences

Key community opinion leaders

Key organizations

Hmong 18 Council – This organization of clan leaders represents the 18 Hmong clans residing in Minnesota. It operates within the Hmong Multicultural Resources and Education Center located on University Avenue.

Lao Family Community of Minnesota – This is one of the leading mutual assistance organizations for the Southeast Asian Community in Minnesota. Its headquarters and community center are located on University Avenue.

Minnesota Hmong Chamber of Commerce – This chamber's mission is to advocate for Hmong chamber businesses for the benefit of members and the community.

Hmong American Partnership (HAP) – HAP was founded in 1990 as a Hmong community-based organization that would draw equally on the strengths of the Hmong culture and those of other American communities. HAP's mission is to foster trust; to assist Hmong people in achieving their full potential and actively participating in the community; and to promote mutual respect, cultural awareness, and the exchange of knowledge and values.

Association for the Advancement of Hmong Women in Minnesota – This association is operated by Hmong individuals to strengthen Hmong families through education and leadership development for women, girls and families.

Hmong Professional Network – Founded by Lee Pao Xiong, this is a monthly lunch club that discusses current issues of the day. We can offer Sue Haigh and Peter McLaughlin as luncheon speakers on the topic of Central Corridor.

University of Minnesota Hmong Alumni Group – This is a group of professionals that meets regularly to discuss current issues.

Faith Communities – While religious organizations may be an effective tool to help reach our audiences, this is a secondary priority.

Key messages

What is the Central Corridor?

- The Central Corridor is a planned 11-mile transit line connecting downtown Minneapolis, downtown Saint Paul, and the University of Minnesota. Three transit options are being considered for this area: improving the current bus service, creating a bus rapid transit system, or creating a light rail transit system.
- This corridor is a key link in the Twin Cities regional transit system.
- The two downtowns and the University of Minnesota are three of the largest transit destinations in the state, and the U is also the largest commuter university in the country.
- The transit line will start in the Minneapolis warehouse district and run through the core downtown past the Metrodome, through the University of Minnesota campus, along University Avenue in Saint Paul, past the Minnesota State Capitol, and into downtown Saint Paul. It will end in Saint Paul's Lowertown near the Saint Paul Union Depot.

Why is transit development needed in the Central Corridor?

- Transit improvements are needed because I-94 is landlocked, and traffic projections predict the corridor will exceed transit capacity by 2020.
- Today University Avenue is a heavily traveled transit route and several locations along this road are regularly congested with automobile traffic. It is nearing capacity today, and by 2020, it will become even more congested, resulting in increased travel time for commuters. Transit development is the only way to reduce congestion in this area.
- Today University Avenue is an important link in the regional transit system and that role will only increase as regional traffic increases. Failure to develop transit in this corridor will have region-wide impacts.
- The University Avenue area has the potential to be one of the best urban redevelopment sites in the Twin Cities if transit issues can be resolved.
- Ridership estimates indicate that demand for transit will reach 38,000 riders per day in the year 2020. That demand can be met only if LRT is built in the corridor.

How will Central Corridor transit improvements benefit the community?

- The Central Corridor will connect with the Hiawatha Light Rail Line and the Northstar Commuter Rail Line, connecting downtown Saint Paul, downtown Minneapolis, northern suburbs, the airport, and Mall of America.
- A new transit system will carry tens of thousands of riders – people who live and/or work within the corridor, people who live outside of it but pass through it, and those who would use the corridor if a more effective transit solution was in place.
- Investing in new transit will spur new housing, economic development, and job creation in the entire corridor, especially in the University Avenue area.
- Transit improvements will create a comfortable reliable transportation option for people who today drive their own cars.
- Overall, adding a new transit option in the Central Corridor will create many benefits for Minnesotans. It will:
 - allow tens of thousands of riders each weekday to traverse the Central Corridor more easily
 - make nearby communities stronger and more livable
 - serve as the backbone for a regional transit system stretching from St. Cloud to ~~Rochester~~ *Red Wing*
 - increase visibility of businesses in the area and increase the number of people who will frequent these businesses
 - improve air quality along University Avenue by reducing the emissions from an increasing number of cars and buses
- The Central Corridor policymakers will involve citizens in the decisions made about transit improvements, and they will keep citizens as well informed as possible about the costs and benefits of each transit option.

How will Central Corridor transit enhance business along the corridor

- Transit allows access to business without creating a need for additional parking.
- Transit with fixed stations often creates opportunities for high-density residential development. This broadens the local customer base for retail businesses.
- Transit creates direct and easy access between large concentrations of people and businesses along the transit line. For example, downtown workers will have easy lunchtime access to restaurants and stores along University Avenue.
- Transit provides easy, comfortable access to corridor businesses for people who choose not to own cars.

- Transit provides an inexpensive option for employees to reach jobs located along and in proximity to the corridor.
- Transit focuses development from throughout the region on existing business districts. This helps increase visibility for existing businesses and communities and helps them to thrive and to cope with change.

Action items

Communicate with key community opinion leaders

1. Validate key messages and the strategic approach to community outreach with Senator Moua, Lee Pao Xiong, and identified key community members. *This action item has been completed. Upon receiving feedback, the messages and audiences were refined as needed to target the Southeast Asian community.*
2. Meet with each of the key community opinion leaders, working to achieve the following objectives:
 - Determine their level of understanding of the Central Corridor and its potential impact on the area surrounding University Avenue
 - Bring them up to date on the current status of the project and the next steps
 - Determine how they would like to be kept informed about the project
 - Enlist their help in creating communication channels between community members and the project
 - Determine the most effective methods of communication with community members (i.e. public forums, cable television, etc.)
3. Request time during key organizations' leadership meetings for Commissioner Haigh to present project information.
4. Enlist community opinion leaders and representatives from key organizations to serve as the conduits for communicating with the broader Hmong community.
5. Ask key community opinion leaders to host forums where Ramsey County officials would discuss the goals and details of the Central Corridor with Hmong residents and business owners in the immediate neighborhood.
6. Arrange for briefings with the editors of each of the Asian newspapers:
 -
7. Hold briefings with the news directors of each of the key Hmong broadcast programs:
8. Plan for outreach display and materials at the Hmong New Year celebration in November at Xcel Energy Center and the Hmong Sports Festival in July 2005 at Como Park.
9. Develop basic fact sheets on the following topics.
 - How transit enhances the corridor for businesses
 - How transit enhances the corridor for residents
 - How transit serves developing immigrant communities
10. Translate all materials into Hmong, Lao and Cambodian as appropriate.

Ongoing Communication

1. Maintain regular contact with the identified leaders.
2. Create a list of interested members of the Hmong community and provide notice of public input opportunities.

TRANSITS NORTH STAR CORRIDOR, UNIVERSITY AVENUE CORRIDOR

What is the Central Corridor?

The Central Corridor is an 11-mile transit line connecting downtown Minneapolis, downtown St. Paul, and the University of Minnesota with the neighborhoods along University Avenue.

The transit line will start along the Hiawatha Light Rail Line on the west edge of downtown Minneapolis. It will run through the core downtown, past the Metrodome, through the University of Minnesota campus, along University Avenue, past the Minnesota State Capitol and into downtown St. Paul. The line will end at St. Paul's Union Depot.

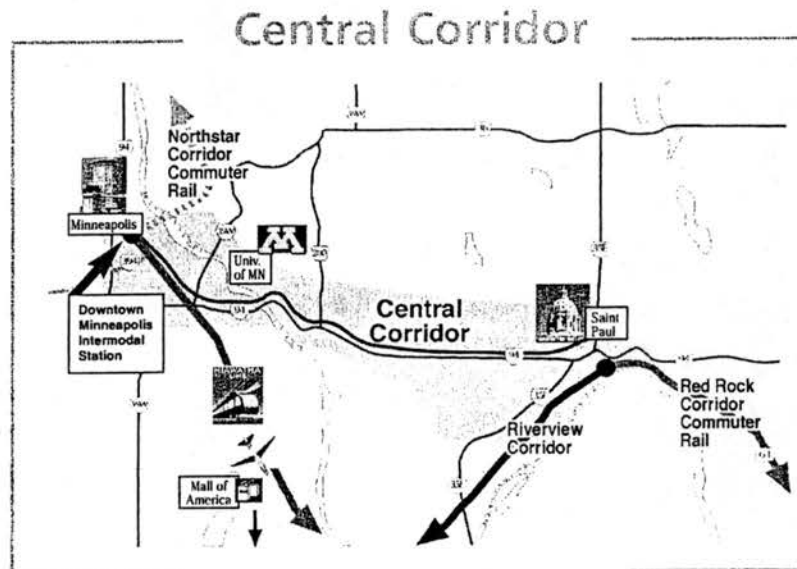


Photo: Kent Barnard

Why improve the Central Corridor?

Interstate 94 and University Avenue are the twin transportation backbones of the Central Corridor. Both roads are becoming increasingly congested as more people live, work and shop in the neighborhoods within the corridor and more people commute through the corridor.

By 2020, traffic planners estimate 200,000 vehicles will clog I-94 every day. University Avenue is a rapidly redeveloping business and residential corridor that is drawing more people to new housing, distinct ethnic business districts, and some of the most promising redevelopment sites in Minneapolis and St. Paul.



Photo: Terry Mayes, Metropolitan Council

By 2020, traffic planners estimate 200,000 vehicles will clog I-94 every day.

Creating new roads or substantially more lanes would seriously damage existing neighborhoods and limit economic growth. Allowing congestion to mount at its projected rate would have the same result.



Transit will be a vital tool if we are to manage the growth of congestion in the future.

Overall Impact	Downtown St. Paul Impact	Rice Street Station Impact	Western Street Station Impact	Dale Street Station Impact	Lexington Parkway Station Impact	Snelling Avenue Station Impact	Fairview Avenue Station Impact	Raymond Avenue Station Impact	Westgate Station Impact	29th Avenue Station Impact	Stadium Village Station Impact	East Bank Station Impact	West Bank Station Impact	Organization	Contact	Contact Title	Address	City	State/Zip	Phone	Fax	e-mail and/or web site
x														City of Saint Paul, Department of Planning and Economic Development	Susan Kimberly	Director	25 W. Fourth St.	St. Paul	MN 55102	651-266-6628	651-228-3261	
x														City of Minneapolis, Department of Community Planning and Economic Development	Lee Sheehy	Director	350 South 5th St.	Minneapolis	MN 55415-1385	612-673-5095	612-673-5293	
x														Central Corridor Partnership	Lester Bagley		401 North Robert Street, Suite 150	St. Paul	MN 55101	651-223-5000	651-223-5119	
x														St. Paul Area Chamber of Commerce	Larry Dowell		401 North Robert Street, Suite 150	St. Paul	MN 55101	651-223-5000	651-223-5119	
x														Minneapolis Regional Chamber of Commerce	Todd Klingel		81 South Ninth Street	Minneapolis	MN 55402	612-370-9155	612-370-9195	
x														African American Leadership Council	Tyrone Terrell					651-266-8964		
x														Black Ministerial Alliance								
x														Hmong 18 Council	Txong Pao Lee	Executive Director	995 University Avenue West, Suite 214	St. Paul	MN 55104-4796	651-917-9937	651-917-9978	resources@hmongcenter.org
x			x											Lao Family Community of Minnesota	Ying Vang	Executive Director	320 West University Avenue	St. Paul	MN 55103	651-221-0069	651-221-0276	admin@laofamily.org
x														Minnesota Hmong Chamber of Commerce	Chengny Thao-Yang	Chair	1885 University Avenue, Suite 20	St. Paul	MN 55104	651-645-6777		www.hmongchamber.com
x														Hmong American Partnership (HAP)	William Yang	Executive Director	1075 Arcade Street	St. Paul	MN 55106	651-495-9160	651-495-1699	hapmail@hmong.org
x														Association for the Advancement of Hmong Women in Minnesota			1518 E Lake Street, Suite #209	Minneapolis	MN 55407	612-724-3066	612-724-3098	
x														Hmong Professional Network								
x														University of Minnesota Hmong Alumni Group	Richon Xiong							
x		x	x	x	x									District 8 Community Council, Summit-University Planning Council	Jim McDonough		627 Selby Avenue	St. Paul	MN 55104	651-228-1855	651-225-1108	district8@tcompost.com
x		x	x	x	x									Thomas-Dale/Dist. 7 Planning Council	Ms. Kristen Kidder/Mr. Tate Danielson	Team Leader/Community Organizer	689 North Dale St.	St. Paul	MN 55103-1644	651-298-5068	651-298-5072	district7@integraonline.com
x					x	x								Ham Midway District 11								
x						x								Lexington-Hamline Community Council	Jessica Treat	Executive Director/Comm. Org.	1221 Marshall Ave.	St. Paul	MN 55104	651-645-3207	651-645-7578	lexham@lexham.org
x						x								Snell Ham								
x						x	x							Merriam Park Community Council, District 13	Rolf Nordstrom	President	1573 Selby Avenue, Suite #311	St. Paul	MN 55104-6422	651-645-6887	651-917-9991	
x								x	x					St. Anthony Park Community Council Dist. 12	Melissa Mathews	Executive Director	890 Cromwell Avenue	St. Paul	MN 55114-1599	651-649-5992	651-649-5993	melissa@sapcc.org
x		x												District 6								
	x													Capitol River Council/Dist. #17	Sheila Lynch	Director	332 Minnesota St., Suite W1222	St. Paul	MN 55101-1314	651-221-0488	651-221-0581	capriver@usfamily.net
	x													Lowertown Redevelopment Corp.	Mr. Weiming Lu	President	380 Jackson St., Galtier Plaza, Ste. 750	St. Paul	MN 55101-2905	651-227-9131	651-223-5708	
	x													Capitol City Partnership	John Laboski	President	30 East Seventh Street, 2490 Wells Fargo Place	St. Paul	MN 55101	651-291-5600	651-291-5606	
	x													Saint Paul on the Mississippi Design Center/ Saint Paul Riverfront Corporation	Patrick Seeb		25 West Sixth Street	St. Paul	MN 55102-1303	651-293-6860	651-293-6868	sprc@riverfrontcorporation.com
	x													St. Paul BOMA	Bill Buth		332 Minnesota Street, #W-2950	St. Paul	MN 55101	651-291-8888	651-291-1031	bill.buth@boma-stpaul.org
		x	x	x		x	x	x	x					Midway Chamber of Commerce	Ms. Lori Fritts	Executive Director	1600 University Ave., Suite #4	St. Paul	MN 55104-3825	651-646-2636	651-646-2297	
		x	x	x	x									Greater Frogtown Comm. Dev. Corp.	Ms. Kris Graham	Executive Director	689 North Dale St.	St. Paul	MN 55103-1644	651-848-2026	651-848-2088	kris.gdc@integraonline.com
		x	x	x	x	x	x	x	x	x				University UNITED	Mr. Brian McMahon	Executive Director	1954 University Ave., Suite #9	St. Paul	MN 55104	651-647-6711	651-641-0293	bmcMahon@universityunited.com
		x			x	x	x							SPARC			843 Rice Street	St. Paul	MN 55117	651-644-0065	651-488-6309	info@sparcweb.com
		x												Capitol Heights Block Club								
		x												Capitol Area Architectural & Planning Board (CAAP)								
				x	x									Selby Area Community Development Com.			626 Selby Avenue	St. Paul	MN 55104	651-291-7704	651-293-9090	sreller@selbyareacdc.org or www.selbyareacdc.org
				x	x									Aurora-St. Anthony Neighborhood Association	Ms. Neeeta Prasley	Community Organizer	375 N. Oxford St.	St. Paul	MN 55104	651-222-0399		asandcmn@aol.com
					x	x	x							Hamline Midway Coalition	Jun-Li Wang	Community Organizer	1564 Lalond Ave.	St. Paul	MN 55104-1832	651-646-1986	651-641-6123	district11@gofast.net

Planned Station Location Outreach Meetings – As of March 2005

						x								Snelling-Selby Business Association	Lisa Perlman	Treasurer	Liberty Bank Building, 1573 Selby Ave	St. Paul	MN 55104-6422	651-646-8681		
								x	x					Desnoyer Park Association	David Eggenberger and Bruce Palmer	Chair and Vice Chair	444 Otis Avenue	St. Paul	MN 55104	651-644-2517	651-251-1034	
									x	x	x			Prospect Park East River Road Improvement Association - PPERRIA	Joyce Barta		66 SE Malcolm Avenue	Minneapolis	MN 55414	612-331-2970		bartajm@yahoo.com
										x				SouthEast Business Association (SEBA)	Michael McLaughlin					664-1267		
											x	x		Stadium Village Commercial Association	Michael McLaughlin					664-1267		
											x	x	x	University of Minnesota	Jan Morlock	Director of Community Relations	3 Morrill Hall, 100 Church Street SE	Minneapolis	MN 55455	612-624-8318		jam@umn.edu
													x	West Bank Community Coalition	Rhonda Eastlund/Abia Ali		504 Cedar Avenue South	Minneapolis	MN 55454	612-338-5282		

How will Neighborhoods Benefit?

There are strong and vibrant neighborhoods all along the Central Corridor. Improved transit services can:

- help neighborhoods become more pedestrian friendly,
- help to encourage businesses that serve neighborhoods such as bakeries, markets and dry cleaners, and
- allow neighbors to leave their cars at home and move comfortably through the neighborhood.



There are strong and vibrant neighborhoods all along the Central Corridor. Transit helps to encourage businesses that serve the neighborhoods.

Transit improvements will provide a transportation alternative for people who currently don't ride the bus. If transit can be more accessible, convenient or fast, it can give more people an option to driving a car as a way to get where they need to go. As a result, transit improvements can help control increasing congestion.



Photo: BKV Group

Transit improvements will increase service to people who already use public transit. A significant number of households in the Central Corridor have no car, and more than 10 percent of the people living in the area are elderly or have limited mobility. Both groups will benefit from enhanced transit options.

What are the Regional Benefits?

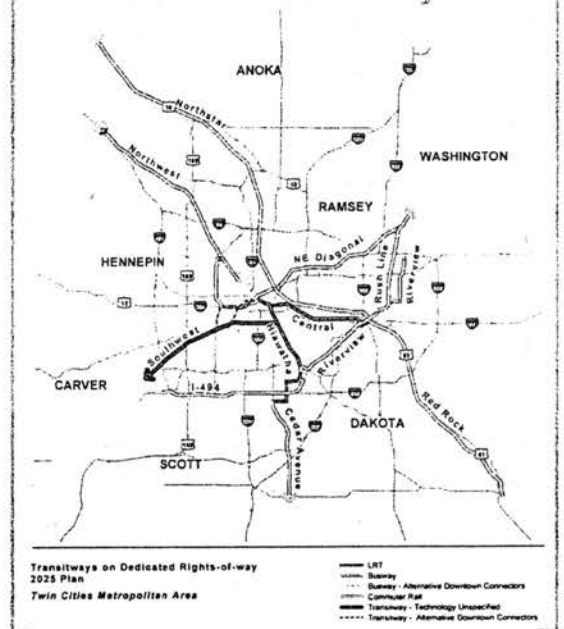
"Public concern about congestion has shot up dramatically in the last decade; 54 percent of area residents now list it as one of the region's top three problems, up from just 7 percent 10 years ago,"

said Peter Bell, chair of the Metropolitan Council during his 2004 State of the Region Address.

The Central Corridor is a critical link in regional transit plans. It will connect the region's two downtowns — the twin hearts of our community. It will also connect the

east metro area with the Hiawatha Light Rail Transit line, which runs from downtown Minneapolis to the airport and Mall of America.

2025 Transitways



Proposed commuter rail links to areas such as Anoka and Hastings would be linked by the Central Corridor.



What are the Solutions?

Today, policy makers are considering three options for transit in the Central Corridor:

1. Maintain, and continue to improve the current bus service in the area.
2. Create a bus rapid transit system (BRT). Buses would operate along an exclusive busway, allowing them to avoid other traffic, and on city streets with other traffic.
3. Create a light rail transit system (LRT). Short trains of quiet electric-powered rail cars would operate along exclusive tracks, allowing them to avoid competition with other traffic. The Central Corridor LRT line would resemble the new LRT line along Hiawatha Avenue from downtown Minneapolis to the airport and Mall of America.

What can you do?

The Central Corridor Coordinating Committee wants to know what you think. We will hold community meetings to update the public on the project and to take public comments. You can contact us directly with your comments or questions. We are also available to speak to community groups.

Comment online at www.centralcorridor.org

**For more information, to comment in person,
or to book a speaker for your group:**

Contact Steve Morris, Central Corridor Project Manager,
at 651-266-2784 or steve.morris@co.ramsey.mn.us



Qhov chaw Central Corridor yog dab tsi?

- Qhov chaw Central Corridor yog ib txoj kev thauj pejxeem mus los ntev li 11-mile uas tau npaj yuav ua los mus txuas hauv plawv zos Minneapolis, plawv zos St. Paul, lub tsev kawm ntawv qib siab University of Minnesota, thiab ob peb koog pejxeem uas muaj lag luam ua nyob nruab nrab hauv 3 qho chaw no. Ob lub plawv zos thiab lub tsev kawm ntawv qib siab University of Minnesota yog 3 qho chaw uas loj tshaj plaws hauv lub xeev Minnesota uas muaj neeg caij tshab tuaj mus rau, thiab tsis tas li ntawd lub tsev kawm ntawv qib siab U yog ib lub tsev kawm ntawv uas muaj neeg tuaj sab nraud tuaj mus kawm ntawv rau hauv coob tshaj plaws nyob tebchaws no.
- Txoj kev thauj pejxeem mus los no yuav pib ntawm qhov chaw hu ua warehouse district mus nkag rau hauv plawv zos thiab mus dhau lub tsev Metrodome, hlaw tshab hauv lub tsev kawm ntawv qib siab University of Minnesota, raws txoj kev University Avenue hauv St. Paul, dhau lub tsev dawb Minnesota State Capitol, ces los mus nkag rau hauv plawv zos Saint Paul. Yuav los mus kawg rau hauv Saint Paul qhov chaw hu ua Lowertown ze ntawm lub tsev Union Depot.

Tau npaj lawm tias yuav tsim txoj kev thauj pejxeem mus los zoo li cas rau hauv qhov chaw Central Corridor?

Niaj hnub no, cov neeg ua haujlwm tshwm sim kev cai soj yam yuav tsim 3 txoj hauv kev thauj pejxeem mus los thaj tsam ntawm no:

- Siv cov tsheb npav uas niaj hnub no yeej muaj siv lawm thiab kho kom khiav tau zoo ntxiv rau thaj tsam ntawm no. Cov tsheb npav khiav hauv qhov chaw Central Corridor no muaj neeg caij coob tshaj plaws hauv lub xeev no.
- Tsim kom muaj ib txoj kev thauj pejxeem mus los uas yog siv cov tsheb npav khiav mus los kom tau sai hu ua bus rapid transit (BRT). Cov tsheb npav no yuav khiav taug ib txoj kev uas tsuas cia tsheb npav khiav xwb, ua kom txhob muaj lwm cov tsheb khiav mus los tshuam cov tsheb npav no kev, los sis kuj khiav taug cov kev tsheb hauv zos nrog lawm cov tsheb thiab.
- Tsim kom muaj ib txoj kev thauj pejxeem mus los uas yog siv cov tsheb sib cab ntau lub ua ke hu ua light rail transit (LRT). Cov tsheb sib cab no tsim kom tsis txhob ntev heev, txhob nrov heev, siv fais-fab khiav taug cov kev pua rau cov tsheb sib cab no khiav xwb thiab li yuav tsis nrog lwm cov tsheb sib huas kev. Txoj kev pua rau cov tsheb sib cab khiav hu ua Central Corridor LRT yuav ua kom zoo sib xws thiab mus txuas rau txoj kev LRT tshiab uas khiav raws txoj kev Hiawatha Avenue ntawm plawv zos Minneapolis mus rau tom tshav dav hlau thiab tom khw Mall of America.

Vim li cas thiaj yuav tsum muaj tej kev hloov tshiab no rau hauv qhov chaw Central Corridor?

- Yuav tsum muaj kev thauj pejxeem mus los kom zoo ntxiv vim hais tias txoj kev loj I-94 muaj av thaiv tag txav tsis taus qhov twg ntxiv lawm, thiab tsis tas li ntawd kev soj ntsum kev tsav tsheb mus los xam pom hais tias txog xam xyoo 2020 ces txoj kev loj no yuav ntim tsis tag

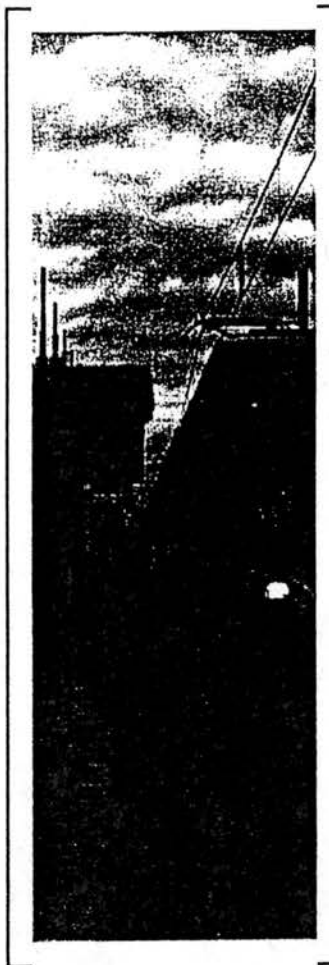


Photo: Karl Barnard

cov tsheb uas yuav khiav mus los lawm. Txij li xyoo 1990 txog 1998, cov tsheb uas niaj hnub khiav mus los hauv qhov chaw Central Corridor no muaj li 24 feem pua tshaj dua qub. Thiab tsis tas li ntawd xyoo 1996 txog 2020, xam pom hais tias cov tsheb uas niaj hnub khiav yuav muaj li 48 feem pua tshaj li tam sim no, yuav ua kom tsheb coob heev mus los ces sib txiv xwb.

- Vim hais tias txoj kev loj I-94 muaj av thaiv tag txav tsis taus qhov twg ntxiv lawm, yog yuav kho kom txaus cov tsheb khiav mas yuav siv nyiaj txiag tag li ntawm \$1 billion thiab yuav ua rau zej zog ib cheeb tsam ntawd puas tsuaj. Tsis tas li ntawd, ua li no los kuj tsuas yog ncuu qhov uas lwm hnub yeej yuav rov tau kho xwb, vim hais tias tsheb yuav rov muaj coob tuaj ua kom tsheb khiav sib txiv li qub xwb.
- Niaj hnub no qhov chaw Central Corridor yog ib tham tsam uas neeg caij tsheb mus los taug cov kev tsheb no heev tshaj lwm qhov chaw nyob hauv nroog loj, thiab muaj ob peb qho chaw uas tsheb niaj hnub sib txiv xwb. Niaj hnub no yeej muaj tsheb coob txaus lawm, thiab yog txog xyoo 2020, haj yam yuav muaj tsheb coob los mus



Photo: Terry Kayser, Metropolitan Council

sib txiv thiab, ua kom neeg caij tsheb mus los yuav tau siv sijhawm ntev. Kev tshwm sim kev thauj pejxeem mus los yog tib txoj hauv kev uas thiab li yuav ua tau kom caij tsheb mus los hauv qhov chaw Central Corridor no tsis txhob tau sib txiv xwb.

- Thaj tsam ntawm cov khw ua lag luam hu ua Midway yog ib thaj tsam uas lag luam thiab muaj neeg los nyob coob tshaj plaws hauv ob lub zos Twin Cities thiab kuj yog ib qho chaw uas tsheb khiav sib txiv tshaj plaws li. Tsim muaj kev thauj pejxeem mus los zoo ntxiv yuav daws tau qhov teeb meem uas tsheb sib txiv mus los thiab pab tau thaj tsam ntawm no kom loj hlob mus li ntxiv.
- Thaj tsam taug txoj kev University Avenue yog ib thaj tsam uas tej zaum yuav yog ib qho chaw hauv nroog loj uas rov kho tau zoo tshaj plaws nyob hauv ob lub zos Twin Cities yog hais tias kho tau tej teeb meem ntawm txoj kev caij tsheb mus los no.

Qhov chaw Central Corridor no yuav pab tau cov neeg nyob hauv xeev Minnesota li cas?

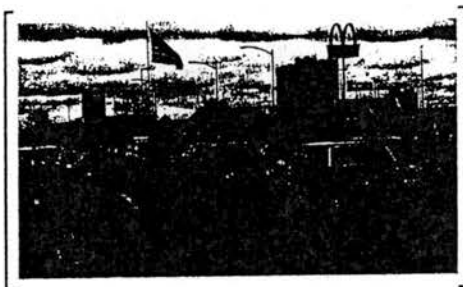
- Phav phav tus neeg yuav siv txoj kev thauj pejxeem mus los hauv qhov chaw Central Corridor no — khwv yeas tau hais tias ib as-thiv twg yuav muaj txog li 31,000 tus neeg siv txoj kev thauj pejxeem hu ua BRT, hos yuav muaj txog 38,000 tus neeg uas siv txoj kev thauj pejxeem hu ua LRT. Cov neeg caij tsheb no yog xam tag nrho cov uas nyob thiab ua haujlwm hauv qhov chaw Central Corridor, cov uas nyob sab nraud tiam sis tuaj hlaw dhau qhov chaw no, thiab cov uas yuav siv qhov chaw no thaum muaj ib txoj kev thauj pejxeem uas zoo siv.
- Cov neeg nyob rau hauv ob lub zos Twin Cities thiab cov qhua tuaj sab nraud tuaj yuav mus los ib ncig qhov chaw Central Corridor tau yooj yim dua niaj hnub no.
- Muaj txoj kev thauj pejxeem mus los zoo dua niaj hnub no yuav yog ib txoj kev mus los ntxiv uas zoo siv rau cov neeg uas niaj hnub tsav lawv cov tsheb thiab yog ib yam lawv cia siab tau rau.
- Yuav zoo rau cov khw ua lag luam hauv qhov chaw Central Corridor vim yuav muaj neeg coob pom cov khw ua lag luam hauv qhov chaw no thiab yuav muaj ntau yam tshwm sim tshiab tom qab uas muaj ib txoj kev thauj pejxeem mus los zoo ntxiv lawm.
- Nrog rau kev npaj tau zoo rau lub zos, cov chaw tos caij tsheb thauj pejxeem mus los yuav maj siab rau txoj kev tshwm sim khw ua lag luam thiab maj siab rau cov neeg nyob thaj tsam ntawd ces yuav ua kom lub zos muaj zog dua qub.
- Cov kev thauj pejxeem mus los uas tsis siv tsheb yuav ua kom tej pa roj tsis zoo rau lub cev tsawg dua qub thiab ua kom tej huab cua hauv qhov chaw Central Corridor zoo dua qub.

Qhov chaw Central Corridor yuav pab li cas rau txoj kev thauj pejxeem mus los hauv tag nrog cov zos nyob rau sab xeev no?

- Yuav ua rau cov neeg nyob hauv thaj tsam zos loj no muaj kev mus los yooj yim.
- Txoj kev thauj pejxeem mus los ua haujlwm zoo tshaj plaws thaum uas txuas tau cov chaw tseem ceeb uas neeg mus rau thiab yog tias sawv daws paub tias khiav li cas. Nrog rau txoj kev thauj pejxeem mus los hu ua Hiawatha Line, qhov chaw Central Corridor tshiab thiab zoo dua qub yuav txuas tau cov chaw ua lag luam thiab chaw neeg nyob tseem ceeb heev nyob hauv ob lub zos Twin Cities thiab siv tej kev mus los yooj yim thiab zoo siv ncig zej zog.
- Qhov chaw Central Corridor yuav txuas plawv zos Minneapolis, lub tshav dav hlau, thiab lub khw Mall of America rau txoj kev thauj pejxeem mus los hu ua Hiawatha Line tshiab, ua li no yuav sib txuas tau thaj tsam hauv zos loj nyob Sab Hnub Tuaj, plawv zos Minneapolis thiab lub khw Mall of America.
- Nws yuav txuas txoj thauj pejxeem mus los hu ua Northstar Line thiab cov zej zog nyob sab Qaum Teb Hnub Poob, thiab txoj kev thauj pejxeem mus los hu ua Red Rock Line thiab cov zej zog nyob sab Hnub Tuaj.

Ntxiv tom ntej no mus yuav ua li cas?

- Qhov chaw ua haujlwm Ramsey County and Hennepin County Regional Railroad Authorities tab tom tshawb kawm txog tej teeb meem hais txog ntawm kev mus los hauv qhov chaw Central Corridor no.
- Qhov chaw ua haujlwm Federal Transit Administration tab tom kho ib txoj lus hu ua Environment Impact Statement (EIS) hais txog kev kho kev thauj pejxeem mus los kom zoo ntxiv. EIS los mus txiav txim seb 3 qho kev thauj pejxeem mus los no yuav ua txoj twg: tsis tsim dab tsi tshiab li, tsim txoj kev thauj pejxeem mus los hu ua BRT, los yog tsim txoj kev thauj pejxeem mus los hu ua LRT.



Yog xav paub ntxiv, thov mus cuag:

Steve Morris, Central Corridor Project Manager

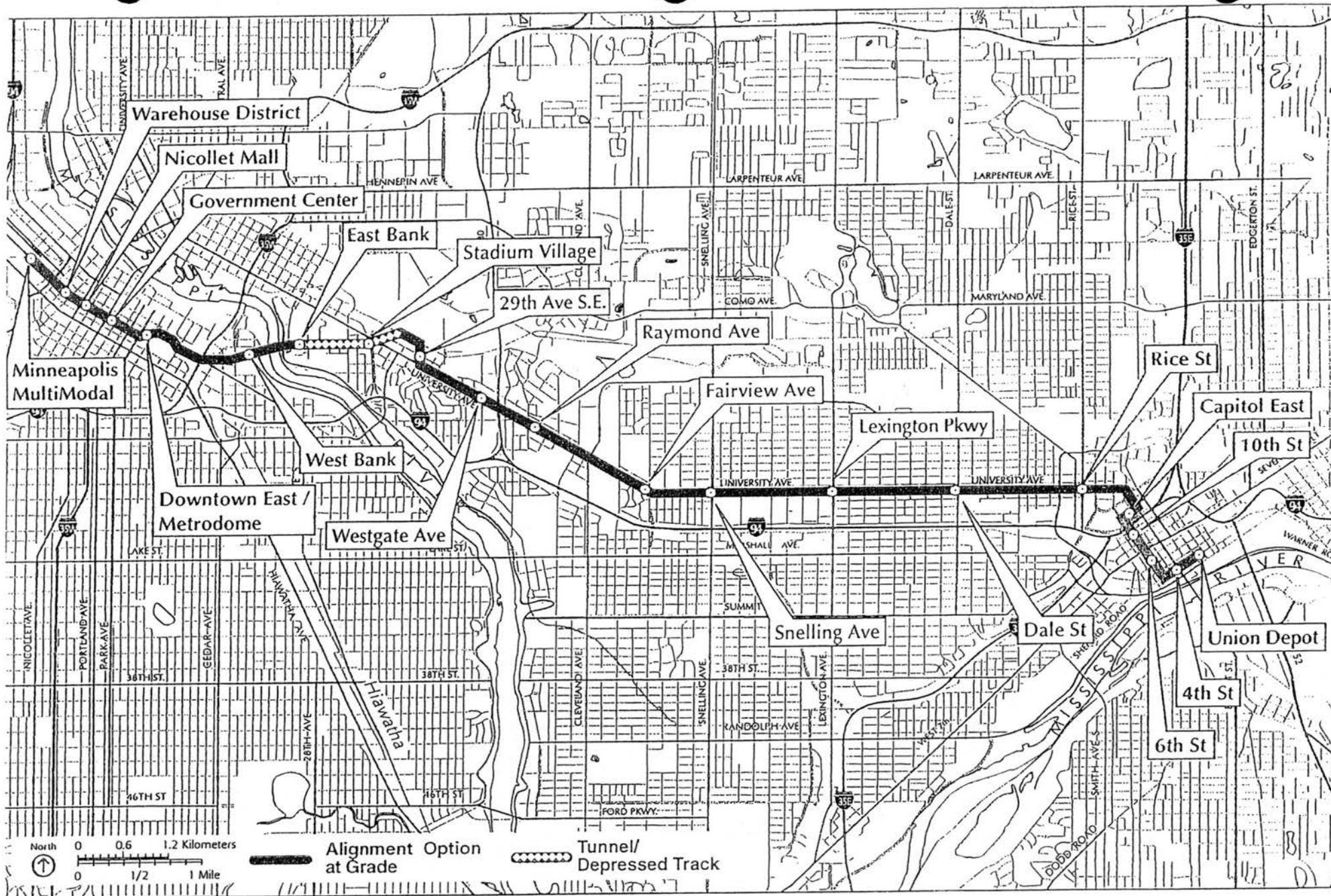
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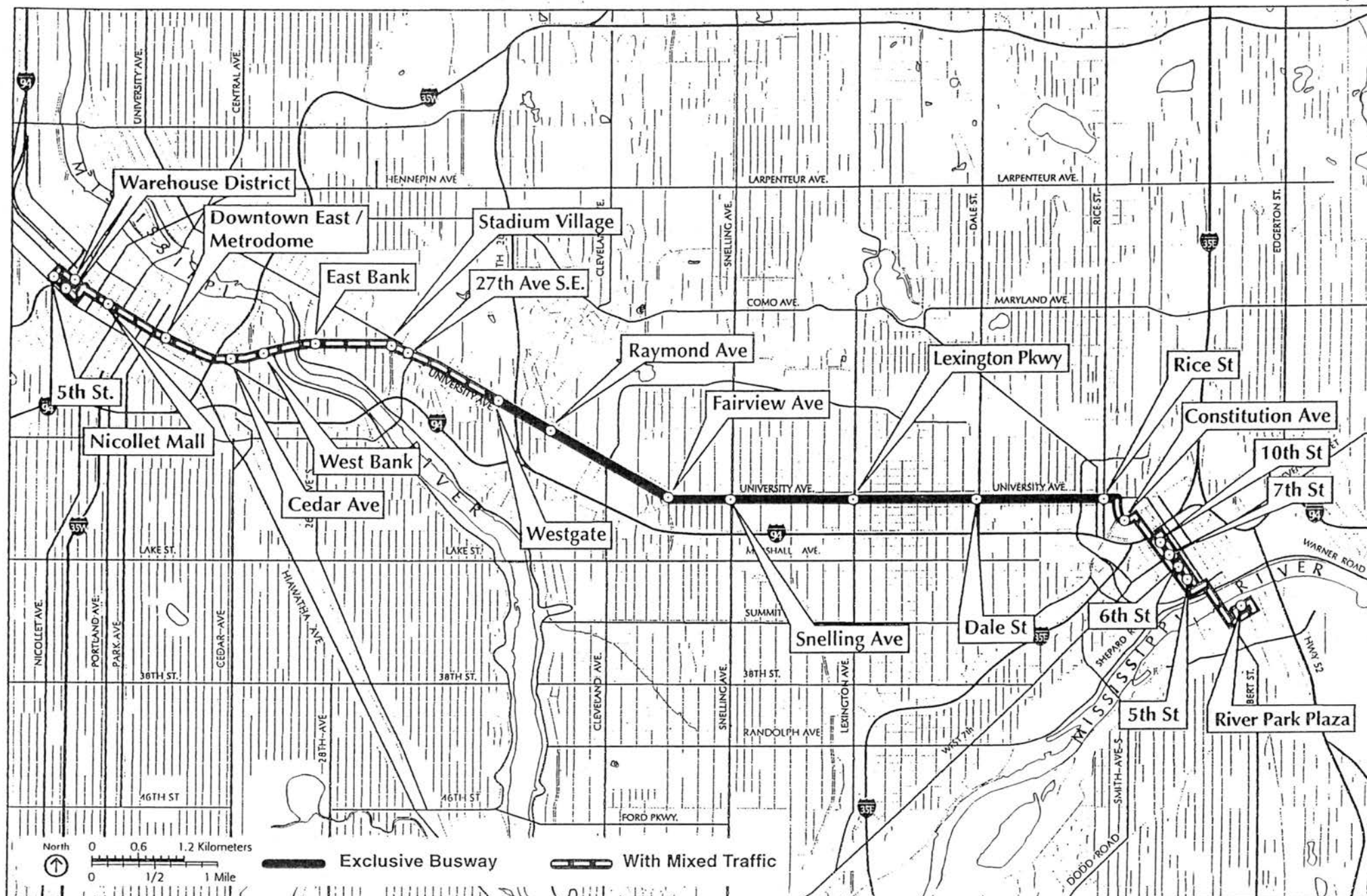




University Avenue LRT Alternative

April 2002

Figure S.1-





XAQIIQADA CENTRAL CORRIDOR (BARXADDA DHEXE)

Nafciga Hagaajinta Gaadiidka Ka Jira Central Corridor

Maxay Tahay Central Corridor?

- Central Corridor waa qorshe ka koobaan 11mayl oo isku xira magaalada hoose ee Minneapolis, magaalada hoose ee St. Paul, Jaamacadda Minnesota, iyo dhowr xaafadood oo dhaqdhaqaaq leh ayagana u dhaxeya. Labada magalooyin ee hoose iyo Jaamacadda Minnesota waa saddexda meelood oo ugu gaadiid badan gobolka, Jaamacadduna (U) waa jaamacadda bulshadeed ee ugu weyn ee ku taalla waddanka.
- Laynka gaadiidka ee isku xiri doona wuxuu ka bilaaban doona qaybta "warehouse" ee ku taalla magaalada hoose ee Minneapolis mareysana meelaha halbowlaha uh nolosha magaalada hoose oo kamid yihiin Metrodome, illaa dhulka ay ku fadhido, lana siman jidka University Avenue ee St. Paul, dhafayana State Capitol (Baarlamaanka), iyo magaalada hoose Saint Paul. Waxuuna ku dhammaanayaa Saint Paul Lowertown oo u dhow Union Depot.

Waa maxay nooca qorshaha gaadiidka ee gaadiidka dhiso doono Central Corridor?

Maanta, hormoodka siyaasadda waxey deegaanka u hayaan saddex fursadood:

- In la sii haysto lana hagaajiyo gaadiidka baska ee hadda deegaanka isku xira. Basaska Barxadda mara waa ugu tirada badan ee dadka baska raaca ee gobolka.
- La abuurto nidaamka bas raacid ah (BRT). Basasku waxay ka hawlgeli doonaan waaddo qaas oo uu baska maro, ama jidadka magaalada mara oo la qaybsadaan gaadiidka kale.
- La abuurto nidaamka laynka tareenka (LRT). Tareenno yar yar oo shanqar gaaban, kuna socda awooda korontada oo si qaas ah u mara jidka tareenka, kana dhowreysa in tartan ay la galaan gaadiidka kale ee meesha mara. Laynka Central Corridor LRT wuxuu qaab ahaan u ekaan doona xiskuna xiridona midka LRT cusub laynka hadda Hiawatha Avenue ee ka soo baxa magaalada hoose ee Minneapolis illaa garoonka diyaaradaha iyo Mall of America.

Maxay tahay baahida keentay in Central Corridor wax laga beddelo?

- Hagaajinta gaadiidka ayaa loo baahanyahay sababtoo ah jidka weyn ee I-94 waa mid xiran oo aan waxba lagu dari karin gaadiidka marana u qiyaas dhaafi doono 2020. Intii dhaxeysay 1990 iyo 1998, gaaadiidka maalin kasta mara Central Corridor wuxuu kor u dhaafay 24% . Ayaddo la filayo in inta u dhaxeysa 1996 iyo 2020,

gaadiidka mara uu gaari doono 48%, cariiri ka dhigi doonta. Bacdaama jidka weyn ee I-94 uu yahay mid xiran, haddii la damco in la ballariyo qarashka ku kici doona wuxuu kor uu u dhaafi doona \$1 bilyan qasaara badanna u keeni doona xaafadaha deegaanka. Wuxun uu dib u dhigi doona waxa markastaba la filayo iney dhacaan, inuusan jidka xamili doonin gaadiidka soo kordhaya.

- Maantay Central Corridor waa jidka ugu badan ee gaadiidka degaanka uu isticmaalo, meelaha qaarkoodna gaadiidka aya ku badan oo socodka gaabinaya, intii looogu talagay inuu qaado ayuu maraya, marka la gaaro 2020, wuxuu sii noqon doonaa mid cariiri ah, taaso kor u qaadi doonta waqtiga safarka ee dadka gawaarida wata.. Horumarinta gaadiidku waa sida kaliya oo cariiriga deegaanka looga bixi doono.
- Suuqa Midway waa mid kamid ah meelaha ganacsi ahaan ugu horumar badnaan doonta deegaanka Twin Cities gaadiidka barxadda soo marana ciriiri geli doona. Hagaajinta gaadiidka wuxuu nafaas ka siinaya si uusan caarii u gelin gaadiidka isla markaana la qabsada horumarka meesha ka socda.
- Deegaanka University Avenue waxey diyaar ugu tahay iney noqoto degaanmeesha dib u habeynta ugu habboon ee Twin Cities mar haddii la xalliyo arrimaha gaadiidka.

Sideebuu Central Corridor Faa ideen doonaa Reer Minnesota ?

- Dadka tobannanada kun ee isticmaali doona gaadiidka mara barxadda - laguna qiyaasinay dadka usbuuc weliba rukun u raaci doona BRT ay gaarayaan 31,200, kuwa rukun ahaan u raaca LRT ay noqon doonaan 38,000. Dadka rukun ahaan u raaci doona waxa kamid dadka ku nool kana shaqeya barxadda, dadka dibadda kaga nool, lakiinse meesha soo mara, iyo kuwa isticmaali doona mar haddii ay ku ogyihiin inuu gaadiidka fiican oo wax waxtar lehna uu meesha ka jiro.
- Socodka dadka degganka Twin Cities marka soo boqaanayaan Central Corridor iyo meelaha u dhow wuxuu noqonayaa mid aad u sahlan.
- Hagaajinta socodka gaadiidka wuxuu dadka siinaya si fudud iney ku helaan gaadiid ay ku kalsoonihiin meeshii ay ka isticmaali lahaayeen gawaaridooda.
- Ganacsiga ka jira Central Corridor wuxuu si weyn uga faa'ideysan doonaa suuqa uu ka helayo dadka meesha u soo marana isbeddel horumar leh lagu sameyo marka arrimaha gaadiidka la xalliyo.

- Marka lagu daro qorshaha xoogga leh ee magaalada, isteeshinada gaadiidku waxey culeys saari doonaan sidii loo abuurii lahaa dib u habaynta ganacsiga iyo dhismaha ay dadka degaan ayadoo lala garab wado jawi si xoogan deegan u dhowraya
- Gaadiidka aan ahayn sida midka gawaarida wuxuu yareynayaa sunta qaaca ah waxeyna hagaajineysaa hawada lagu neefsado marka barxadda la marayo.

Waa maxay doorka uu Central Corridor ka qaadan doono gaadiidka gobolka?

- Wuxuu abuuraya qaab gaadiid oo si sahlan isugu xiriiraya xaafada la deggen yahay.
- Gaadiidka wuxuu si fiican u shaqeyaa marka marka laysku xiro meelaha halbowlaha ah ee loo socdo uuna jiro gaadiid lasku halleyn karo. Marka lala barbar dhigo Hiawatha Line, dib u habeynta Central Corridor wuxuu isku xiri doonaa dhammaan meelaha u dhaqaalo badan iyo degaanno badan ee dadka deggan Twin Cites ay aadan ayna isku halleyn karaan gaadiid ay ogyihiin uu xaafadaha ka jiro.
- The Central Corridor wuxuu isku xiri doonaa laynka cusub ee Hiawatha line oo isku xira magaalada hoose ee Minneapolis, garoonka diyaaradaha, iyo Mall of America, taaso si weyn isu xariirine melaha halbowlaha ah ee East Metro, magaalada hoose ee Minneapolis iyo Mall of America.
- Wuxuu kaloo isku xirayaa laynka Northstar xaafadaha ku yaalla Northwest suburbs, iyo xitaa laynka Red Rock iyo xaafadaha ku yaalla Eastern.

Maxaa xiga oo dhici doona?

- Deegannada Ramsey County iyo Hennepin County Regional Railroad Authorities waxay ku hawlan yihiin muhandisnimo oo si qaas ah ku taxluuqa arrimaha barxadda.
- Federal Transit Administration waxey dib u eegaysaa qorshe Environmental Impact Statement (EIS) (Waxa deegaanka ka soo gaari kara) oo cusub ee ku taxluuqa hagaajinta Central Corridor.
- Metropolitan Council (guddiga) waxey isticmaalid doonaan macluumaadka EIS si ay doortaan saddexda fursadood ee hortaalla oo wax ka qabashada u baahan: aan wax cusub la dhisin, la dhiso nidaamka BRT, ama la dhiso nidaamka LRT.

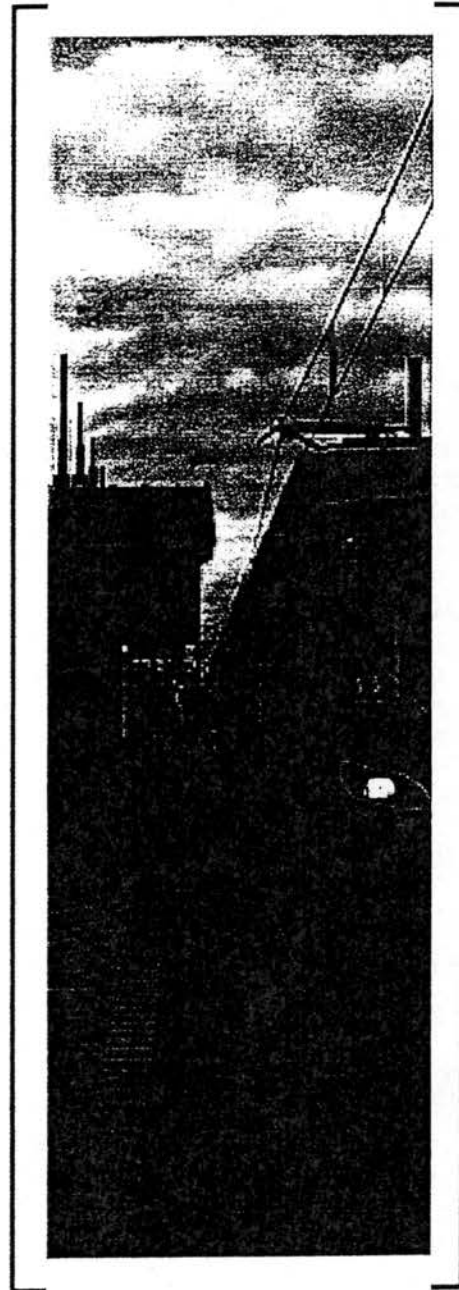


Photo: Kent Barnard

Faahfaahin dheeraad ah, fadlan la soo xiriir:

Steve Morris, Central Corridor Project Manager

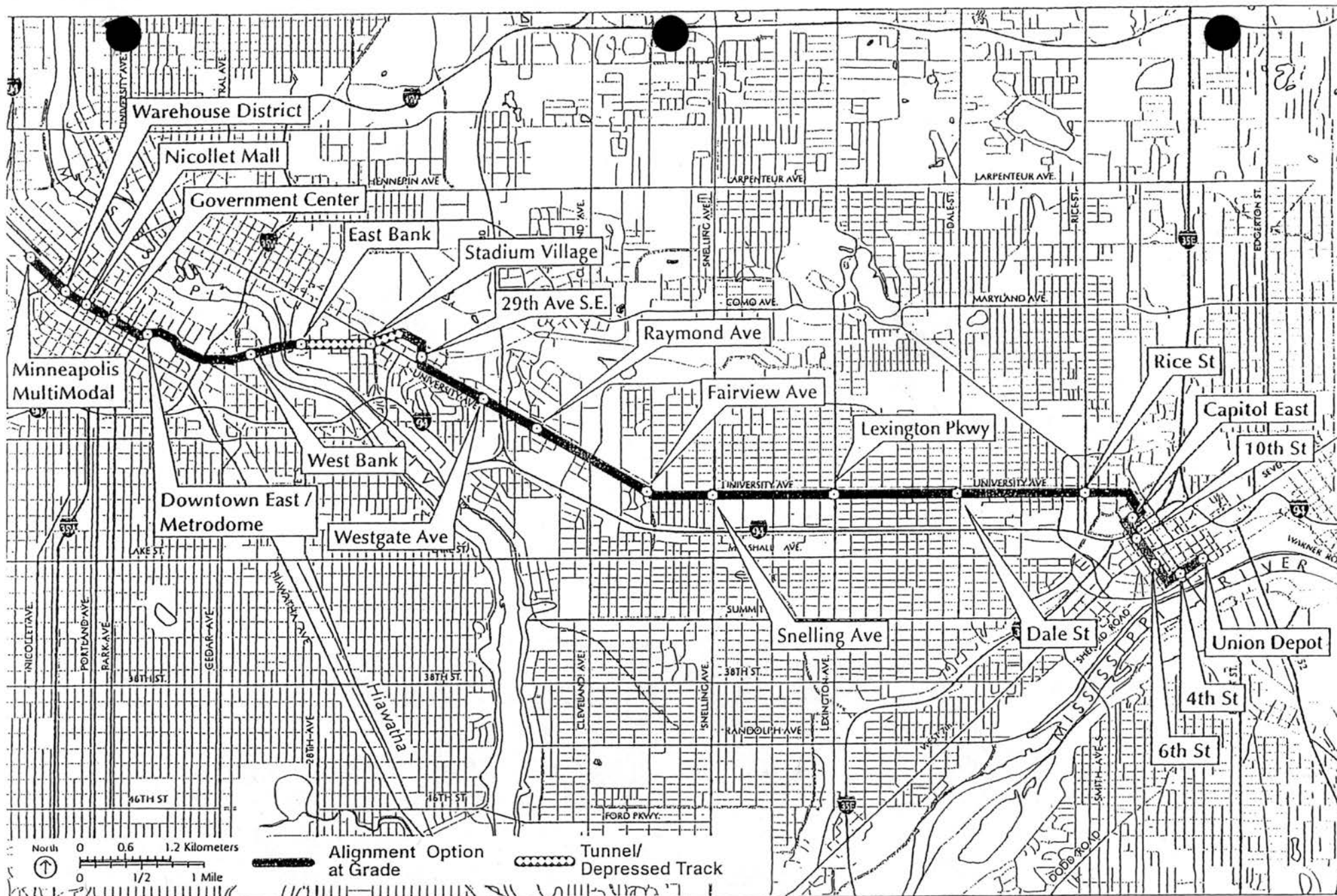
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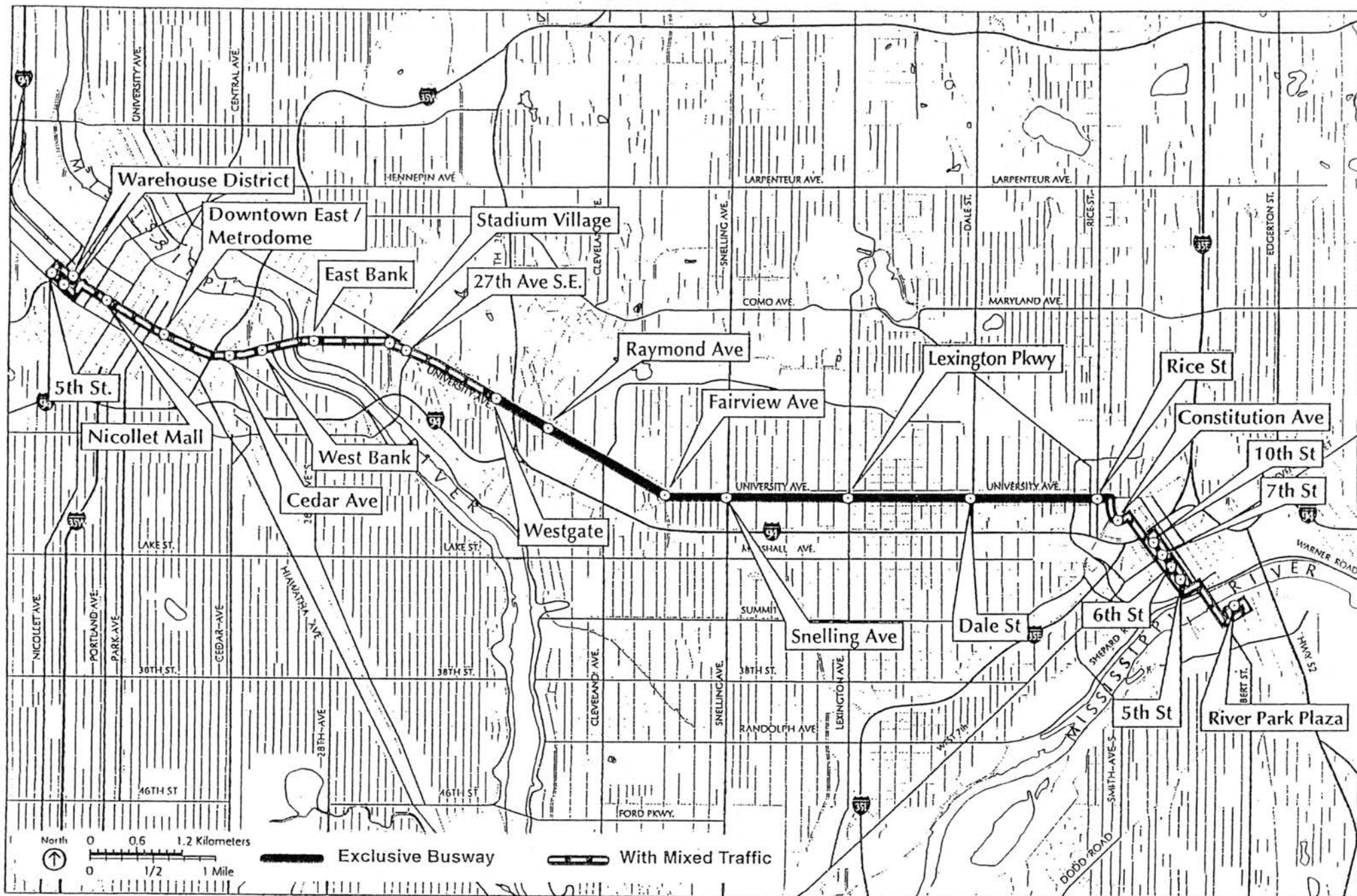
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HECHOS DEL CORREDOR CENTRAL (CENTRAL CORRIDOR)

Beneficios de un Tránsito Mejorado en el Corredor Central

¿Qué es el Corredor Central?

- El Corredor Central es una línea de tránsito planeada conectando el centro de Minneapolis, el centro de St. Paul, la Universidad de Minnesota y varios vecindarios de residencias vibrantes entre ellos. Los dos centros y la Universidad de Minnesota, son tres de los destinos más grandes del estado, y la Universidad es la Universidad de viaje diario más grande del país.
- La línea de tránsito comenzará en el distrito de bodegas (warehouse district) de Minneapolis, atravesará el centro más allá del Metrodome, a travéz de la facultad de la Universidad de Minnesota, por University Avenue en St. Paul, más allá del State Capitol hacia el centro de Saint Paul. Terminará en la parte baja (Lowertown) de Saint Paul cerca del Union Depot.

¿Qué tipo de tránsito se está planeado en el Corredor Central?

• La de hoy, los mandatarios están considerando tres opciones de tránsito para esta área:

- Mantener y continuar mejorando el servicio de autobuses actual en esta área. Las rutas de autobus del Corredor tienen el índice más alto de usuarios del estado.
- Crear un sistema de tránsito rápido (BRT). Los autobuses operarían ya sea en un carril exclusivo para autobuses, permitiéndoles evadir otro tráfico, o en las calles de la ciudad junto al otro tráfico.
- Crear un sistema de tránsito en tren ligero (LRT). Trenes cortos, operados por silenciosa energía eléctrica operarían en vías exclusivas, permitiéndoles evadir la competencia con el otro tráfico. La Línea de LRT del Corredor Central se parecería y se conectaría con la línea de LRT actual que corre por la Hiawatha Avenue desde el centro de Minneapolis al aeropuerto y al Mall of America.

¿Por qué se necesitan los cambios en el Corredor Central?

- Las mejoras de tránsito son necesarias porque la I-94 no tiene más acceso, y las proyecciones de tráfico indican que se excederá la capacidad para el 2020. Entre 1990 y 1998, el volumen de tráfico diario aumentó más del 24% en el Corredor Central. Y entre 1996 y 2020, el volumen de tráfico se espera que aumente un 48%, creando una congestión enorme.

- Como la I-94 no tiene más acceso, incrementar su capacidad costaría mas de \$1 billón y devastaría a los vecindarios adjuntos. Aparte nadámás retardaría lo inevitable, ya que la congestión automovilística empeoraría otra vez.
- El día de hoy, el Corredor Central es una de las rutas de trasporte más usadas en el área metropolitana, y varios lugares están congestionados con tráfico de automóviles regularmente. Su capacidad está casi alcanzada, y para el 2020, estará más congestionada, resultando en un incremento del tiempo de viaje de los usuarios. El desarrollo de un Tránsito es la única manera de reducir la congestión de ésta área.
- El distrito de negocios de Midway es uno de los corredores de crecimiento comercial y residencial más rápido de las Twin Cities y uno de los más congestionados. El tránsito mejorado proveerá alivio a la congestión de automóviles y permitirá que el crecimiento sea sostenible.
- El área de la University Avenue tiene el potencial de ser uno de los mejores sitios de re-desarrollo urbano en las Twin Cities si los problemas de tránsito pueden ser resueltos.

¿Cómo se beneficiarán los Minnesotanos con el Corredor Central?

- Decenas de miles de gente usarán el sistema de tránsito en el corredor – las predicciones son tales que el BRT tendría un promedio de usuarios entre semana de 31,200, y el LRT tendría 38,000 usuarios entre semana. Los usuarios incluyen gente que vive y/o trabaja cerca del corredor, gente que vive fuera pero pasa a través de él, y aquellos que usarían el corredor si se tuviera en pie una solución de tránsito más efectiva.
- Los residentes de las Twin Cities y los visitantes serán capaces de moverse más fácilmente en el Corredor Central.
- Tránsito mejorado crearía una opción de transporte cómoda y confiable para la gente que maneja sus propios autos el día de hoy.
- El comercio en el Corredor Central se beneficiaría de un incremento de su visibilidad y el desarrollo adicional que casi por seguro seguiría a las mejoras de tránsito.

- Capacitados con un plan de ciudad fuerte, las estaciones de tránsito se enfocarán en el re-desarrollo comercial y residencial mientras crean un medio ambiente urbano más fuerte.
- Las opciones de tránsito no automovilísticas reducirán las emisiones peligrosas y mejorarán la calidad del aire junto al corredor.

¿Que papel juega el Corredor Central en un sistema de tránsito regional?

- Prooverá un enlace de tránsito eficaz para los residentes urbanos.
- El tránsito funciona mejor cuando conecta destinos claves y tiene servicio predecible. Junto con la línea de Hiawatha, el Corredor Central mejorado conectará todos los destinos económicos y residenciales más grandes en las Twin Cities e involucrará transporte cómodo y predecible en los vecindarios.
- El Corredor Central enlazará la nueva línea de Hiawatha con el centro de Minneapolis, el aeropuerto, y el Mall of America lo cual creará conecciones vitales entre el East Metro, centro de Minneapolis y el Mall of America.
- Se enlazará con la línea Northstar y los suburbios del Noroeste, como también con la línea Red Rock y los suburbios del Este.

¿Qué pasará después?

- Las Autoridades de Tren Regionales del Condado Ramsey y del Condado Hennepin están haciendo estudios de ingeniería específicos a problemas de tránsito en el corredor.
- La Federal Transit Administration está revisando la Declaración de Impacto al Medio Ambiente (EIS) en las mejoras de tránsito en el Corredor Central.
- El Consejo Metropolitano espera usar la información del EIS para elegir cual de las tres opciones seguir: construir nada nuevo, construir un sistema BRT, o construir un sistema LRT.



Photo: Kent Barnard

Para más información, por favor contacte a:

Steve Morris, Gerente del Proyecto del Corredor Central

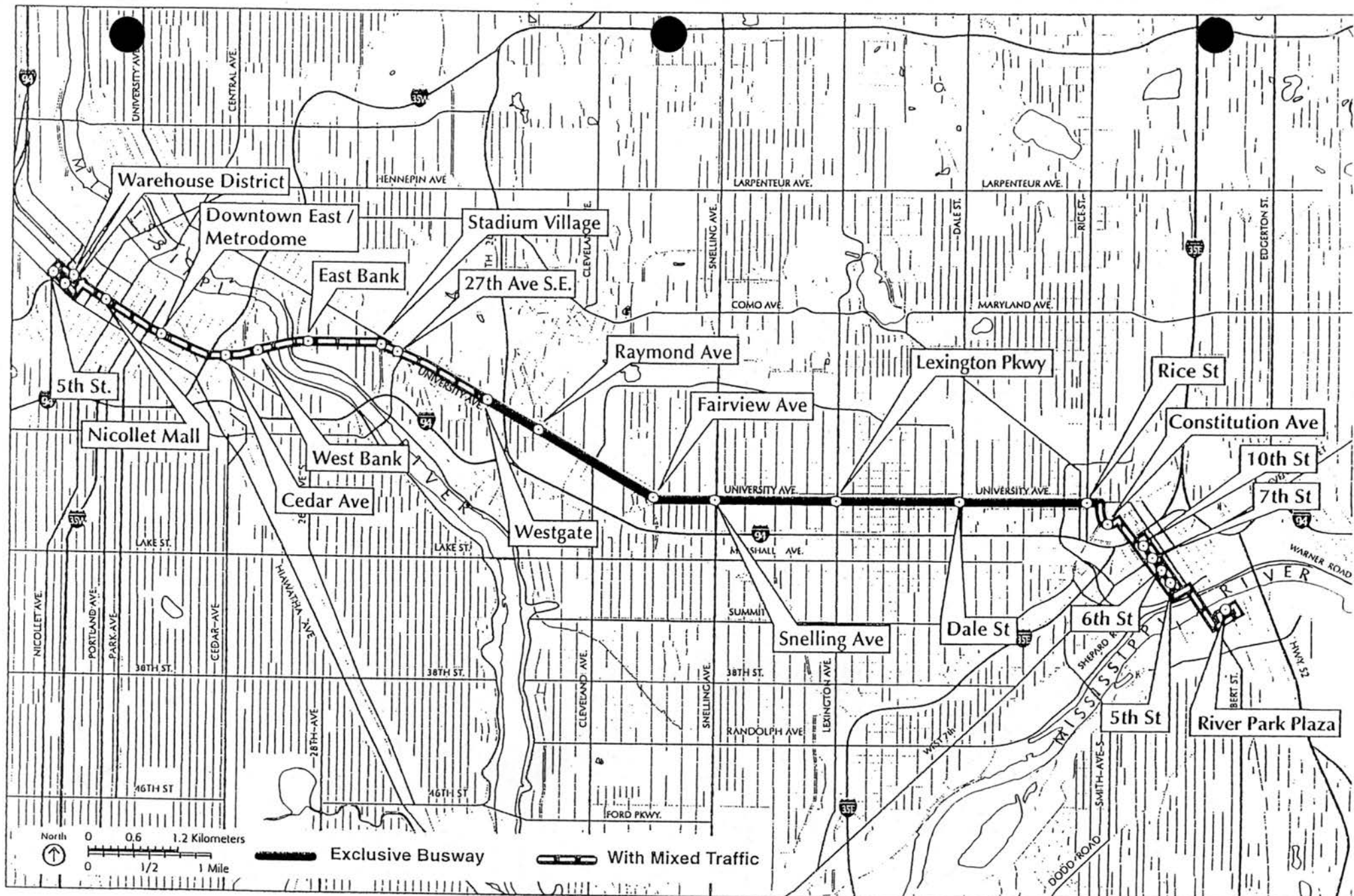
Autoridad de Trenes Regional del Condado Ramsey
Suite 665, Ramsey County Government Center West
50 West Kellogg Blvd.
St. Paul, MN 55102

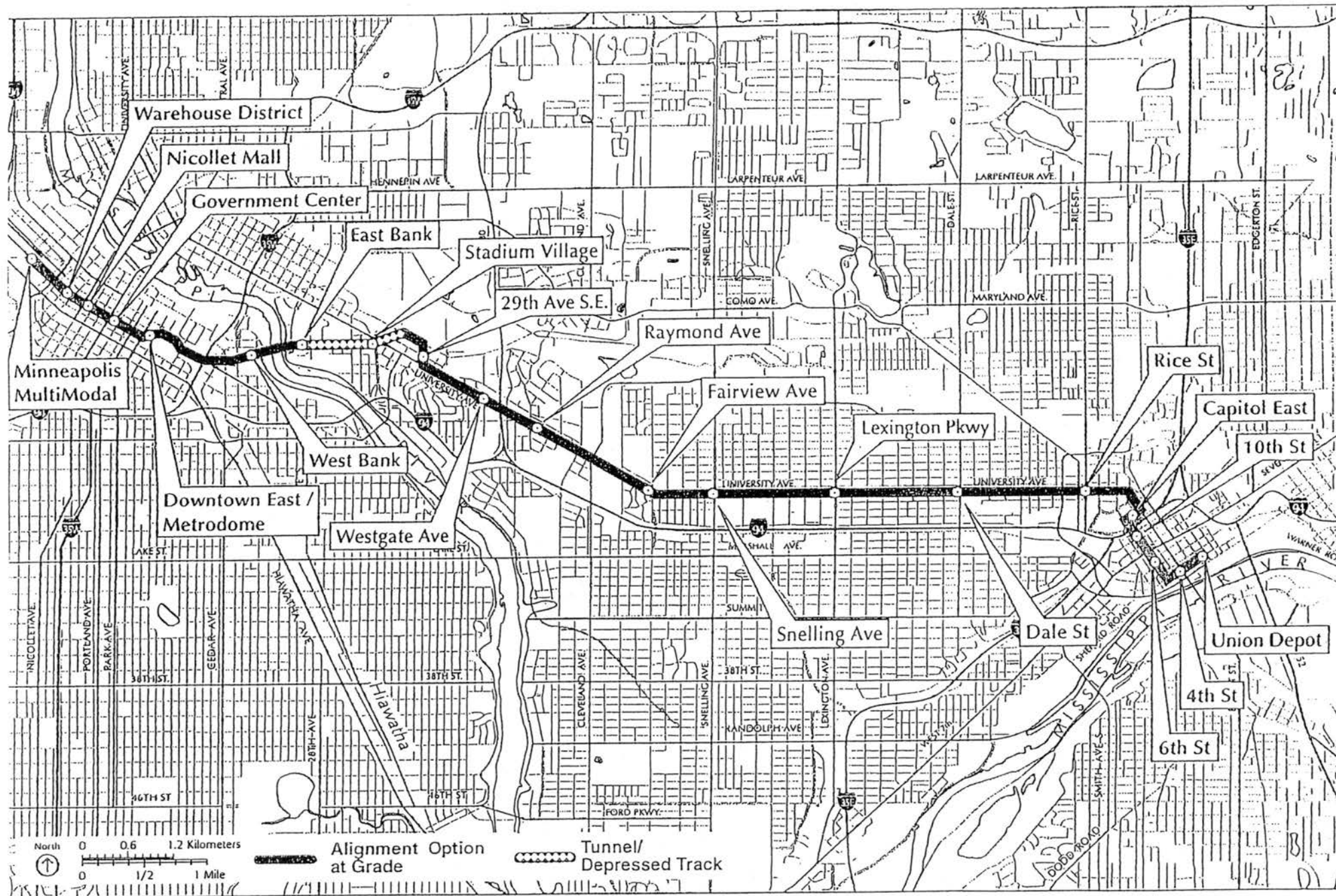
651-266-2784

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www.centralcorridor.org







ការពិតអំពី CENTRAL CORRIDOR

អត្ថប្រយោជន៍ផ្លូវគមនាគមន៍បានធ្វើឲ្យប្រសើរឡើង នៅក្នុង Central Corridor

តើ Central Corridor ជាអ្វី?

- Central Corridor គឺជាខ្សែផ្លូវគមនាគមន៍ (ផ្លូវសំរាប់ធ្វើ ដំណើរទៅមក) ចម្ងាយ 11-ម៉ាយ ដែលបានគ្រោងធ្វើសំរាប់គ្នាប្រភេទ : ផ្សារ កណ្តាល ក្រុង Minneapolis, ផ្សារ កណ្តាល ក្រុង St. Paul, សាកលវិទ្យាល័យនៃ Minnesota និងចន្លោះ ភូមិមានអ្នកស្រុកដ៏ស្រស់ បំប្រុងជាច្រើនកន្លែងទៀត។ ផ្សារកណ្តាលក្រុងពីរ និង សាកលវិទ្យាល័យ នៃ Minnesota គឺជាទិសដៅនៃផ្លូវគមនាគមន៍បីដប់បីបំផុតនៅក្នុងរដ្ឋ និង សាកលវិទ្យាល័យក៏មានទិសស្រប សាកល វិទ្យាល័យធ្វើដំណើរទៅមកដ៏ច្រើនជាងគេបង្អស់នៅក្នុងប្រទេសផងដែរ។
- ខ្សែផ្លូវគមនាគមន៍នឹងចាប់ផ្តើមក្នុង Minneapolis ត្រង់ឃ្លាំងសង្កាត់ ហើយសន្ធឹងរហូតដល់ទៅផ្សារកណ្តាលក្រុងហ្គេស Metrodome ឆ្លងកាត់ទីបី វេណសាកលវិទ្យាល័យនៃ Minnesota តាមវិថី University ក្នុង St. Paul ហ្គេសមានរដ្ឋសភា Minnesota និងចូលទៅផ្សារកណ្តាលក្រុង Saint Paul។ វានឹងផុតនៅផ្សារក្រោមទីក្រុង Saint Paul នៅក្បែរ Union Depot ។

តើផ្លូវគមនាគមន៍នេះប្រយោជន៍ណាម្នាក់ ដែលបានគ្រោងធ្វើនៅក្នុង Central Corridor?

- ថ្ងៃនេះអ្នកបង្កើតក្រិតក្រមទាំងឡាយ កំពុងតែពិចារណាការ ជ្រើសរើសផ្លូវគមនាគមន៍បីយ៉ាង សំរាប់តំបន់នេះ គឺ :
 - រក្សា និងធ្វើឲ្យការដឹកជញ្ជូនតាមឡានបឺសបច្ចុប្បន្នបានប្រសើរឡើងជាបន្តទៀត នៅក្នុងតំបន់នេះ ។ ផ្លូវឡានបឺសនៅ Corridor មានអ្នកជិះដ៏ច្រើនជាងគេ បំផុតនៅក្នុងរដ្ឋ ។
 - បង្កើតឲ្យមាន ប្រព័ន្ធផ្លូវគមនាគមន៍លឿនសំរាប់ឡានបឺស (Bus Rapid Transit - BRT) ។ ឡានបឺសនឹងរត់តាមផ្លូវសំរាប់ឲ្យបើកឡានបឺសបើកប៉ុណ្ណោះ ដែលអាចឲ្យឡានបឺសជៀសវាងចរាចរផ្សេងៗទៀត ឬនៅតាមផ្លូវថ្នល់ទីក្រុង ជាមួយនឹងចរាចរផ្សេងៗទៀត ។
 - បង្កើតឲ្យមាន ប្រព័ន្ធផ្លូវគមនាគមន៍ថ្មីឆ្លងស្រាល (Light Rail Transit - LRT) ។ ថ្មីឆ្លើងខ្សែស្រាត់ឥតគ្រោះថ្នាក់ ប្រើកំឡុងអគ្គិសនី ដែលនឹងរត់តាមផ្លូវសំរាប់ថ្មីឆ្លើងប៉ុណ្ណោះ អនុញ្ញាតឲ្យវាជៀស វាងការប្រជែងជាមួយចរាចរផ្សេងៗទៀត ។ ខ្សែ Central Corridor LRT នឹងជាដូចគ្នា ហើយតភ្ជាប់ជាមួយខ្សែ LRT ថ្មី តាមវិថី Hiawatha ចេញពីផ្សារកណ្តាលក្រុង Minneapolis ទៅចំណតអាកាស យាន និង Mall of America ។

តើបេក្ខជនណាម្នាក់អាចជាជម្រើសសំរាប់ក្នុង Central Corridor?

- ការធ្វើឲ្យផ្លូវគមនាគមន៍បានប្រសើរឡើងគឺជាចាំបាច់ ពីព្រោះថ្លៃ I-94 គឺជាដីប្រជ្រៀត ហើយការទស្សនាទាយស្ថានចរាចរ និងមានលើសចំនួននៅឆ្នាំ 2020 ។ នៅរវាងឆ្នាំ 1990 និងឆ្នាំ 1998 ចំនួនចរាចរប្រចាំថ្ងៃ បានកើនឡើងលើសពី 24% នៅក្នុង Central Corridor ។ ហើយនៅរវាងឆ្នាំ

- 1996 និងឆ្នាំ 2020 ចំនួនចរាចរប្រចាំថ្ងៃនឹងឡើងលើសពី 48% ដែលបង្កើតឲ្យមានការស្ទុះចរាចរជាខ្លាំង ។
- ពីព្រោះថ្លៃ I-94 គឺជាដីប្រជ្រៀត ម្ល៉េះហើយការបង្កើនចំណុះរបស់វានឹងត្រូវចំណាយប្រាក់អស់ជាង \$1 កោដិដុល្លារ ទាំងនឹងធ្វើឲ្យខ្ទេចខ្ទាំភូមិមាននៅជិតខាង ។ លើសពីនេះទៀត វាត្រាន់តែពន្យារ ពេលការជៀសវាងមិនផុត ពីព្រោះការស្ទុះរថយន្តនឹងយ៉ាប់ឡើងជាម្តងទៀត ។
- សព្វថ្ងៃនេះ Central Corridor គឺជាផ្លូវដឹកជញ្ជូនមួយដែលគេបានប្រើជាងគេបំផុត នៅក្នុងតំបន់ប្រជុំក្រុង ហើយទីកន្លែងជាច្រើនទៀតរថយន្តបានស្ទុះចរាចរជាទៀងទាត់ ។ សព្វថ្ងៃនេះវាស្ទើរតែដល់ចំណុះ របស់វាទៅហើយ ហើយនៅឆ្នាំ 2020 វានឹងក្លាយជាស្ទឹងខ្លាំងឡើងទៅទៀតដែលបណ្តាលឲ្យចំណាយពេលវេលាកាន់តែច្រើនឡើងក្នុងការធ្វើដំណើរសំរាប់អ្នកធ្វើដំណើរទៅមក ។ ការបង្កើតផ្លូវគមនាគមន៍ គឺជាមធ្យោបាយតែមួយគត់ ដើម្បីបន្ថយការស្ទុះចរាចរនៅក្នុងតំបន់នេះ ។
- សង្កាត់ពាណិជ្ជកម្ម Midway គឺជាកន្លែងល្អបំផុតសំរាប់បំប្លែងបំផុតខាងពាណិជ្ជកម្ម និងលំនៅដ្ឋាន នៅក្នុង Twin Cities ហើយក៏ជា ទីក្រុងស្ទុះចរាចរជាងគេបំផុត ។ ផ្លូវគមនាគមន៍ដែលបានធ្វើឲ្យប្រសើរឡើងនឹងសំរាលការស្ទុះចរាចររថយន្ត ហើយអនុញ្ញាតឲ្យរក្សាការពារ ចំរើនជាបន្តទៀតបាន ។
- តំបន់វិថី University មានសមត្ថភាពធ្វើជាទីកន្លែងវឌ្ឍនកម្មសាមី (ការបង្កើតជាថ្មី) បានល្អជាងគេបំផុតសំរាប់ទីក្រុង នៅក្នុង Twin Cities បើសិនជាបញ្ហាផ្លូវគមនាគមន៍អាចបានដោះស្រាយរួច ។

តើ Central Corridor នឹងផ្តល់ប្រយោជន៍ឲ្យអ្នករស់នៅ Minnesota ជាប្រាកដណាម្នាក់?

- មនុស្សរាប់រាន់នាក់នឹងប្រើប្រព័ន្ធផ្លូវគមនាគមន៍ក្នុង corridor (កូរ៉ូដរ) — គេប្រមាណថានឹងមានមនុស្សជិះ BRT ជាមធ្យមរៀងរាល់ថ្ងៃ នឹងមានចំនួន 31,200 នាក់ ហើយមានមនុស្សជិះ LRT ជាមធ្យមរៀងរាល់ថ្ងៃនឹងមានចំនួន 38,000 នាក់ ។ អ្នកជិះទាំងនោះគឺមានរួម ទាំងមនុស្សរស់នៅ និង/ឬ ធ្វើការក្នុងកូរ៉ូដរ មានប្រជាជនរស់នៅខាងក្រៅ ប៉ុន្តែឆ្លងកាត់តាមរយៈវា និងអស់អ្នកដែលនឹងប្រើកូរ៉ូដរ បើសិន ជាដំណោះស្រាយផ្លូវគមនាគមន៍មានប្រសិទ្ធភាពជាង មានស្រេចចាំហើយនោះ ។
- អ្នកមានលំនៅក្នុង Twin Cities និងអ្នកមកលេង នឹងអាចធ្វើដំណើរចេញចូលនៅជុំវិញ Central Corridor បានងាយស្រួលជាងមុន ។
- ផ្លូវគមនាគមន៍បានធ្វើឲ្យប្រសើរឡើង នឹងបង្កើតឲ្យមានភាពងាយស្រួលណាម្នាក់មានជំនួយយានជំនិះអាចរត់ផ្អែកបាន សំរាប់អស់អ្នកដែលសព្វថ្ងៃនេះបើកឡានរបស់គេ ។
- ពាណិជ្ជកម្មនៅក្នុង Central Corridor នឹងទទួលបានផលប្រយោជន៍ចេញពីការបង្កើតបន្ថែម និងមើលឃើញច្បាស់ ដែលនឹងកើតឡើងបន្ទាប់ពីបានធ្វើផ្លូវគមនាគមន៍ឲ្យប្រសើរឡើង ។

- ដោយផ្ដោតជាមួយគំរោងការទីក្រុងដ៏ខ្លាំងក្លា នោះស្ថានីយ៍ថ្មី គមនាគមន៍ និងផ្ដោតទៅលើការវឌ្ឍនកម្មខាងជន្មញ្ញ និងខាងលំនៅដ្ឋាន ទន្ទឹមនឹង ពេលការបង្កើតមានបរិស្ថានទីក្រុងដ៏ខ្លាំងក្លាជាងមុន ។
- ជំរើសផ្លូវគមនាគមន៍មិនសំរាប់រថយន្ត និងបន្ថយការគ្រោះថ្នាក់នៃ សារធាតុបានបញ្ចេញទៅអាកាស និងធ្វើឲ្យគុណភាពខ្យល់អាកាស នៅតាម កូរ៉ូដ័រ បានល្អប្រសើរឡើង ។

ព្រី Central Corridor HHS ជូនព័ត៌មាន៖

នៅក្នុងប្រព័ន្ធផ្លូវគមនាគមន៍កុំព្យូទ័រ?

- វានឹងធ្វើឲ្យការតភ្ជាប់ផ្លូវគមនាគមន៍មានគ្រប់គ្រាន់ សំរាប់អ្នក រស់នៅក្នុងទីក្រុង ។
- ផ្លូវគមនាគមន៍មានប្រសិទ្ធភាពយ៉ាងប្រពៃ នៅពេលវាត ភ្ជាប់ទិសដៅ សំខាន់ៗ និងទ្រង់ទ្រាយការដឹកជញ្ជូនដែលអាចទស្សទាយបាន។ នៅ តាមខ្សែ Hiawatha នោះ Central Corridor ដែលបានធ្វើឲ្យប្រសើរឡើង នឹងតភ្ជាប់បំណងសេដ្ឋកិច្ច និងលំនៅដ្ឋានទាំងអស់នៅក្នុង Twin Cities ហើយជាប់ទាក់ទងការងាយស្រួលណាស់ និងឈានជំនិះដែលអាចទស្សទាយ បាន នៅជុំវិញភូមិឋាននានា ។
- Central Corridor នឹងតភ្ជាប់ខ្សែ Hiawatha ថ្មីភ្ជាប់ទៅនឹងផ្សារកណ្តាល ក្រុង Minneapolis ចំណាត់អាសយាន និង Mall of America ដែល នឹងបង្កើតឲ្យមានទំនាក់ទំនងយ៉ាងសំខាន់រវាង : ម៉េត្រូខាងកើត (East Metro), ផ្សារកណ្តាលក្រុង Minneapolis, និង Mall of America ។
- វានឹងតភ្ជាប់ខ្សែ Northstar និងជាយក្រុងទិសពាយព្យព្រមទាំង តភ្ជាប់នឹង ខ្សែ Red Rock និងជាយក្រុងទិសបូព៌ា ។

តើនឹងមានអ្វីកើតឡើងបន្ទាប់ទៀត?

- អាជ្ញាធរផ្លូវថ្នល់ភូមិភាគ ខោនធី រ៉ាមស៊ី និងខោនធី ហេននេបិន (Ramsey County and Hennepin County Regional Railroad Authority) កំពុងតែចាប់ផ្តើមសិក្សាខាងវិស្វកម្មនៃរឿងរ៉ាវជាក់លាក់ ខាងផ្លូវគមនាគមន៍នៅក្នុងកូរ៉ូដ័រ ។
- នាយកដ្ឋានផ្លូវគមនាគមន៍រដ្ឋបាលសហព័ន្ធ (Federal Transit Administration) កំពុងតែពិនិត្យមើលឡើងវិញនូវរបាយការណ៍ អនុភាពបរិស្ថាន (Environmental Impact Statement - EIS) ទៅ លើ ការធ្វើឲ្យផ្លូវគមនាគមន៍នៅក្នុង Central Corridor បានប្រសើរឡើង ។
- ក្រុមប្រឹក្សាក្រុងធំ (Metropolitan Council) បានសង្ឃឹមនឹងប្រើទិន្នន័យ EIS ដើម្បីសម្រេចយកការជ្រើសរើសណាមួយក្នុងបណ្តាបី ដើម្បីប្រតិបត្តិ : ពុំសង់អ្វីថ្មី, សង់ប្រព័ន្ធ BRT ឬសង់ប្រព័ន្ធ LRT ។

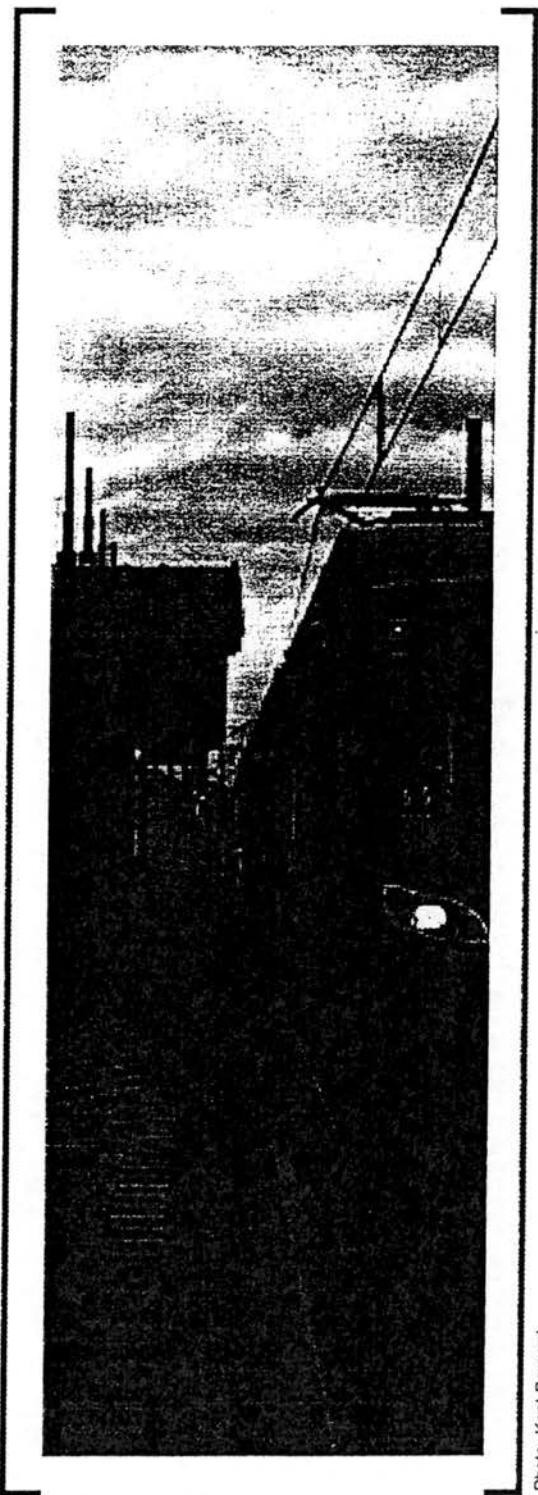


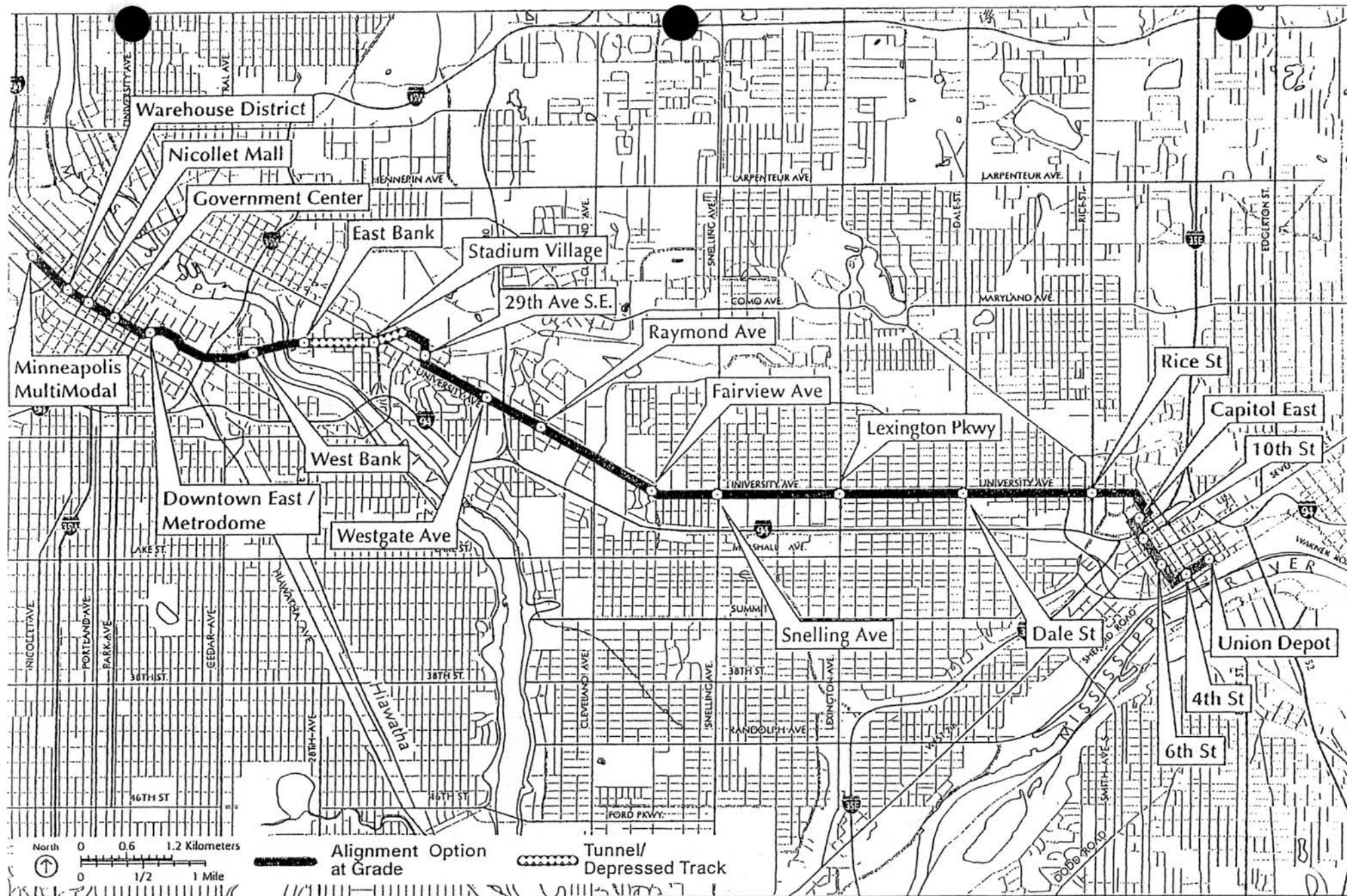
Photo: Kent Barnard

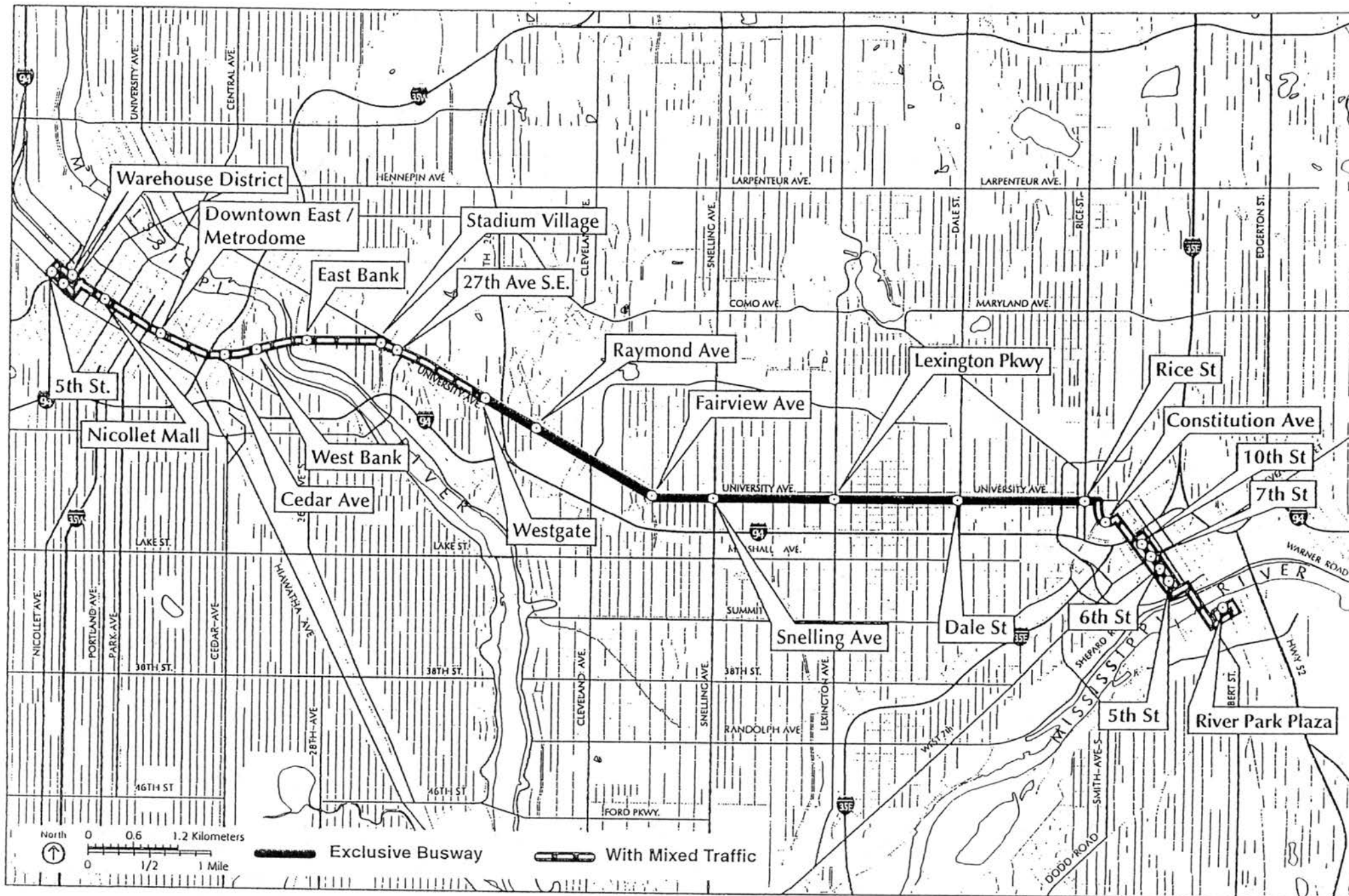
ដើម្បីទទួលបានព័ត៌មានថែមទៀត សូមទាក់ទង :

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April 2002

Figure S.1-2



CÁC DỮ KIẾN VỀ ĐƯỜNG HÀNH LANG TRUNG TÂM

Các Lợi Ích của Tình Trạng Giao Thông Được Cải Tiến Tại Đường Hành Lang Trung Tâm

Đường Hành Lang Trung Tâm là gì?

- Đường Hành Lang Trung Tâm là một đề án tuyến đường giao thông dài 11 dặm, nối khu trung tâm thành phố Minneapolis, khu trung tâm thành phố St. Paul, Trường Đại Học Minnesota, và nhiều khu dân cư đông đúc ở giữa. Hai khu trung tâm thành phố và Trường Đại Học Minnesota là ba điểm đến lớn nhất trong tiểu bang, và trường này là trường đại học có số lượng người di chuyển lớn nhất quốc gia.
- Lộ trình giao thông này sẽ bắt đầu từ khu nhà kho tại Minneapolis và chạy qua khu trung tâm chính, qua Metrodome, qua khu học xá của Trường Đại Học Minnesota, dọc theo đường University Avenue tại St. Paul, chạy qua Minnesota State Capitol, và vào khu trung tâm thành phố Saint Paul. Lộ trình này sẽ ngừng tại Lowertown của thành phố Saint Paul, gần Union Depot.

Loại hình vận chuyển nào dự tính sẽ được áp dụng tại Đường Hành Lang Trung Tâm?

Hiện nay, các nhà hoạch định chính sách đang xem xét ba phương án vận chuyển cho khu vực này:

- Duy trì và tiếp tục cải tiến dịch vụ xe buýt hiện có trong khu vực. Các lộ trình xe buýt trong đường hành lang có lượng hành khách lớn nhất trong tiểu bang.
- Thiết lập một hệ thống vận chuyển nhanh bằng xe buýt (BRT). Các xe buýt sẽ chạy dọc theo một tuyến đường dành riêng cho xe buýt, giúp tránh các luồng giao thông khác, hoặc chạy trên các đường phố trong thành phố cùng với các phương tiện giao thông khác.
- Thiết lập một hệ thống vận chuyển bằng xe điện (LRT). Các xe điện ngắn có toa xe chạy bằng điện rất êm sẽ chạy dọc theo các tuyến đường ray riêng, do đó tránh được sự cạnh tranh với các phương tiện giao thông khác. Tuyến đường LRT của Đường Hành Lang Trung Tâm sẽ tương tự và nối với tuyến đường LRT mới dọc theo đường Hiawatha Avenue, từ khu trung tâm thành phố Minneapolis tới phi trường và khu trung tâm mua bán Mall of America.

Tại sao cần phải có những thay đổi đối với Đường Hành Lang Trung Tâm?

- Việc cải tiến giao thông cần được thực hiện vì đường I-94 có đất liền bao quanh, và các dự án giao thông dự tính rằng con đường này sẽ vượt quá công suất từ nay đến năm 2020. Từ năm 1990 tới năm 1998, lượng giao thông hàng ngày trong Đường Hành Lang Trung Tâm tăng hơn 24%. Còn từ 1996 tới năm 2020, lượng giao

thông dự tính sẽ tăng 48%, do đó gây ra tình trạng tắc nghẽn nghiêm trọng.

- Do đường I-94 có đất liền bao quanh, việc tăng công suất phục vụ của đường này sẽ tốn hơn 1 tỷ Mỹ kim và phá hủy các khu dân cư lân cận. Thêm nữa, con đường này sẽ chỉ trì hoãn điều không thể tránh được, vì nạn tắc nghẽn xe sẽ lại còn tồi tệ hơn.
- Hiện nay, Đường Hành Lang Trung Tâm là một trong các lộ trình giao thông được sử dụng nhiều nhất trong khu vực thành phố, và nhiều địa điểm thường xuyên bị tắc nghẽn. Hiện nay, con đường đã gần đạt tới công suất tối đa và từ nay tới năm 2020, con đường này sẽ còn tắc nghẽn nhiều hơn, khiến những người thường xuyên lưu hành mất thêm thời gian di chuyển. Phát triển giao thông là cách duy nhất để giảm bớt tình trạng tắc nghẽn trong khu vực này.
- Khu trung tâm buôn bán Midway là một trong các đường hành lang dân cư và kinh doanh phát triển nhanh nhất ở Twin Cities và là một trong những nơi bị tắc nghẽn nhiều nhất. Việc cải tiến tình trạng giao thông sẽ giúp giảm bớt nạn tắc nghẽn xe và giúp tiếp tục phát triển ổn định.
- Khu vực University Avenue có khả năng trở thành một trong những khu vực thành thị tái phát triển tốt nhất tại Twin Cities nếu các vấn đề về giao thông có thể được giải quyết.

Đường Hành Lang Trung Tâm sẽ mang lại lợi ích gì cho cư dân vùng Minnesota?

- Hàng ngàn người sẽ sử dụng hệ thống vận chuyển trong đường hành lang — theo ước tính, BRT sẽ có số lượng người đi xe trung bình hàng tuần là 31,200, và LRT sẽ có số lượng người đi xe trung bình hàng tuần là 38,000. Những người đi xe sẽ bao gồm những người sống và/hoặc làm việc trong phạm vi khu vực đường hành lang, những người sống bên ngoài khu vực này nhưng đi qua khu vực này, và những người sẽ sử dụng đường hành lang nếu giải pháp giao thông hiệu quả hơn được áp dụng.
- Các cư dân và khách tới thăm vùng Twin Cities sẽ có thể đi lại trong Đường Hành Lang Trung Tâm một cách dễ dàng hơn.
- Tình trạng giao thông được cải thiện sẽ tạo nên một lựa chọn giao thông đáng tin cậy và thuận tiện cho những người hiện đang đi bằng xe riêng.
- Các cơ sở kinh doanh trong Đường Hành Lang Trung Tâm sẽ có lợi do nhiều người có thể nhìn thấy tiệm

hơn và tình trạng phát triển thêm, từ đó có thể sẽ dẫn tới các công trình cải tiến về giao thông.

- Cùng với hoạt động lập kế hoạch vững mạnh của thành phố, các trạm giao thông sẽ chú trọng tới hoạt động tái thiết gia cư và cơ sở kinh doanh, đồng thời tạo nên một môi trường đô thị vững mạnh hơn.
- Các lựa chọn về giao thông không sử dụng xe sẽ giảm bớt hiện tượng thải khí nguy hiểm và cải thiện phẩm chất không khí dọc theo khu vực đường hành lang.

Đường Hành Lang Trung Tâm đóng vai trò gì trong hệ thống vận chuyển của khu vực?

- Đường hành lang này sẽ cung cấp một đường liên kết giao thông hiệu quả cho các cư dân trong thành phố.
- Giao thông hoạt động tốt nhất khi liên kết các điểm trọng yếu và có dịch vụ có thể biết trước. Dọc theo tuyến đường Hiawatha Line, Đường Hành Lang Trung Tâm được cải tiến sẽ nối tất cả các điểm dân cư và kinh tế lớn nhất trong vùng Twin Cities và cung cấp phương tiện chuyên chở tiện lợi và có thể biết trước quanh các khu dân cư.
- Đường Hành Lang Trung Tâm sẽ nối tuyến đường Hiawatha mới, nối khu trung tâm thành phố Minneapolis, phi trường, và khu trung tâm mua bán Mall of America, trong đó sẽ tạo nên các tuyến đường liên kết quan trọng giữa vùng Phía Đông Thành Phố, khu trung tâm thành phố Minneapolis và Mall of America.
- Đường hành lang này sẽ liên kết tuyến đường Northstar và các khu ngoại ô phía Tây Bắc, cũng như tuyến đường Red Rock và các khu ngoại ô phía Đông.

Chuyện gì sẽ xảy ra tiếp theo?

- Các Giới Chức Có Thâm Quyền Quản Lý Đường Xe Lửa Khu Vực Của Quận Ramsey và Quận Hennepin đang tiến hành các cuộc nghiên cứu kỹ thuật về các vấn đề vận chuyển cụ thể trong đường hành lang này.
- Cơ Quan Quản Lý Giao Thông Liên Bang đang xem xét Bản Tu Chính Tuyên Bố Ảnh Hưởng Về Mặt Môi Trường (Environmental Impact Statement) (EIS) đối với các công trình cải tiến giao thông trong Đường Hành Lang Trung Tâm.
- Hội Đồng Thành Phố sẽ phải sử dụng dữ liệu EIS để chọn thi hành phương án lựa chọn nào trong số ba phương án này: không xây mới, xây dựng hệ thống BRT, hoặc xây dựng hệ thống LRT.

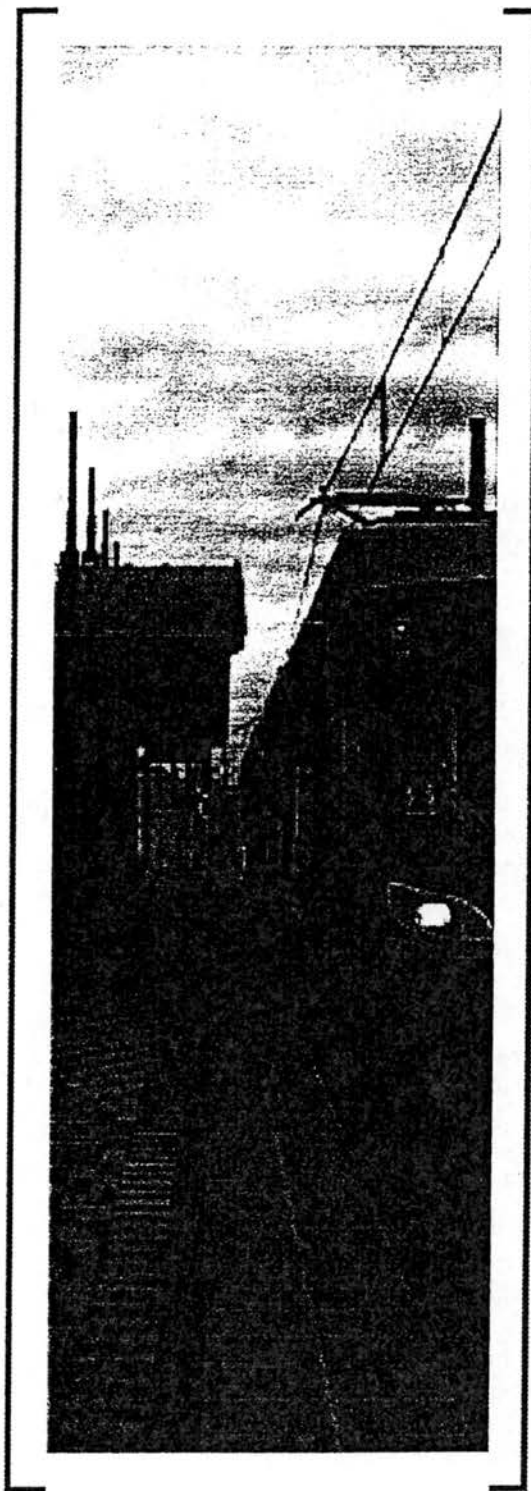


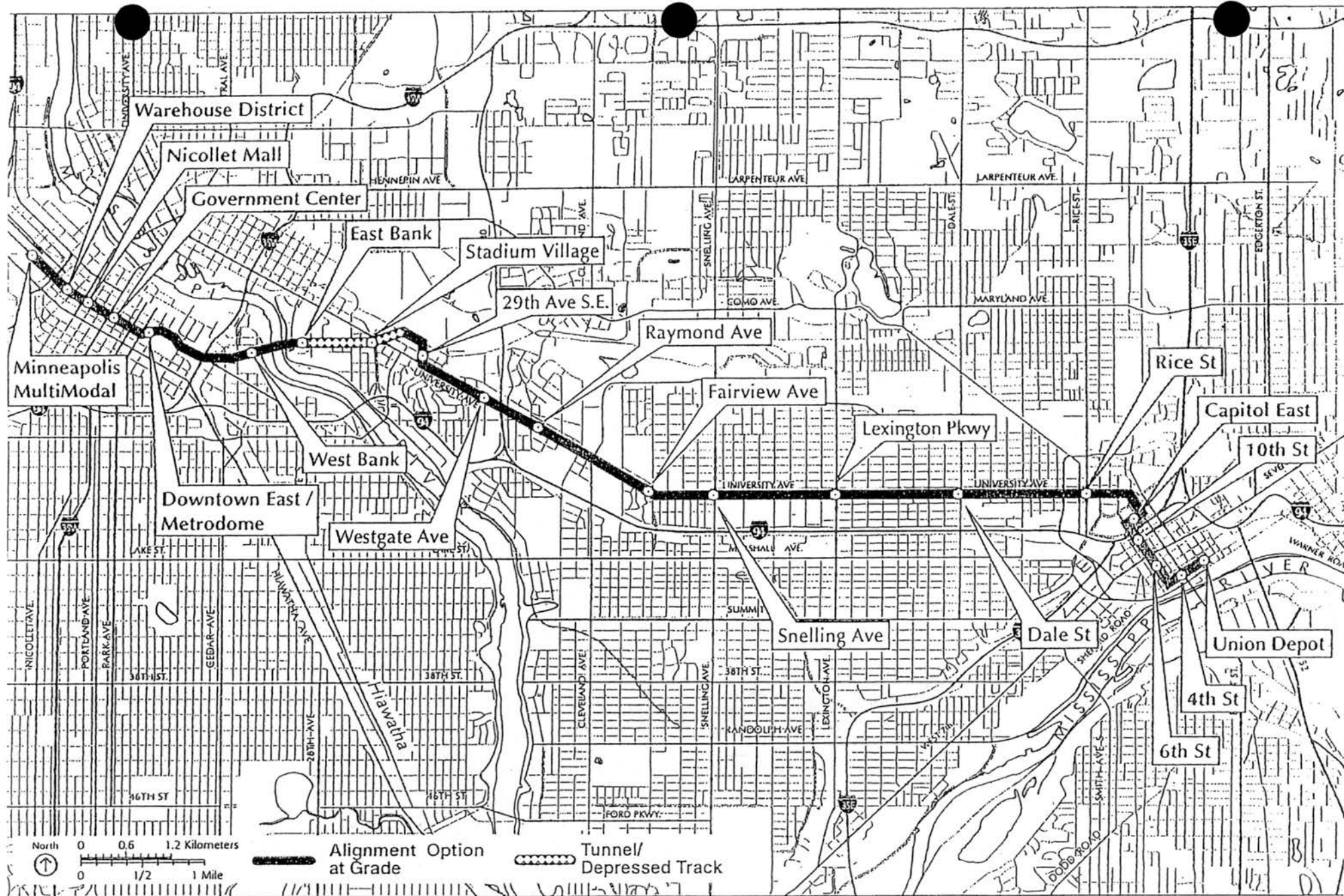
Photo: Kent Barnard

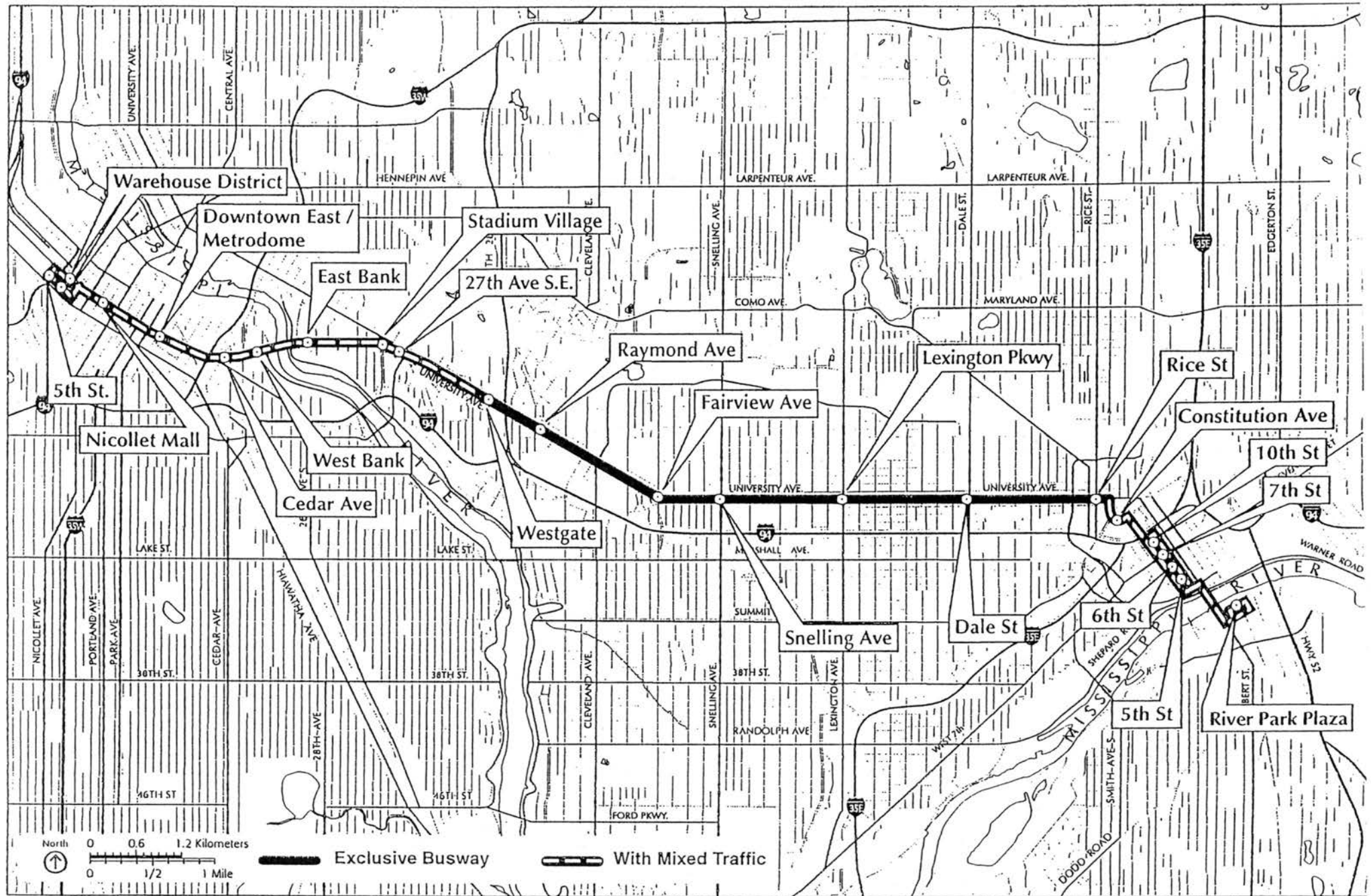
Để biết thêm chi tiết, xin liên lạc:

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CENTRAL CORRIDOR FACTS

Benefits of Improved Transit in the Central Corridor

What is the Central Corridor?

- The Central Corridor is a planned 11-mile transit line connecting downtown Minneapolis, downtown St. Paul, the University of Minnesota, and several vibrant residential neighborhoods in between. The two downtowns and the University of Minnesota are three of the largest transit destinations in the state, and the U is also the largest commuter university in the country.
- The transit line will start in the Minneapolis warehouse district and run through the core downtown past the Metrodome, through the University of Minnesota campus, along University Avenue in St. Paul, past the Minnesota State Capitol, and into downtown Saint Paul. It will end in Saint Paul's Lowertown near the Union Depot.

What kind of transit is planned in the Central Corridor?

Today, policy makers are considering three transit options for this area:

- Maintain and continue to improve the current bus service in the area. Corridor bus routes have the highest level of ridership in the state.
- Create a bus rapid transit (BRT) system. Buses would operate either along an exclusive busway, enabling them to avoid other traffic, or on city streets along with other traffic.
- Create a light rail transit (LRT) system. Short trains of quiet, electric-powered rail cars would operate along exclusive tracks, allowing them to avoid competition with other traffic. The Central Corridor LRT line would resemble and connect with the new LRT line along Hiawatha Avenue from downtown Minneapolis to the airport and the Mall of America.

Why are changes needed in the Central Corridor?

- Transit improvements are needed because I-94 is landlocked, and traffic projections predict it will exceed capacity by 2020. Between 1990 and 1998, daily traffic volumes rose more than 24% in the Central Corridor. And between 1996 and 2020, traffic volumes are expected to rise 48%, creating major congestion.

- Because I-94 is landlocked, increasing its capacity would cost well over \$1 billion and devastate nearby neighborhoods. Plus it would only put off the inevitable, because automobile congestion would worsen again.
- Today the Central Corridor is one of the most used transportation routes in the metro area, and several locations are regularly congested with automobile traffic. It is nearing capacity today, and by 2020, it will become even more congested, resulting in increased travel time for commuters. Transit development is the only way to reduce congestion in this area.
- The Midway business district is one of the fastest growing commercial and residential corridors in the Twin Cities and one of the most congested. Improved transit will provide relief from automobile congestion and allow growth to be sustained.
- The University Avenue area has the potential to be one of the best urban redevelopment sites in the Twin Cities if transit issues can be resolved.

How will the Central Corridor benefit Minnesotans?

- Tens of thousands of people will use the transit system in the corridor — estimates are that BRT would have an average weekday ridership of 31,200, and LRT would have an average weekday ridership of 38,000. The riders would include people who live and/or work within the corridor, people who live outside of it but pass through it, and those who would use the corridor if a more effective transit solution was in place.
- Twin Cities residents and visitors will be able to move around the Central Corridor more easily.
- Improved transit will create a comfortable, reliable transportation option for people who today drive their own cars.
- Businesses in the Central Corridor will benefit from increased visibility and the additional development that would likely follow transit improvements.
- Coupled with strong city planning, transit stations will focus on business and residential redevelopment while creating a stronger urban environment.
- Non-automobile transit options will reduce dangerous emissions and improve air quality along the corridor.

What role does the Central Corridor play in a regional transit system?

- It will provide an efficient transit link for urban residents.
- Transit works best when it connects key destinations and features predictable service. Along with the Hiawatha Line, the improved Central Corridor will connect all of the largest economic and residential destinations in the Twin Cities and involve comfortable and predictable transportation around neighborhoods.
- The Central Corridor will link to the new Hiawatha line connecting downtown Minneapolis, the airport, and Mall of America, which will create vital connections between the East Metro, downtown Minneapolis and Mall of America.
- It will link to the Northstar line and the Northwest suburbs, as well as the Red Rock line and the Eastern suburbs.

What will happen next?

- The Ramsey County and Hennepin County Regional Railroad Authorities are undertaking engineering studies of specific transit issues in the corridor.
- The Federal Transit Administration is reviewing a revised Environmental Impact Statement (EIS) on transit improvements in the Central Corridor.
- The Metropolitan Council is expected to use the EIS data to choose which of the three options to pursue: build nothing new, build a BRT system, or build an LRT system.

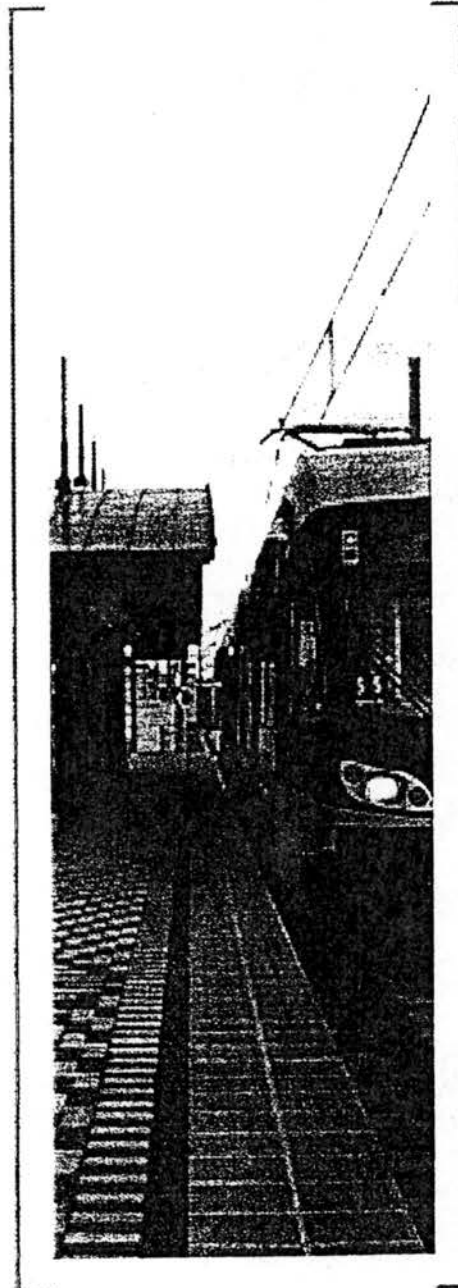


Photo: Kent Barnard

For more information, please contact:

Steve Morris, Central Corridor Project Manager

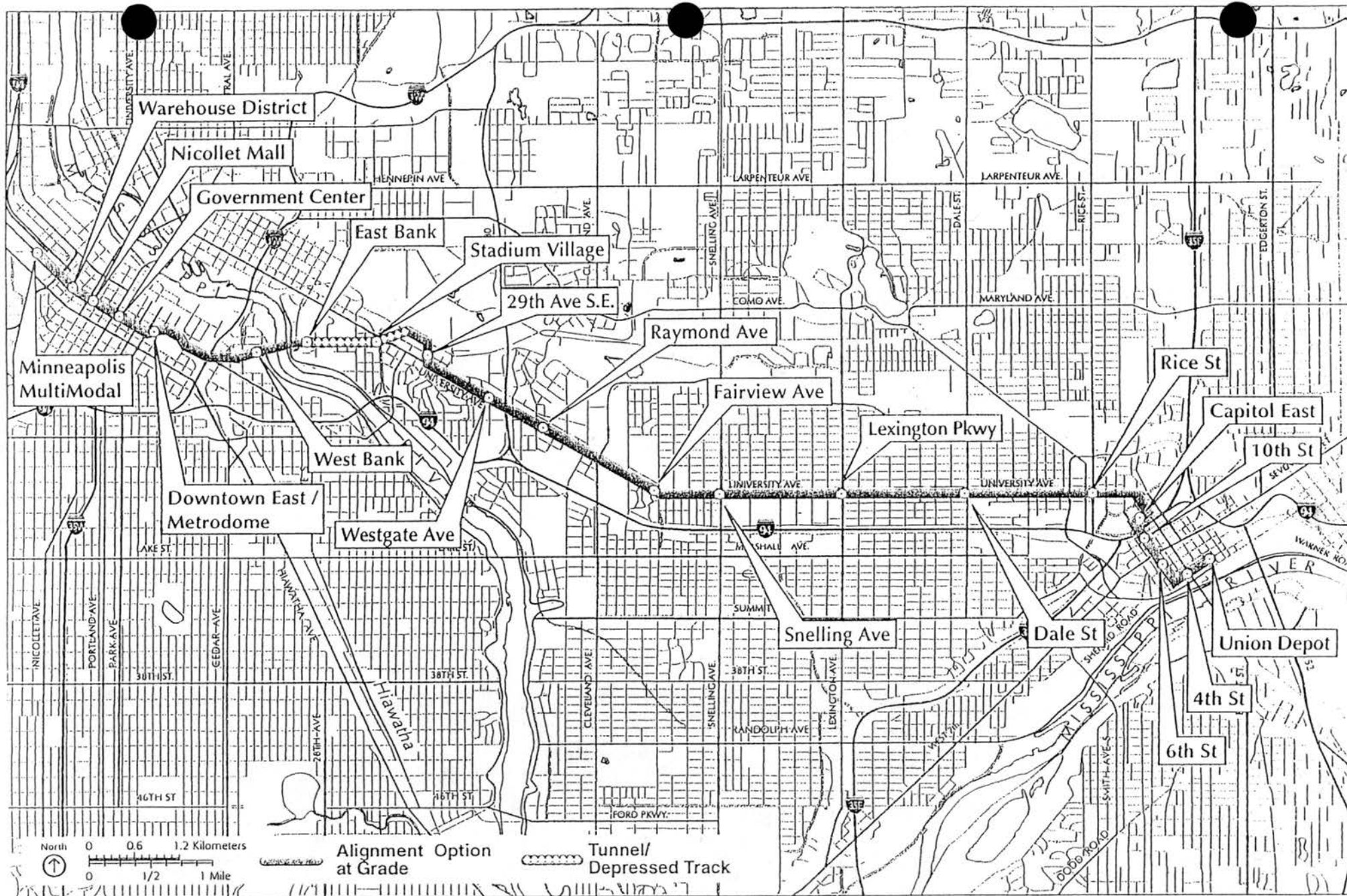
Ramsey County Regional Railroad Authority
Suite 665, Ramsey County Government Center West
50 West Kellogg Blvd.
St. Paul, MN 55102

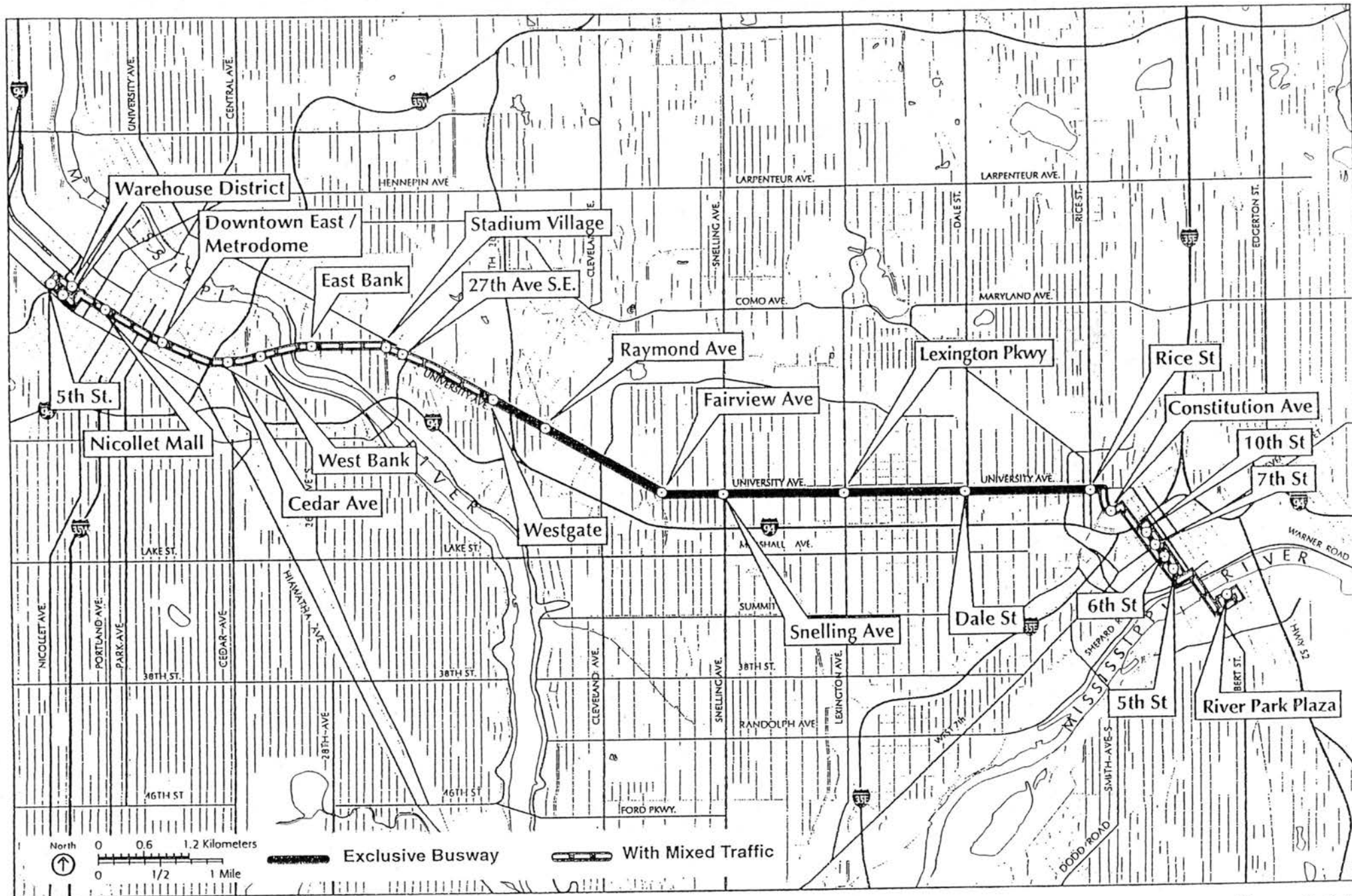
651-266-2784

Steve.Morris@co.ramsey.mn.us



www.centralcorridor.org





Presentation

Transportation Developments for the University Avenue Neighborhoods

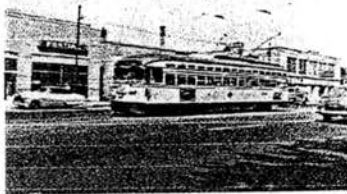
THE
CENTRAL
CORRIDOR

Objectives of Central Corridor Transit Development

- Provide the most possible benefit for the people who live and work in the neighborhood.
- Create opportunities for the people who live and work in the neighborhood.
- Enhance the economic fortunes of the neighborhood
- Provide real transportation options for people in the neighborhood
- Connect the community to the regional transit system

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Transit on University Avenue



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Light Rail Transit in the Twin Cities 1980-2004

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Hiawatha Corridor LRT has begun operations

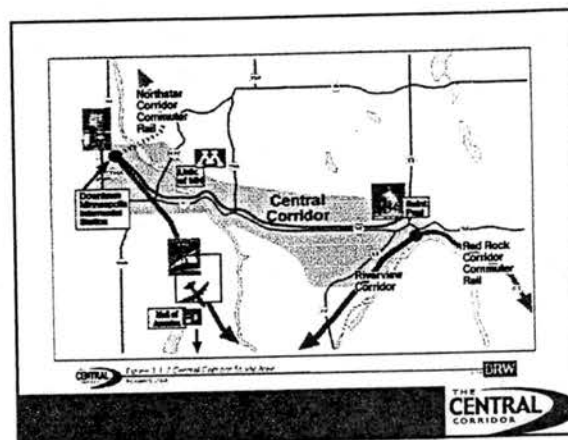
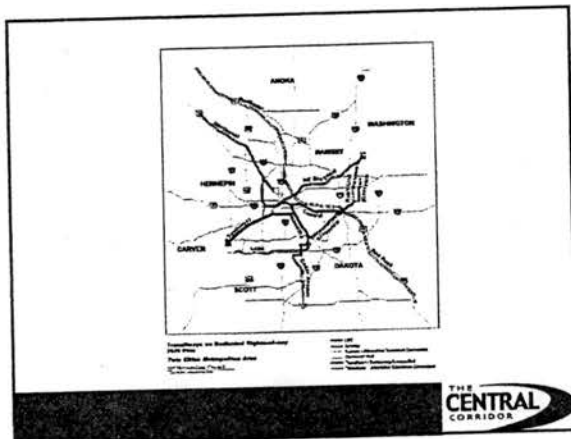


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CORRIDOR

Transit development has spurred economic development in the Hiawatha Corridor



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CORRIDOR



Where is Central Corridor now?

- Gathering the information to determine:
 - what is possible
 - what it will cost.
- Identifying possible impacts to the neighborhood and to the city of:
 - Making minor improvements to the bus system
 - Developing Bus Rapid Transit
 - Developing Light Rail Transit

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What's Next

- Release of the Environmental Impact Statement.
- Public comment on the results
- Decision by Metropolitan Council about what to do next

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Current recommendation

- Light Rail Transit
- University Avenue Alignment

THE CENTRAL CORRIDOR

LRT characteristics

- Semi-exclusive right-of-way
- Overhead power
- Trains of up to 4 cars
- Stations from 0.5 to 1 mile apart
- 20-55 mile per hour operation

THE CENTRAL CORRIDOR

The University Line in Salt Lake City



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CORRIDOR

LRT in Central Corridor

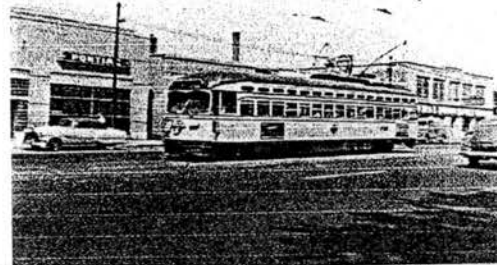


THE
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CORRIDOR

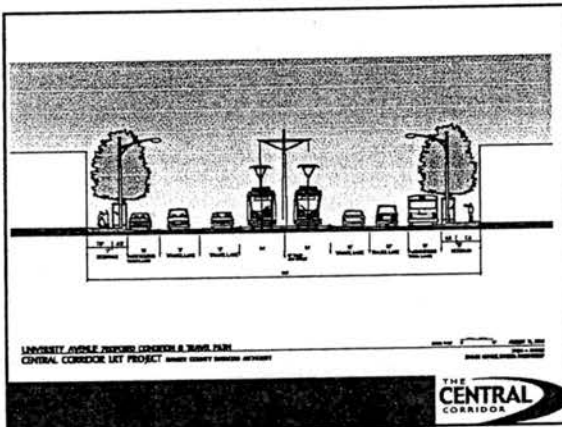
LRT in the Central Corridor

- Running jointly with Hiawatha in downtown Minneapolis
- In tunnel through the University of Minnesota
- In the center of University Avenue from Washington Avenue to Rice Street
- Within street right-of-way around Capitol and through downtown St. Paul
- Local bus service would remain to serve neighbors

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THE
CENTRAL
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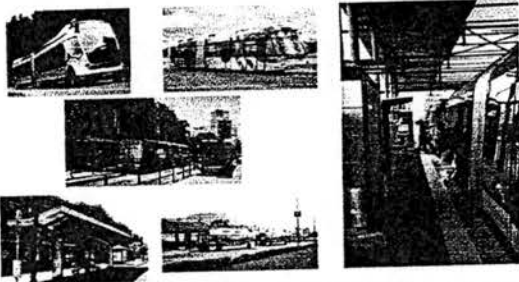


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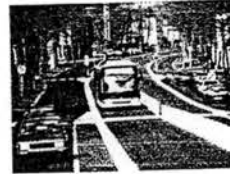
Bus Rapid Transit (BRT)



THE
CENTRAL
CORRIDOR

Bus Rapid Transit characteristics

- Semi-exclusive lanes or mixed traffic
- Special vehicles
 - Large capacity with low floor
 - Articulated with three or four doors
- Diesel or "green" propulsion systems



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CORRIDOR

BRT in Central Corridor



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CORRIDOR

Comparison of LRT and BRT in the Central Corridor

- | | |
|--|--|
| <ul style="list-style-type: none"> • LRT <ul style="list-style-type: none"> – 43-minute travel time – Capacity (3-car train) 500 passengers – 38,100 daily riders – Capital cost – \$840 million – Can share yard and shop with Hiawatha – Capacity increased easily | <ul style="list-style-type: none"> • BRT <ul style="list-style-type: none"> – 50-minute travel time – Capacity (single bus) 80 passengers – 31,200 daily riders – Capital cost – \$241 million – Requires new yard, shop – Lack of street capacity for buses by 2017 |
|--|--|

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CORRIDOR

Why not the I-94 route?

- An I-94 route will not serve current businesses and residents
 - Too far from current businesses
 - Difficult to reach for most Midway residents
 - Would not create transit oriented development opportunities along University Avenue
 - Would require that I-94 be rebuilt between St. Paul and Minneapolis

THE
CENTRAL
CORRIDOR

Ways to Move 100 Passengers in 1 Hour

100 PASSENGERS IN 1 HOUR CAN

100 PASSENGERS IN 1 HOUR CAN

100 PASSENGERS IN 1 HOUR CAN

100 PASSENGERS IN 1 HOUR CAN

100 PASSENGERS IN 1 HOUR CAN

100 PASSENGERS IN 1 HOUR CAN

THE
CENTRAL
CORRIDOR

Why not the I-94 route? (continued)

- University Avenue route will serve current businesses and residents
 - Allow neighbors to easily move along the avenue
 - Bring customers directly to businesses on University Avenue
 - Provide an incentive for economic investments on University Avenue
 - Built without eliminating traffic lanes



Competitive federal funding process

- Communities across the country competing for this federal funding
- Central Corridor's ridership projections among the highest in the country
- Reliability of state and local funding will be a factor in the competition



Competitive federal funding process (continued)

- Central Corridor must demonstrate a local commitment to success to win federal funding
- If the Central Corridor process slows down, available funds will go to other communities



What Are the Next Steps?



Preliminary engineering

- Submit funding application to Federal Transit Administration (FTA)
- Conduct preliminary engineering
 - 18-24 months
 - \$10.5 million
 - \$5.25 million from state
 - \$5.25 million from FTA
- Complete design to 30% level
- Receive record of decision from FTA on EIS



Final design

- Must have 1/2 of local share committed before FTA grants permission
- Will require 1-2 years
- Will cost approximately \$50 million
 - \$25 million from state
 - \$25 million from FTA
- Includes final design, cost estimates, and construction bid documents



Construction

- Federal government must approve financial plan and appropriate funds
- Entire local share must be committed
- Construction will be staged to minimize impact
- Business and neighborhood concerns will influence construction schedule



Black Community Outreach Plan for Central Corridor

Situation summary

Two of the Central Corridor's key constituencies are the Black residential and business communities. Many Black-owned or oriented businesses are located along University Avenue and neighborhoods adjacent to University Avenue include a high share of Black residents. Many residents rely on transit for both work and non-work trips, weekdays and weekends throughout the day.

The Black population in the area near University Avenue has historic roots. The Thomas Dale neighborhood had 3,884 black or African American residents according to the 2000 census. The Summit-University neighborhood had 6,532. This accounted for 22% and 36%, respectively, of total neighborhood population.

In order to design a transportation system that meets the needs of residents and businesses, community members must be engaged with planners in order to foster understanding of transportation challenges, costs, and benefits of new transportation investment options being considered in their neighborhood. It is critically important to create reliable communication channels to get information to and from these groups, now and as the project moves forward.

Challenges

During the mid 20th century, the Black population was concentrated in St. Paul south of University Avenue. Rondo Avenue, along with many residents and businesses, was obliterated with the construction of I-94. The roadway project essentially destroyed a once cohesive and compact neighborhood. Subsequently, many displaced Rondo residents moved to areas relatively close in the University Avenue corridor.

In the 1980's, a significant number of Southeast Asian immigrants moved into the University Avenue corridor. These immigrants to St. Paul established businesses along University Avenue, in some instances, displacing Black businesses.

Both Black and Asian communities use the transit system extensively. Many of the trips are within the community. Central Corridor high-capacity transit alternatives, however, must be designed to accommodate not only the longer, regional trips, but also the shorter trips so characteristic of area residents.

Community review of the plan

The key messages and the strategic approach to the community outreach plan are being validated by meeting with community members. Upon receiving their feedback, messages and audiences will be refined as needed to target the Black community. The key findings from the community reviews will be noted.

Goal

To create a smart and respectful two way communication channel between the Central Corridor and the Black residential and business community.

Strategy

Use established and recognized community leaders and organizations as channels to reach the Black residential and business communities.

Key messages

What is the Central Corridor?

The Central Corridor is a planned 11-mile transit line connecting downtown Minneapolis, downtown St. Paul and the University of Minnesota. Three transit options are being considered for this area: improving the current bus service, improving bus service and implementing bus rapid transit line, or improving bus service and implementing a light rail transit line.

This corridor is a key link in the Twin Cities regional transit system.

The two downtowns and the University of Minnesota are three of the largest transit destinations in the metro area and the state. The university is also the largest commuter university in the country.

Transit options extend from the Minneapolis warehouse district a through the downtown past the Metrodome, through the University of Minnesota campus, along University Avenue in St. Paul, past the Minnesota State Capitol, and into downtown St. Paul. All options will end in St. Paul's Lowertown near the St. Paul Union Depot.

Why is transit development needed in the Central Corridor?

Transit improvements are needed because Year 2020 traffic projections indicate that I-94 travel demand will exceed capacity..

Today, University Avenue is a heavily traveled transit route. Several locations along this roadway are regularly congested with automobile traffic. University Avenue is nearing capacity today, and by 2020, congestion will result in increased travel time for commuters. Improved transit development is the most effective way to improve mobility and move more people in this area.

Currently, University Avenue is an important link in the regional transit and transportation system. This role will become more important as regional traffic and

congestion increases. Failure to implement improved transit capacity and reliability in this corridor will impact corridor and regional mobility..

The University Avenue area has the potential to be one of the best urban redevelopment sites in the Twin Cities if transit issues can be resolved.

Ridership estimates for Central Corridor alternatives indicate transit demand will reach 38,000 riders per day for rapid bus or rail service in the year 2020. In addition, local bus route ridership will grow substantially by that date. This demand can be met by either Bus Rapid Transit (BRT) or Light Rail Transit (LRT). However, a significantly increased number of buses for BRT space required to move them efficiently would adversely impact pedestrian and vehicular traffic along University Avenue. LRT can move the same number of people more efficiently than BRT and accommodate future ridership demand. BRT, while initially less costly to construct, cannot accommodate ridership increases beyond 2020.

How will Central Corridor transit improvements benefit the community?

The Central Corridor forms a vital link in the regional transit network. BRT or LRT in the corridor will provide a seamless connection with local bus routes that operate on or across University Avenue. Travel time will be reduced along the corridor to key destinations including the Midway area, downtown Saint Paul, downtown Minneapolis, the University of Minnesota, and points between.

BRT or LRT along University Avenue would, for example, be a further improvement of the Route 50 limited-stop bus that currently provides faster service between Saint Paul and Minneapolis, as compared to Route 16. However, BRT or LRT would operate from very early in the morning to after midnight, at frequent intervals similar to the Hiawatha light rail line. Since LRT would operate in exclusive right-of-way, transit would not be delayed by traffic and, therefore, point-to-point travel time would be reliable.

Rapid transit stations would be similar to those along the Hiawatha line and will provide shelter from the elements, route and schedule information, and ticket machines. BRT or LRT would further expand rapid transit in the Twin Cities, linking directly to local and express buses at stations, Hiawatha light rail, Northstar commuter rail, and the Northwest Busway in Minneapolis and the Red Rock Commuter Rail and Rush Line Busway in downtown Saint Paul. Central Corridor residents could readily access BRT or LRT then proceed to destinations within the corridor, within Saint Paul, the airport, Mall of America, and suburban employment and retail destinations throughout the region. Fares will be totally integrated, pay one fare and continue to the destination on rail or bus.

Transit improvements will create a comfortable, reliable transportation option for people who today drive their own cars. A new rapid transit line will carry tens of thousands of

riders daily -- people who live within the corridor, those destined to the corridor, and those who may pass through the corridor. Rapid transit, with improved reliability and faster travel time represents the key item to maintain existing and attract new riders, particularly those who would use transit if a more effective transit option were in place.

Investing in new fixed-guideway transit can spur economic development in the entire corridor, leading to job creation, new businesses, and new housing -- especially along University Avenue.

Overall, adding a new transit option in the Central Corridor will create many benefits for Central Corridor and all area residents. It will

- Provide faster and more reliable transit service to area residents and to those who travel between Saint Paul and Minneapolis.
- Allow tens of thousands of riders each weekday to traverse the Central Corridor more easily.
- Make nearby communities stronger and more livable
- Serve as the backbone for a regional transit system stretching from St. Cloud to Rochester
- Increase visibility of businesses in the area and increase the number of people who will frequent these businesses
- Improve accessibility, mobility, economic development opportunities, and air quality along University Avenue.

The Central Corridor project will involve citizens in the decisions made about transit improvements. Citizens can participate in the planning process and remain well informed regarding costs and benefits and impacts of each transit option.

How will Central Corridor transit enhance business along the corridor?

Transit allows access to business without creating a need for additional parking.

Transit with fixed stations creates opportunities for transit-oriented development, such as higher density residential townhomes, apartments or lofts, as well as mixed-use developments. These broaden the local customer base for retail businesses.

Transit creates direct and easy access between concentrations of people and businesses along the transit line. For example, corridor and downtown employees will have easy lunchtime access to restaurants and stores along University Avenue.

Transit provides easy comfortable access to corridor businesses for people who choose not to own cars or for those who choose not to drive every day in congested periods.

Transit provides an option for employees to reach jobs located along and in proximity to the corridor.

Fixed-guideway transit may be used as an element to focus development and redevelopment throughout the region. It can support new or existing business districts. Transit can help increase visibility for existing businesses and support a community vision for change and redefinition to thrive in a growing and competitive environment.

History of transit in the Central Corridor

The Central Corridor, including University Avenue, has long been an important transportation artery for the community. Almost as soon as streetcars were removed in the 1950's and replaced with buses, planning began for trains to return to University Avenue. In the 1970's, Metro Transit Commission proposed heavy rail, similar to rail systems in Washington D.C. and New York City, for the corridor linking downtown St. Paul and downtown Minneapolis. In the 1980's, the Metropolitan Council said that University Avenue was the best place for light rail transit in the Twin Cities. Planning and engineering studies were initiated in the 1980's and 1990's. Efforts to move forward on light rail transit in this corridor failed primarily because of political disagreements. In the 1990's the transit mode of LRT was selected and the location for it was to have been I-94 between Fairview and Rice Streets. Again in 2000, studies of this corridor were initiated. It is the strong demand for transit service in this corridor that has resulted in its continuous resurrection, even when transit funding is not readily available.

The 2000-2004 studies have been guided by a Central Corridor Coordinating Committee. This group is comprised of elected and appointed officials representing the Minnesota Department of Transportation, Metropolitan Council, Ramsey and Hennepin Counties, St. Paul, Minneapolis, and the University of Minnesota. Public forums have been held during the study and meetings have been held with district councils and other organizations. A list of the meetings is attached. Decisions to date are:

I-94 has been eliminated as an alignment for light rail transit. The reasons for this change to University Avenue from the 1990's are indicated on the attached fact sheet. There is very little property acquisition needed for implementing light rail transit along University Avenue. The only location where property might be taken for LRT or BRT on University Avenue would be near Rice Street and near the University of Minnesota.

The Central Corridor Coordinating Committee recommended light rail transit as the "locally favored alternative." The reasons for this recommendation are that LRT will attract more riders than bus alternatives, will better meet the long-term transit ridership demand in the corridor, will provide a high quality of service, has a lower cost per rider, and better serves the transit patrons in this corridor,

The next steps for the Central Corridor transit project are:

Release of Draft Environmental Impact Statement and public hearings on the document:
Fall, 2004

Selection of locally preferred alternative, bus rapid transit or light rail transit, by the Metropolitan Council: Fall, 2004

Begin preliminary engineering: Spring, 2005

Preliminary engineering focuses on the design of the transit improvement and how it fits into the community where it will be located.

Final design and construction follow. Construction of the transit improvement would likely occur, if funding is available, beginning in 2009 and continue for a total of three years.

Action items

Communicate with key community opinion leaders.

1. Validate key messages and the strategic approach to community outreach with identified community members.
2. Meet with each of the key community opinion leaders, working to achieve the following objectives:

Determine their level of understanding of Central Corridor options and the potential impact on the area surrounding University Avenue.

Bring community members up to date on the current status of the project and the next steps.

Determine how the community would like to be kept informed about the project.

Enlist their help in creating communication channels between community members and the project

Determine the most effective methods of communication with community members (for example, public forums, cable television, etc.)

Request time during key organizations' leadership meetings for Commissioner Haigh to present project information.

Enlist community opinion leaders and representatives from key organizations to serve as the conduits for communicating with the broader Black community.

Ask key community opinion leaders to host forums where Ramsey County officials would discuss the goals and details of the Central Corridor with Black residents and business owners in the immediate neighborhood.

Arrange for briefings with the editors of each of the following newspapers:

Insight News
Minnesota Spokesman

Hold briefings with the news directors of each of the key Black-oriented broadcast programs:

KMOJ
KFAI

Develop basic fact sheets on the following topics

How transit enhances the corridor for residents
How transit enhances the corridor for businesses
History of the Central Corridor

Ongoing communication

1. Maintain regular contact with the identified leaders.
2. Create a list of interested members of the Black community and provide notice of public input opportunities.

Contact: Kathryn DeSpiegelaere, Director, Ramsey County Regional Railroad Authority,
665 Ramsey County Government Center West, 50 West Kellogg Boulevard, St. Paul,
MN 55102 651 266 2762 kathryn.despiegelaere@co.ramsey.mn.us

Attach a map of the Central Corridor

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Longhenny
Authorized Signature

3/29/05
Date

Board Action Requested

Central Corridor update

DISCUSSION ONLY

Request Justification

See attached information. Steve Morris will provide an update at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 5, 2005

Board Date

Kristine A. Longhenny
Signature

March 29, 2005

Date

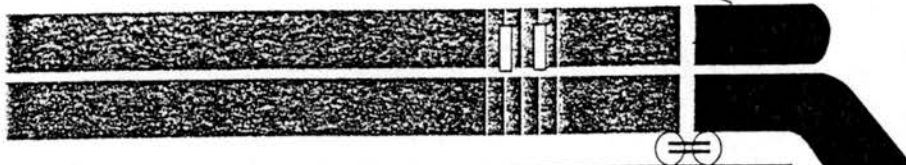
Central Corridor Update March 31, 2005

The Central Corridor is currently at the project development stage depicted in the top diamond of the attached FTA flow chart. Components involved are shown in the following table. Changes since the last report are shown in **BOLD**.

The letter to FTA Administrator Jenna Dorn on the FTA Cost Effectiveness Criteria is attached.

A presentation will be made on decision-making responsibilities and options during the phases of a transit project as outlined on the attached timeline.

Submit Draft AA/DEIS to FTA	Complete.
Phase I Cultural Resources Report	Draft received; 30 day SHPO review complete.
AA/DEIS submitted to FTA with Revisions	Revised AA/DEIS submitted to FTA on February 3 for their review.
FTA Approval of AA/DEIS for Hearings	FTA is requesting preliminary New Starts information prior to AA/DEIS publication. FTA provided verbal approval of the model on March 4. The model is now being calibrated for the Central Corridor so the required travel time information can be developed.
AA/DEIS Released to Public	
Develop Project Management Plan	Draft Complete
Conduct Additional Design and Community Outreach Work	Contracts approved and signed. Work is underway. Project Management Team being reactivated. Meetings being held with stakeholders. A meeting is scheduled for late April to discuss impacts of tunnel options.
Conduct Phase II Cultural Resources Work	RFP Issued. Proposals for Phase II Cultural Resources work received. SHPO has requested some additional work. Contract signed. Draft report received. Discussions are underway with state approval authorities.
Public Hearings Held by Coordinating Committee	CCCC meetings underway. Next meeting is scheduled for April 21 .
Select Locally Preferred Alternative	
Submit New Starts Criteria to FTA	Much of the New Starts Criteria information has been assembled. Many of the components depend upon the modeling.



Ramsey County Regional Railroad Authority

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

March 28, 2005

Jennifer L. Dorn
Administrator
Federal Transit Administration

DOT DMS Docket Number FTA-2005-20585
Docket Management Facility
U.S. Department of Transportation
400 Seventh Street S.W.
Room PL-401
Washington, D.C. 20590-0001

Dear Ms. Dorn:

This letter is in response to your March 9, 2005 Dear Colleague letter on the FTA's New Starts rating and evaluation process. The Ramsey County Regional Railroad Authority (RCRRA) represents the public agencies along the corridor between Minneapolis and St. Paul, Minnesota. The RCRRA has been working with regional partners and the FTA to promote transit options in the Twin Cities. We have supported project development work on the Central Corridor and expect it to be the next major project in the area after Northstar commuter rail. We appreciate your agency's support of the Central Corridor and other transit projects in the region, including the Hiawatha LRT project and the Northstar commuter rail line. The Committee shares your goal of advancing the most effective and efficient projects through the New Starts funding process.

The RCRRA agrees with your decision to update the cost-effectiveness methodology. We would be happy to work with you on changes to the current policy that would provide an improved measure of cost-effectiveness while still respecting the importance of local decision-making on transportation projects. While minimum thresholds for federal funding can be reasonable, we believe that critical decisions on transportation options are best made at the local level.

Our comments to the specific changes mentioned in your letter are as follows:

1. Thresholds should be adjusted on a regular basis to reflect inflation or other changing conditions. A single measure of this type, based on a variety of assumptions and projections should not be an over-riding factor in determining what projects to fund. It may be a useful part of that decision.

2. The change to a 2030 planning horizon will be necessary in the near future to reflect the long project development cycle for these projects. It should be implemented in a way that minimizes duplicative project planning work.
3. Useful life assumptions should be adjusted periodically.
4. Consumer preferences should result in more accurate projections.
5. Using infrastructure investment costs might be preferable. For some projects, communities may wish to have improved transportation infrastructure based on local needs and experiences. If other than transit funds for these improvements are provided, the costs should not be counted against the projects for purposes of cost-effectiveness. If those costs are included as project costs, a project is penalized for providing a higher quality service, even though the level of FTA funding is not affected.

There should also be an effort to make sure that project impacts on nearby highways be recognized. In addition it is important that changes be implemented in ways that do not suddenly change the status of a project or delay a project until new consulting work is completed.

Again, thank you for reevaluating the cost-effectiveness issue. Those of us working on the Central Corridor and other Twin Cities' projects look forward to working with your staff on the subject.

Sincerely,

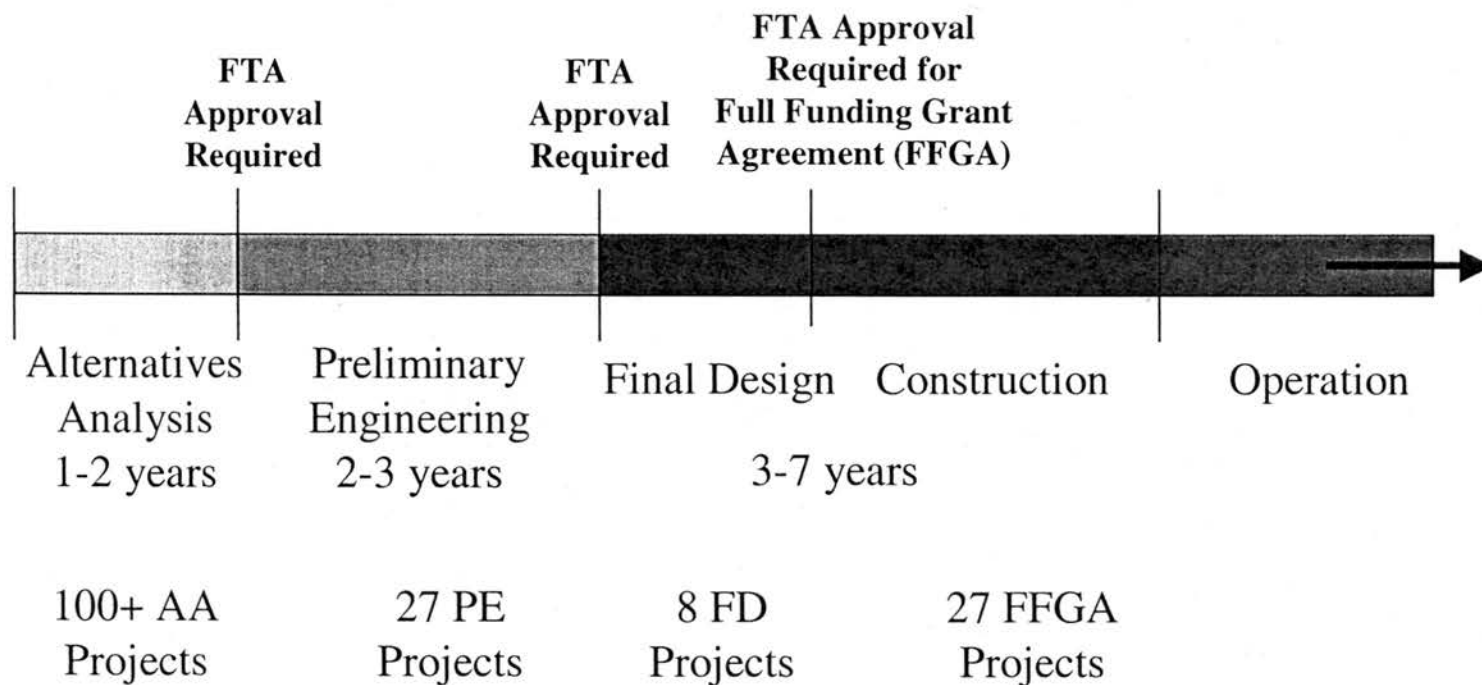


Rafael E. Ortega

Chair

Ramsey County Regional Railroad Authority

New Starts Project Development



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

6

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

March 29, 2005

Date

Board Action Requested

Legislative update

DISCUSSION ONLY

Request Justification

John Choi will attend the meeting to report on legislative items.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 5, 2005

Board Date

Kristine A. Longhery

Signature

March 29, 2005

Date

**Kris Amundson, Goff & Howard, Inc.
Ted Davis, Davis Communications**

**Presentation on public outreach to the
Central Corridor Coordinating Committee
April 5, 2005**

Introduction, mission and goals

Overview of progress and public involvement

Meeting overview

- Community outreach meetings
- Ethnic outreach efforts
- Station location outreach meetings

Tools

- Web site overall update
- Display creation and location status
- Fact sheets
- Newsletter text drafted and template created

Public hearing planning

Key findings

Presentation development and continued use

Questions and answers

	A	B	C	D	E	F	G	H	I	J
1	District Council	Ethnic Outreach	Business Outreach	Community Member Outreach	Meeting Date	Contact(s)	Phone number	Organization/Location	Contact/Organization information	Meeting Outcome
2		X			02/10/05			Businesses and residents meeting organized by Southeast Asians and others at Mai Village		
3				X	02/09/05	Paul Fate		Wilder Foundation		
4				X	02/09/05	Mike Temali		WIND - Western Initiative for Neighborhood Development		
5			X		01/27/05			Stadium Village Business Association		
6			X		12/14/04			Engineering Society of St. Paul		
7				X	12/09/04	Michael Wright		Golden Thymes		
8				X	12/03/04	Lea Schuster		Transit for Livable Communities		Identified outreach opportunities in neighborhoods bordering the corridor
9				X	12/02/04	Tyrone Terrell	651-266-8964	African American Leadership Council		Full presentation on Central Corridor/ Q&A from community members
10				X	12/02/04			Midway Sunrise Rotary Club		Commissioner Haigh presented information on Central Corridor and answered Questions
11				X	11/18/04	Nieeta Presley		Aurora St. Anthony Block Club		
12		X		X	11/17/04	Professor Doug Hartman		University of Minnesota Department of Sociology		Provided help in developing outreach methods for ethnic communities
13				X	11/08/04	Beverly Hawkins		Model Cities		
14		X			11/08/04	Darrell Spence			Community Leader	
15		X		X	11/04/04	Txong Pao Lee		Hmong Cultural Center presentation		Hmong Cultural Center will become an information Hub for Central Corridor Information. Commissionr Hiagh will present to the Board of Directors
16		X		X	10/29/04	Txong Pao Lee		Hmong Cultural Center		Hmong Cultural Center will become an information Hub for Central Corridor Information. Commissionr Hiagh will present to the Board of Directors
17		X		X	10/28/04	Chengny Thao-Yang and others	651-645-6777 952/828-2812	Minnesota Hmong Chamber of Commerce 1885 University Avenue, Suite 20 St. Paul, MN 55104		Interested in a presentation to their board at a time when they can take action
18		X		X	10/28/04	Tyrone Terrell and Angela Burkhalter		St. Paul Office of Human Rights		Proposed to call a meeting of the African American Leadership Council for a full presentation on the Central
19			X		10/26/04			SEMI Business Association		
20		X			10/20/04	Ly Vang		American Association of Hmong Women		
21		X			10/19/04	Txong Pao Lee		Hmong Cultural Center		Hmong Cultural Center will become an information Hub for Central Corridor Information. Commissionr Hiagh will present to the Board of Directors
22			X	X	09/15/04	Lori Fritts		Midway Chamber luncheon Spruce Tree Conference Center 1600 University Ave W Saint Paul, MN 55104	Presentation of facts on Central Corridor	Chamber members received additional information on the project

	A	B	C	D	E	F	G	H	I	J
23				X	09/14/04		651-221-0488	Capital River Council 332 Minnesota Street, Suite W 1222 St. Paul, MN 55101		
24				X	09/14/04			Carlson School Graduate Planning		
25		X			09/08/04	Billy Collins		YWCA	Ethnic Outreach	
26				X	09/08/04	Polly Collins			African American Outreach	
27		X			09/01/04	Kwame McDonald			African American Outreach	
28		X			09/01/04	Mary Kay Boyd			African American Outreach	
29		X			08/04/04	Mongsheer Lu		Urban Academy		
30				X	07/30/04	Lee Pao Xiong		Minneapolis Community Development Agency		Comment and improvement of Asian Community Outreach Plan.
31			X		07/29/04	John Labosky, Executive Director	651-291-5601	Capital City Partnership 2490 Wells Fargo Place 30 East Seventh Street Saint Paul, MN 55101	Organization of large downtown employers, actively promotes downtown development, involved in/aware of EVERYTHING	
32				X	07/29/04	Jessica Treat	651-645-3207	Lexington/Hamline Community Council 1221 Marshall Avenue		
33		X			07/28/04	Chamreun Tan				
34				X	07/23/04	Doug Hennes		University of St. Thomas		Will provide access to University Staff and Faculty for informational presentations
35				X	07/22/04	Al Tims		University of Minnesota Faculty		Offered to pass information to faculty senate as appropriate
36				X	07/21/04	Lee Pao Xiong		Minneapolis Community Development Agency		Comment and improvement of Asian Community Outreach Plan.
37					07/21/04	Lisa Ives				
38				X	07/19/04	Brian McMahon		University United Planning Office 704 University Avenue (nr Dale) St. Paul, MN 55104		Discussed Central Corridor Facts with a variety of community leaders in attendance at the meeting.
39		X			07/15/04	Senator Mee Moua				
40				X	07/13/04	Tim Griffen		St. Paul on the Mississippi Design Center	Works on major downtown developments	Interested in any comment opportunities and new developments
41	X			X	07/07/04	Julie Eigenfeld		West Side/ Downtown Civic activist		Wants to know about developments and comment opportunities/ will pass on to people within the Port Authority.
42					07/06/04	Isaac Obi				
43			X		06/29/04	John Labosky, Executive Director	651-291-5601	Capital City Partnership 2490 Wells Fargo Place 30 East Seventh Street Saint Paul, MN 55101	Organization of large downtown employers, actively promotes downtown development, involved in/aware of EVERYTHING	
44			X		06/29/04	Midway Chamber Board of Directors		Midway Chamber Board of Directors Spruce Tree Conference Center 1600 University Ave W Saint Paul, MN 55104		
45			X		06/24/04	Larry Dowell	651-223-5000	St. Paul Area Chamber of Commerce 401 North Robert Street, Suite 150 St. Paul, MN 55101		

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46	X			X	06/22/04	Joe Spencer		West Side Citizens Association		Would like update meetings with Board as new information becomes
47		X			06/22/04	Senator Mee Moua				
48			X		06/21/04	Midway Chamber Board of Directors		Midway Chamber Board of Directors Spruce Tree Conference Center 1600 University Ave W Saint Paul, MN 55104		
49			X		06/17/04	(11 People, List pending)		Midway Transportation Management Organization Board of Directors 704 University Avenue (nr Dale) St. Paul, MN 55104		
50		X			06/15/04	Scott Koester		Architect/ Lowertown business Organizer	Prepared to comment in public on the project at appropriate times	
51		X			06/11/04	Mgoan Dang	651-290-2585	394 University Avenue West Saint Paul, MN 5510	Owner/developer of Mai Village, restaurant and business complex	
52			X		06/11/04	John Labosky, Executive Director	651-291-5601	Capital City Partnership 2490 Wells Fargo Place 30 East Seventh Street Saint Paul, MN 55101	Organization of large downtown employers, actively promotes downtown development, involved in/aware of EVERYTHING	
53				X	06/11/04	Marvin Plakut (half hour only)	651-632-8851	Episcopal Homes Iris Park Commons 490 E. Lynnhurst Avenue Saint Paul, MN 55104	Developer/owner of senior housing campus at SW corner of Fairview/University, 70 units and currently building 50 more	
54			X	X	06/11/04	Richard Pakonen	651-203-1162 (cel)	PAK Properties Lowry Building, 2nd Floor 350 St. Peter Avenue Saint Paul, MN	Acquired several office buildings in downtown and converted or will convert to condominiums, including the Rossmor	Presented facts and information on Central Corridor/ Indicated full support of the project
55		X	X	X	06/11/04	Mgoan Dang		Vietnamese Community Leader		Offered contacts in the Asian Community
56			X		06/11/04	Steve Wellington	651-292-9844	Wellington Management 1625 Energy Park Drive, Suite 100 Saint Paul, MN 55108	Developer, owner, and manager of commercial property; also just completed the major new housing development in the SW corner of University and Highway 280, off Emerald Avenue; also owner of Court International, recently bought 7 acres at corner of University &	
57			X		06/10/04	Walter Battle	651-227-3531	BBB's Property Management 266 Fuller Avenue, #5 Saint Paul, MN 55103	Owner and manager of Fuller Apartments, leader in African-American community	
58			X		06/10/04	Dave Carland	612-395-7000	CSM Corporation 500 Washington Avenue South, #300 Minneapolis 55415	Developer of five office-industrial buildings in the Westgate Business Park, NW corner of University Avenue and Highway 280, owns H.B. Fuller bldg near University of MN active in SE Mpls	
59			X		06/10/04	Dan Hunt	612-630-2448	Hunt Gregory 24 University Avenue NE, Suite 150 Minneapolis, MN 55413 (nr or over West Photo)	Urban residential and mixed use developer, numerous projects in Minneapolis	

	A	B	C	D	E	F	G	H	I	J
60			X		06/10/04	Weiming Lu	651-210-0928	Lowertown Redevelopment Corp. 380 Jackson Street, Suite 750 Saint Paul, MN 55101	Internationally recognized urban designer; actively works to promote development in the Lowertown area of downtown	
61				X	06/10/04	Brian McMahon	651-303-2645 (cell phone, no phone line in this office)	University United Planning Office 704 University Avenue (nr Dale) St. Paul, MN 55104	Executive Director of active neighborhood group	
62		X		X	06/09/04	Joe Errigo		Common Bond Communities	Affordable Housing Manager and Developer and manager of affordable Housing	Provided contacts in community councils at developments in the corridor
63		X	X	X	06/09/04	Joseph Errigo	651-291-1750	Common Bond Communities 328 West Kellogg Boulevard Saint Paul, MN 55102	Minnesota's largest nonprofit provider of affordable housing and owner of Skyline Tower, 1247 St. Anthony Ave., Saint Paul, MN 55104	Provided contacts in community councils at developments in the corridor
64		X	X		06/09/04	J. Kou Vang	651-645-5500	JB Realty Company of St. Paul 1600 University Ave W, Suite 313 Saint Paul, MN 55104	Broker, chair of Midway Chamber of Commerce	
65			X		06/09/04	Judy Mueller	651-645-5500	JB Realty Company of St. Paul 1600 University Ave W, Suite 313 Saint Paul, MN 55104	Broker, leasing agent for Spruce Tree Center	
66			X		06/09/04	Jim Miller	651-222-2561	Meet at The Downtowner 253 West 7th Street	Pan-dimensional real estate guru	
67		X	X	X	06/09/04	Larry Olson Gary Stenson Rob McCready	651-523-1246	Metro Plains Development LLC 1600 University Avenue, Suite 212 Saint Paul, MN 55104	Owners of Spruce Tree Center at University/Snelling, pursuing other commercial and residential opportunities; Developer of affordable housing	presented facts and information on Central Corridor, provided contacts at community organizations
68			X		06/09/04	Rick Beeson, President	651-523-7830	Saint Anthony Park Bank 2265 Como Avenue Saint Paul, MN 55108	Recently built a branch office on University Ave, active in development, Chair-elect of Saint Paul Area Chamber of Commerce	
69			X		06/09/04	Bill Sands, President	651-290-8179	Western State Bank Temporary Offices 3033 University Avenue Minneapolis, MN (at Malcolm SE. nr Prospect Park)	Long-time bank president, very active in development community	
70				X	06/08/04	Bake Baker		HGA	Participate in planning for a variety of projects throughout the corridor	Presented facts and information on Central Corridor
71			X	X	06/03/04	Curt Milburn		Phalen Corridor Annual Meeting/Leadership Group		Presented facts and information on Central Corridor
72			X		05/12/04	Midway Chamber Board of Directors		Midway Chamber Board of Directors Spruce Tree Conference Center 1600 University Ave W Saint Paul, MN 55104		
73			X	X	04/28/04	Jim Farrell		Minnesota Licensed Beverage Association	Discussed transit needs of hospitality industry	

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74	X	X	X	X	04/28/04	Brian McMahon, Russ Stark, Leaders of UU constituent Organizations		University United Planning Office 704 University Avenue (nr Dale) St. Paul, MN 55104	Commissioner Haigh, Lester Bagley, Ted Davis	Presented facts and information on Central Corridor
75				X	04/27/04	Summit University Planning Council Board of Directors		Summit University Planning Council 627 Selby Ave. St. Paul, MN 55104		
76				X	04/27/04	Brian McMahon Russ Stark		University United Planning Office 704 University Avenue (nr Dale) St. Paul, MN 55104		
77				X	04/25/04	Hennepin County			Community Member Preview of Hiawatha Corridor	
78			X	X	04/24/04	Bob Long, Larry Olson		River Bluff Partners llc	Developers of Housing and Retail in the corridor	
79			X		04/22/04	Midway Chamber Board of Directors		Midway Chamber Board of Directors Spruce Tree Conference Center 1600 University Ave W Saint Paul, MN 55104		
80				X	04/22/04	Summit University Planning Council Board of Directors		Summit University Planning Council 627 Selby Ave. St. Paul, MN 55104		
81			X		04/05/04	Reece Slutcher		St. Paul PED 25 West Fourth Street St. Paul, MN 55102	Debbie's campaign advisor	
82			X		04/01/04	J. Kou Vang		JB Realty Company of St. Paul 1600 University Ave W, Suite 313 Saint Paul, MN 55104		
83				X	03/23/04	Harvey Turner		University of Minnesota Planning Group, University of Minnesota Physical Plant Building		
84			X		03/19/04	Midway Chamber Board of Directors		Midway Chamber Board of Directors Spruce Tree Conference Center 1600 University Ave W Saint Paul, MN 55104		
85				X	03/18/04	Harvey Turner		University of Minnesota Planning Group, University of Minnesota Physical Plant Building		
86			X		03/16/04	Midway Chamber Board of Directors		Midway Chamber Board of Directors Spruce Tree Conference Center 1600 University Ave W Saint Paul, MN 55104		
87				X	03/09/04	Jane Prince		St. Paul Council Staff		
88				X	03/09/04	Lea Schuster		Transit for Livable Communities		
89			X			Phyllis Goff, Chief of Staff		Hamline University		

	A	B	C	D	E	F	G	H	I	J
90		X				Txong Pao Lee, Executive Director	(651) 917-9937	Hmong 18 Council 995 University Avenue West, Suite 214 St. Paul, MN 55104-4796 Fax: (651) 917-9978		
91		X					651-495-9160	Hmong American Partnership (HAP) 1075 Arcade Street St. Paul, MN 55106 Fax: (651) 495-1699		
92		X				Mark Pfeifer, PhD, Resources Director	(651) 917-9937	Hmong Multicultural Resources and Education Center's 18 Clan Council Hmong 18 Council 995 University Avenue West, Suite 214 St. Paul, MN 55104-4796 Fax: (651) 917-9978		
93		X				William Yang		Hmong Partnership		
94			X			Willie Nesbit		Hubman Center		
95		X				Ying Vang		Lao Family Community 320 West University Avenue St. Paul, MN 55103 (651) 221-0069 Fax: (651) 221-0276		
96		X				Bo Vang		Ramsey County		
97		X				Abe Hasaan			Ramsey County Child Welfare Employee	
98				X		Debbie Montgomery				
99		X				Delores Henderson			former NAACP president	
100		X				Dick Mandrin				
101		X				General Vang Pao			Leadership role in Vietnam War, elders give him credit for bring Hmong to US and for the prosperity they found	
102		X				Katie McWatt			Retired teacher, former NAACP president	
103		X				Lou Fas Cernando				
104		X				May Kai Hang			Leader in social services delivery	
105		X				RC Ontread			Child disparity	
106		X				Representative Cy Thao				
107		X				Sandy Vargas			Hennepin Co. administrator, now Hispanic group leader	
108		X				Sia Lo			Senior advisor to Mayor Kelly, strong connections with traditional Hmong family clan leaders	
109		X				Song Lo Fawcett			Attorney, Met Council member, Chamber of Commerce Coordinating committee member	
110		X				Stan Gardner			precinct chair, minority contractors association	
111		X				Victor Gomez				

	A	B	C	D	E	F	G	H	I	J
112		X				Xoua Thao (Dr.)			First Hmong medical doctor, also a licensed attorney and a successful businessman	
113		X				Yang Dao (Dr.)			First Hmong to receive PhD, held political position in Laotian government	

Central Corridor Meetings 2000

June

6/29 Coordinating Committee

July

7/10 Meeting with City of St. Paul staff and Capital City Partnership

7/13 Coordinating Committee

7/19 RCRRA Business Breakfast

August

8/10 Coordinating Committee

8/21 University Avenue Corridor Initiative

8/24 Asian Business Resource Partnership

September

9/07 Greater Minneapolis Chamber of Commerce

9/12 Sierra Club

9/14 Coordinating Committee

9/18 Minnesota Capital Oversight Committee

9/18 University Avenue Corridor Initiative

9/19 Marcy Holmes Neighborhood Association

9/25 Thomas-Dale Community Council

9/28 Minneapolis TMO

October

10/24 St. Paul Neighborhood Energy Consortium

10/10 Minneapolis BOMA

10/12 Dinkytown Business Association

10/18 District 2 Community Council

10/20 St. Paul TMO

10/26 Lexington-Hamline Community Council

November

11/01 Hamline University survey forum

11/01 North End Business Association

11/02 University of Minnesota survey forum

11/06 North End Community Council

11/08 Lao Family Center survey forum

11/09 Coordinating Committee

11/13 Radisson St. Paul survey forum

11/15 League of Women Voters, Roseville

11/21 Prospect Park-East River Road

11/21 Como Community Council

December

12/07 Snelling Hamline Community Council
12/14 Coordinating Committee

Central Corridor Meetings 2001

January

1/11 Coordinating Committee

February

2/8 Coordinating Committee

March

3/8 Coordinating Committee

April

4/12 Coordinating Committee

May

5/10 Coordinating Committee

June

6/14 Coordinating Committee

6/26 Agency Scoping Meeting, 400 N Hamline

6/26 Scoping Meeting, 400 North Hamline

6/26 Scoping Meeting, 709 University

6/27 Scoping Meeting, 615 Washington

6/29 University, County and City staff to discuss U of M alignments.

July

7/10 Meeting with City task force on downtown alignments.

7/11 Meeting with District Energy on utility issues.

7/12 Coordinating Committee

7/16 University of Minnesota, Minneapolis, Hennepin and Ramsey Counties to discuss LRT alignments through U of M

August

8/17 St. Paul Transportation Management Organization and St. Paul Chamber Transportation Committee to discuss status of Central Corridor project and alignment alternatives for LRT in downtown St. Paul

8/24 St. Paul Chamber

8/28 Capitol Area Architectural and Planning Board staff and their architectural consultants to discuss LRT alignments in the Capitol area

8/29 Meeting on downtown St. Paul with River Center and groups assembled by Mayor Coleman

September

9/7 St. Paul staff to discuss LRT alignments in downtown St. Paul

9/10 Meeting with St. Paul Chamber of Commerce committee on downtown routing.

9/11 Meeting with District 17 Transportation Committee on downtown routing.

- 9/20 St. Paul staff and Midway Chamber to discuss LRT alignments on University Avenue
- 9/18 Meeting on transit projects with business leaders.
- 9/19 Meeting with Chamber of Commerce on downtown routes.
- 9/20 Meeting with CAAPB and Department of Administration staff on downtown routings.
- 9/21 Meeting with CP Rail on commuter rail study.
- 9/26 Capitol Area Architectural and Planning Board to discuss LRT alignments in Capitol area

October

- 10/2 Building Owners and Managers Association for St. Paul to discuss LRT alignments in downtown St. Paul
- 10/8 St. Paul Chamber to discuss LRT alignments in Downtown St. Paul
- 10/10 City Council meeting on downtown routing.
- 10/11 Coordinating Committee
- 10/12 Ellen Watters of Midway Chamber to review parking along University Avenue
- 10/19 TMO meeting on downtown alignments and Riverview corridor.
- 10/22 Macalester Groveland Community Council, District 14, Transportation Committee, Update on the EIS
- 10/24 St. Anthony Park Community Council, District 12, Environment Committee, Update on the EIS

November

- 11/1 Snelling-Hamline Community Council, District 13, Update on the EIS
- 11/5 District 6 Planning Council (North End), Update on the EIS
- 11/8 Coordinating Committee
- 11/13 Desnoyer Park Association, District 13, Update on the EIS
- 11/19 Public Art St. Paul, Update on the EIS
- 11/20 Summit Hill Association, District 16, Update on the EIS
- 11/26 Lexington Hamline Community Council, District 13, Update on the EIS

December

- 12/10 Thomas Dale Community Council, District 7, Update on the EIS
- 12/11 Capitol River Council, District 17, Transportation Committee, Update on the EIS
- 12/12 Merriam Park Community Council, District 13, Update on the EIS
- 12/20 St. Paul Station Areas meeting, City staff, BRW

Central Corridor Meetings 2002

January

- 1/10 Coordinating Committee
- 1/15 Como Community Council, District 10, Update on the EIS
- 1/28 Prospect Park Community Council

February

- 2/14 Downtown Business meeting
- 2/22 University Avenue meeting, Ellen Watters, Joel Spoonheim
- 2/27 Midway Chamber of Commerce, Economic Development Committee

March

- 3/08 University United
- 3/14 Coordinating Committee
- 3/15 Chamber of Commerce, Transportation
- 3/18 Chamber of Commerce, Downtown Task Force
- 3/18 University Ave/Raymond area parking concerns meeting
- 3/19 University Ave/Snelling area parking concerns meeting
- 3/20 University Ave/Western area parking concerns meeting
- 3/21 University Ave/other area parking concerns meeting

April

- 4/03 District Energy
- 4/11 Coordinating Committee

May

- 5/09 Coordinating Committee
- 5/30 Coordinating Committee special meeting

June

- 6/06 Public Meeting, Model Cities
- 6/11 Project Management Team meeting
- 6/13 Coordinating Committee meeting

July

- 7/11 Coordinating Committee
- 7/11 St. Anthony Park Community Council
- 7/18 Stadium Village Commercial Association
- 7/23 Thomas Dale Community Council
- 7/29 Lexington-Hamline Community Council
- 7/30 Summit Hill Association

August

- 8/07 North End Business Association
- 8/14 Merriam Park Community Council

8/16 St. Paul Transportation Management Organization
8/19 University United
8/27 Aurora-St. Anthony Neighborhood Development
8/27 Summit-University Planning Council
8/27 Hmong Chamber

September

9/03 Desnoyer Park Association
9/09 District Six Planning Council
9/09 St. Paul Business Owners and Managers Association
9/10 Capitol River Council
9/12 Coordinating Committee
9/17 Como Community Council
9/26 St. Paul Area Chamber of Commerce

October

10/10 Mac-Groveland Community Council
10/21 Station Area planning meeting
10/28 Prospect Park Community Council
10/29 St. Paul Small Business Breakfast Meeting (sponsored by the St. Paul Area Chamber of Commerce and Highland Area Business Association)

November

11/19 Como Community Council
11/26 Aurora-St. Anthony Community Council

Central Corridor Southeast Asian Outreach Plan

REVISED DRAFT – December, 2004

Situation summary

Two of the Central Corridor's key constituencies are the Southeast Asian residential and business communities. A considerable number of Southeast Asian businesses are located along University Avenue, and residents are concentrated in the Frogtown area west of the Capitol and north of University Avenue. Both communities continue to expand, with more residents settling in the area and more entrepreneurs opening businesses.

Minnesota's Asian populations nearly doubled from 1990 to 2000, with Southeast Asians being the largest Asian group in the state. The Hmong population is the highest of any of the Southeast Asian groups here. More than 92 percent of them live in Hennepin and Ramsey counties, and Saint Paul has the highest Hmong concentration in any American city, with about 24,500-26,500 people (according to 2000 Census figures).

In order to design a transportation system that meets the needs of the Southeast Asian residential and business communities, community members must understand the specific transportation challenges and the costs and benefits of new transportation investment options being proposed in their neighborhood. It is critically important to create reliable communications channels to get information to and from these groups, now and as the projects moves forward.

Challenges

There are some significant challenges to building these communications channels:

- Cultural and language barriers continue to limit the involvement of Hmong people in public affairs and community decision-making processes.
- Public transit is a new concept to Hmong people in America. In Laos, there was no public transit system and everyone was responsible for their own mobility. This means that if transit is to be relevant, its benefits must be put directly into the context of people's lives.
- There is no model in which either the Hmong business or residential communities have been successfully included in the decision-making process on a transit investment.

Community review of the plan

The key messages and the strategic approach to the community outreach plan were validated in meetings with Senator Moua, Lee Pao Xiong, and identified community members. Upon receiving their feedback, messages and audiences were refined as needed to target the Southeast Asian community. The key findings from the community reviews are:

- The strategy of working through community leaders and existing organizations is sound.
- We missed some key contacts, which have been added.
- We will be in a constant struggle to correct misinformation.
- The Asian community is a visual community; it will be helpful to communicate through pictures and diagrams.
- Our messages must include information about how improved transit will enhance businesses.

Goals

Primary

Create a smart and respectful two-way communications channel between the Central Corridor and the Southeast Asian residential and business communities.

Secondary

Create a model for effectively engaging other emerging communities within the Central Corridor project, and perhaps other projects.

Strategy

Use established Hmong community leaders and organizations as channels to reach the general Southeast Asian residential and business communities.

Audiences

Key community opinion leaders

Key organizations

Hmong 18 Council – This organization of clan leaders represents the 18 Hmong clans residing in Minnesota. It operates within the Hmong Multicultural Resources and Education Center located on University Avenue.

Lao Family Community of Minnesota – This is one of the leading mutual assistance organizations for the Southeast Asian Community in Minnesota. Its headquarters and community center are located on University Avenue.

Minnesota Hmong Chamber of Commerce – This chamber's mission is to advocate for Hmong chamber businesses for the benefit of members and the community.

Hmong American Partnership (HAP) – HAP was founded in 1990 as a Hmong community-based organization that would draw equally on the strengths of the Hmong culture and those of other American communities. HAP's mission is to foster trust; to assist Hmong people in achieving their full potential and actively participating in the community; and to promote mutual respect, cultural awareness, and the exchange of knowledge and values.

Association for the Advancement of Hmong Women in Minnesota – This association is operated by Hmong individuals to strengthen Hmong families through education and leadership development for women, girls and families.

Hmong Professional Network – Founded by Lee Pao Xiong, this is a monthly lunch club that discusses current issues of the day. We can offer Sue Haigh and Peter McLaughlin as luncheon speakers on the topic of Central Corridor.

University of Minnesota Hmong Alumni Group – This is a group of professionals that meets regularly to discuss current issues.

Faith Communities – While religious organizations may be an effective tool to help reach our audiences, this is a secondary priority.

Key messages

What is the Central Corridor?

- The Central Corridor is a planned 11-mile transit line connecting downtown Minneapolis, downtown Saint Paul, and the University of Minnesota. Three transit options are being considered for this area: improving the current bus service, creating a bus rapid transit system, or creating a light rail transit system.
- This corridor is a key link in the Twin Cities regional transit system.
- The two downtowns and the University of Minnesota are three of the largest transit destinations in the state, and the U is also the largest commuter university in the country.
- The transit line will start in the Minneapolis warehouse district and run through the core downtown past the Metrodome, through the University of Minnesota campus, along University Avenue in Saint Paul, past the Minnesota State Capitol, and into downtown Saint Paul. It will end in Saint Paul's Lowertown near the Saint Paul Union Depot.

Why is transit development needed in the Central Corridor?

- Transit improvements are needed because I-94 is landlocked, and traffic projections predict the corridor will exceed transit capacity by 2020.
- Today University Avenue is a heavily traveled transit route and several locations along this road are regularly congested with automobile traffic. It is nearing capacity today, and by 2020, it will become even more congested, resulting in increased travel time for commuters. Transit development is the only way to reduce congestion in this area.
- Today University Avenue is an important link in the regional transit system and that role will only increase as regional traffic increases. Failure to develop transit in this corridor will have region-wide impacts.
- The University Avenue area has the potential to be one of the best urban redevelopment sites in the Twin Cities if transit issues can be resolved.
- Ridership estimates indicate that demand for transit will reach 38,000 riders per day in the year 2020. That demand can be met only if LRT is built in the corridor.

How will Central Corridor transit improvements benefit the community?

- The Central Corridor will connect with the Hiawatha Light Rail Line and the Northstar Commuter Rail Line, connecting downtown Saint Paul, downtown Minneapolis, northern suburbs, the airport, and Mall of America.
- A new transit system will carry tens of thousands of riders – people who live and/or work within the corridor, people who live outside of it but pass through it, and those who would use the corridor if a more effective transit solution was in place.
- Investing in new transit will spur new housing, economic development, and job creation in the entire corridor, especially in the University Avenue area.
- Transit improvements will create a comfortable reliable transportation option for people who today drive their own cars.
- Overall, adding a new transit option in the Central Corridor will create many benefits for Minnesotans. It will:
 - allow tens of thousands of riders each weekday to traverse the Central Corridor more easily
 - make nearby communities stronger and more livable
 - serve as the backbone for a regional transit system stretching from St. Cloud to Rochester
 - increase visibility of businesses in the area and increase the number of people who will frequent these businesses
 - improve air quality along University Avenue by reducing the emissions from an increasing number of cars and buses
- The Central Corridor policymakers will involve citizens in the decisions made about transit improvements, and they will keep citizens as well informed as possible about the costs and benefits of each transit option.

How will Central Corridor transit enhance business along the corridor

- Transit allows access to business without creating a need for additional parking.
- Transit with fixed stations often creates opportunities for high-density residential development. This broadens the local customer base for retail businesses.
- Transit creates direct and easy access between large concentrations of people and businesses along the transit line. For example, downtown workers will have easy lunchtime access to restaurants and stores along University Avenue.
- Transit provides easy, comfortable access to corridor businesses for people who choose not to own cars.

- Transit provides an inexpensive option for employees to reach jobs located along and in proximity to the corridor.
- Transit focuses development from throughout the region on existing business districts. This helps increase visibility for existing businesses and communities and helps them to thrive and to cope with change.

Action items

Communicate with key community opinion leaders

1. Validate key messages and the strategic approach to community outreach with Senator Moua, Lee Pao Xiong, and identified key community members. *This action item has been completed. Upon receiving feedback, the messages and audiences were refined as needed to target the Southeast Asian community.*
2. Meet with each of the key community opinion leaders, working to achieve the following objectives:
 - Determine their level of understanding of the Central Corridor and its potential impact on the area surrounding University Avenue
 - Bring them up to date on the current status of the project and the next steps
 - Determine how they would like to be kept informed about the project
 - Enlist their help in creating communication channels between community members and the project
 - Determine the most effective methods of communication with community members (i.e. public forums, cable television, etc.)
3. Request time during key organizations' leadership meetings for Commissioner Haigh to present project information.
4. Enlist community opinion leaders and representatives from key organizations to serve as the conduits for communicating with the broader Hmong community.
5. Ask key community opinion leaders to host forums where Ramsey County officials would discuss the goals and details of the Central Corridor with Hmong residents and business owners in the immediate neighborhood.
6. Arrange for briefings with the editors of each of the Asian newspapers:
 -
7. Hold briefings with the news directors of each of the key Hmong broadcast programs:
8. Plan for outreach display and materials at the Hmong New Year celebration in November at Xcel Energy Center and the Hmong Sports Festival in July 2005 at Como Park.
9. Develop basic fact sheets on the following topics.
 - How transit enhances the corridor for businesses
 - How transit enhances the corridor for residents
 - How transit serves developing immigrant communities
10. Translate all materials into Hmong, Lao and Cambodian as appropriate.

Ongoing Communication

1. Maintain regular contact with the identified leaders.
2. Create a list of interested members of the Hmong community and provide notice of public input opportunities.

Planned Station Location Outreach Meetings – As of March 2005

Overall Impact	Downtown St. Paul Impact	Rice Street Station Impact	Western Street Station Impact	Dale Street Station Impact	Lexington Parkway Station Impact	Snelling Avenue Station Impact	Fairview Avenue Station Impact	Raymond Avenue Station Impact	Westgate Station Impact	29th Avenue Station Impact	Stadium Village Station Impact	East Bank Station Impact	West Bank Station Impact	Organization	Contact	Contact Title	Address	City	State/Zip	Phone	Fax	e-mail and/or web site
x														City of Saint Paul, Department of Planning and Economic Development	Susan Kimberly	Director	25 W. Fourth St.	St. Paul	MN 55102	651-266-6628	651-228-3261	
x														City of Minneapolis, Department of Community Planning and Economic Development	Lee Sheehy	Director	350 South 5th St.	Minneapolis	MN 55415-1385	612-673-5095	612-673-5293	
x														Central Corridor Partnership	Lester Bagley		401 North Robert Street, Suite 150	St. Paul	MN 55101	651-223-5000	651-223-5119	
x														St. Paul Area Chamber of Commerce	Larry Dowell		401 North Robert Street, Suite 150	St. Paul	MN 55101	651-223-5000	651-223-5119	
x														Minneapolis Regional Chamber of Commerce	Todd Klingel		81 South Ninth Street	Minneapolis	MN 55402	612-370-9155	612-370-9195	
x														African American Leadership Council	Tyrone Terrell					651-266-8964		
x														Black Ministerial Alliance								
x														Hmong 18 Council	Txong Pao Lee	Executive Director	995 University Avenue West, Suite 214	St. Paul	MN 55104-4796	651-917-9937	651-917-9978	resources@hmongcenter.org
x			x											Lao Family Community of Minnesota	Ying Vang	Executive Director	320 West University Avenue	St. Paul	MN 55103	651-221-0069	651-221-0276	admin@laofamily.org
x														Minnesota Hmong Chamber of Commerce	Chengny Thao-Yang	Chair	1885 University Avenue, Suite 20	St. Paul	MN 55104	651-645-6777		www.hmongchamber.com
x														Hmong American Partnership (HAP)	William Yang	Executive Director	1075 Arcade Street	St. Paul	MN 55106	651-495-9160	651-495-1699	hapmail@hmong.org
x														Association for the Advancement of Hmong Women in Minnesota			1518 E Lake Street, Suite #209	Minneapolis	MN 55407	612-724-3066	612-724-3098	
x														Hmong Professional Network								
x														University of Minnesota Hmong Alumni Group	Richon Xiong							
x		x	x	x	x									District 8 Community Council, Summit-University Planning Council	Jim McDonough		627 Selby Avenue	St. Paul	MN 55104	651-228-1855	651-225-1108	district8@tcpost.com
x		x	x	x	x									Thomas-Dale/Dist. 7 Planning Council	Ms. Kristen Kidder/Mr. Tate Danielson	Team Leader/Community Organizer	689 North Dale St.	St. Paul	MN 55103-1644	651-298-5068	651-298-5072	district7@integraonline.com
x					x	x								Ham Midway District 11								
x														Lexington-Hamline Community Council	Jessica Treat	Executive Director/Comm. Org.	1221 Marshall Ave.	St. Paul	MN 55104	651-645-3207	651-645-7578	lexham@lexham.org
x							x							Snell Ham								
x							x	x						Merriam Park Community Council, District 13	Rolf Nordstrom	President	1573 Selby Avenue, Suite #311	St. Paul	MN 55104-6422	651-645-6887	651-917-9991	
x								x	x					St. Anthony Park Community Council Dist. 12	Melissa Mathews	Executive Director	890 Cromwell Avenue	St. Paul	MN 55114-1599	651-649-5992	651-649-5993	melissa@sapcc.org
x		x												District 6								
	x													Capitol River Council/Dist. #17	Sheila Lynch	Director	332 Minnesota St., Suite W1222	St. Paul	MN 55101-1314	651-221-0488	651-221-0581	capriver@usfamily.net
	x													Lowertown Redevelopment Corp.	Mr. Weiming Lu	President	380 Jackson St., Galtier Plaza, Ste 750	St. Paul	MN 55101-2905	651-227-9131	651-223-5708	
	x													Capitol City Partnership	John Laboski	President	30 East Seventh Street, 2490 Wells Fargo Place	St. Paul	MN 55101	651-291-5600	651-291-5606	
	x													Saint Paul on the Mississippi Design Center/ Saint Paul Riverfront Corporation	Patrick Seeb		25 West Sixth Street	St. Paul	MN 55102-1303	651-293-6860	651-293-6868	sprc@riverfrontcorporation.com
	x													St. Paul BOMA	Bill Buth		332 Minnesota Street, #W-2950	St. Paul	MN 55101	651-291-8888	651-291-1031	bill.buth@boma-stpaul.org
		x	x	x		x	x	x	x					Midway Chamber of Commerce	Ms. Lori Fritts	Executive Director	1600 University Ave., Suite #4	St. Paul	MN 55104-3825	651-646-2636	651-646-2297	
		x	x	x	x									Greater Frogtown Comm. Dev. Corp.	Ms. Kris Graham	Executive Director	689 North Dale St.	St. Paul	MN 55103-1644	651-848-2026	651-848-2088	kris.gfcdc@integraonline.com
		x	x	x	x	x	x	x	x	x				University UNITED	Mr. Brian McMahon	Executive Director	1954 University Ave., Suite #9	St. Paul	MN 55104	651-647-6711	651-641-0293	bmcMahon@universityunited.com
		x			x	x	x							SPARC			843 Rice Street	St. Paul	MN 55117	651-644-0065	651-488-6309	info@sparcweb.com
		x												Capitol Heights Block Club								
		x												Capitol Area Architectural & Planning Board (CAAP)								
				x	x									Selby Area Community Development Com.			626 Selby Avenue	St. Paul	MN 55104	651-291-7704	651-293-9090	sreller@selbyareacdc.org or www.selbyareacdc.org
				x	x									Aurora-St. Anthony Neighborhood Association	Ms. Nieeta Presley	Community Organizer	375 N. Oxford St.	St. Paul	MN 55104	651-222-0399		asandcmn@aol.com
					x	x	x							Hamline Midway Coalition	Jun-Li Wang	Community Organizer	1564 Lafond Ave.	St. Paul	MN 55104-1832	651-646-1986	651-641-6123	district11@gofast.net

Planned Station Location Outreach Meetings – As of March 2005

						x								Snelling-Selby Business Association	Lisa Perlman	Treasurer	Liberty Bank Building, 1573 Selby Ave	St. Paul	MN 55104-6422	651-646-8681		
								x	x					Desnoyer Park Association	David Eggenberger and Bruce Palmer	Chair and Vice Chair	444 Otis Avenue	St. Paul	MN 55104	651-644-2517	651-251-1034	
									x	x	x			Prospect Park East River Road Improvement Association - PPERRIA	Joyce Barta		66 SE Malcolm Avenue	Minneapolis	MN 55414	612-331-2970		bartajm@yahoo.com
										x				SouthEast Business Association (SEBA)	Michael McLaughlin					664-1267		
											x	x		Stadium Village Commercial Association	Michael McLaughlin					664-1267		
											x	x	x	University of Minnesota	Jan Morlock	Director of Community Relations	3 Morrill Hall, 100 Church Street SE	Minneapolis	MN 55455	612-624-8318		jam@umn.edu
													x	West Bank Community Coalition	Rhonda Eastlund/Abia Ali		504 Cedar Avenue South	Minneapolis	MN 55454	612-338-5282		

Website

Web stats for Central Corridor

February 2005

Page Views	Page Views (Impressions)	3,128
	Average Per Day	111
	Document Views	948
Visitor Sessions	Visitor Sessions	1,415
	Average Per Day	50
	Average Visitor Session Length	00:05:05
Visitors	Unique Visitors	885
	Visitors Who Visited Once	680
	Visitors Who Visited More Than Once	205

January 2005

Page Views	Page Views (Impressions)	3,586
	Average Per Day	115
	Document Views	1,076
Visitor Sessions	Visitor Sessions	1,490
	Average Per Day	48
	Average Visitor Session Length	00:05:07
Visitors	Unique Visitors	860
	Visitors Who Visited Once	623
	Visitors Who Visited More Than Once	237

December 2004

Page Views	Page Views (Impressions)	4,215
	Average Per Day	135
	Document Views	1,179
Visitor Sessions	Visitor Sessions	2,141
	Average Per Day	69
	Average Visitor Session Length	00:05:51
Visitors	Unique Visitors	1,234
	Visitors Who Visited Once	904
	Visitors Who Visited More Than Once	330

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Why Improve the
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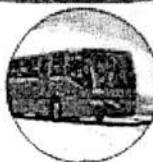
What's Next?

Route Maps

What are
People Saying?

Welcome to the Central Corridor

Exploring Transit Options
Between St. Paul and Minneapolis



Statements in: [Khmer \(pdf\)](#) | [Hmong \(pdf\)](#) | [Somali \(pdf\)](#) | [Spanish \(pdf\)](#) | [Vietnamese \(pdf\)](#)

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What is the Central Corridor?



The Central Corridor is the primary east-west transportation route in the Minneapolis and St. Paul metropolitan area. It is 11 miles long and crosses through the heart of the Twin Cities. This area includes business districts, distinct and diverse residential neighborhoods, institutions, and attractions that help define the Twin Cities as one of the most livable and economically successful urban areas in the United States. The Central Corridor contains the Minnesota Children's Museum, the State Capitol, Frogtown, the Minnesota State Fairgrounds, the University of Minnesota, the West Bank Theater District, and the downtown business and entertainment districts of Minneapolis and St. Paul.

The Central Corridor is congested

Interstate 94 and University Avenue are the twin transportation backbones of the Central Corridor. Both roads are becoming increasingly congested as more people live, work and shop in the neighborhoods within the corridor and more people commute through the corridor. By 2020, traffic planners estimate 200,000 vehicles will clog I-94 every day. University Avenue is a rapidly redeveloping business and residential corridor that is drawing more people to new housing, distinct ethnic business districts, and some of the most promising redevelopment sites in Minneapolis or St. Paul.

Transit is a key to success

The continued redevelopment of the corridor and the entire metro area depends on mobility and access. Creating new roads or substantially more lanes for existing roads would seriously damage existing neighborhoods and limit economic growth. Allowing congestion to mount at its projected rate would have the same result. Transit will be a vital tool if we are to manage the growth of future congestion.

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Why Improve the Central Corridor?



Improving transit would enable area residents, commuters and visitors to move around more easily in the Central Corridor. Transit would become a more practical alternative to single occupancy vehicles for more people.

Central Corridor communities would become stronger and more livable

Neighborhoods that have their own unique characteristics would see redevelopment that fits their needs and desires. Public transit knits communities together in a way that individual automobiles cannot.

The environment would be protected

Fewer gas engines operating on the roads would reduce air pollution within the corridor.

How the Central Corridor will help people

Transit improvements would provide a transportation alternative for people who currently don't ride the bus. For many people, driving a car is not a choice – it is a necessity. If transit can be more accessible, more convenient, or faster, it would give more people an alternative to driving a car to get where they need to go. As a result, transit improvements could help control increasing congestion.

Transit improvements would increase service to people who already use public transit. For example, a significant number of households in the Central Corridor have no car, and more than 10 percent of the people living in the area are elderly or have limited mobility. Both groups would benefit from enhanced transit options.

How the Central Corridor will strengthen neighborhoods

There are strong and vibrant neighborhoods all along the Central Corridor. Improved transit services can help neighborhoods become more pedestrian-friendly. Transit helps encourage businesses that serve neighborhoods such as bakeries, markets, and dry cleaners. Improved transit will allow neighbors to leave their cars at home and move comfortably through the neighborhood.

How the Central Corridor connects destinations

There are countless places to go along the corridor – from your aunt's house for dinner to the small retailer where you work or shop. There are also many institutions and attractions along the corridor that draw a variety of people, which is one of this area's strengths. The University of Minnesota, for example, attracts thousands of students, visitors and staff each day, creating congestion and parking problems. They come for everything from classes to medical care to work to hockey games. Improved transit would better link people to the various places they want to go.

Serving local neighborhoods, meeting regional needs

The Central Corridor is a critical link in regional transit plans. It would connect the region's two downtowns – the twin hearts of our community. It would also connect the east metro area with the Hiawatha Light Rail Transit line, which runs from the Mall of America to the airport to downtown Minneapolis. Proposed commuter rail links to areas such as Anoka County and Hastings would also benefit from transit improvement in the Central Corridor.

But most important, transit improvements in the Central Corridor would meet local needs. People in the neighborhoods — from Lowertown to Frogtown and Prospect Park to Merriam Park — would benefit from improved Central Corridor transit options.

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What's Next?



The Central Corridor has been the focus of an Environmental Impact Study since 2000. The study took an in-depth look at a broad range of options to improve transit and transportation between Minneapolis and St. Paul, as well as ways to connect the corridor to the growing metropolitan transit system.

The study will conclude with a Draft Environmental Impact Statement (DEIS) in 2004. This statement will provide a thorough description of current transportation conditions in the corridor and describe three transit options for the corridor:

- Improvements to the current bus system
- Bus Rapid Transit
- Light Rail Transit

The statement will answer five key questions:

- What do Central Corridor stakeholders say they need from a transit system?
- How does each option enhance mobility and accessibility for area residents and visitors?
- What is the effect on economic development?
- What is the impact on nearby communities and the environment?
- What is the cost to build each option?

Following public hearings on the Draft Environmental Impact Statement (DEIS), the Central Corridor Coordinating Committee will choose a strategy for solving the transportation issues in the Central Corridor. If they choose Bus Rapid Transit or Light Rail Transit, engineers will begin considering ways to build that transit option (this step is called preliminary engineering).

Ongoing study

The Draft Environmental Impact Statement (DEIS) process has already identified several issues in the Central Corridor that must be resolved. Among the issues to be studied are:

- Station/stop sites
- Identification of utilities in the public right of way
- Minimizing the construction impacts
- Detailed cost/benefit analysis of transit options being considered

As the second phase engineering study moves forward, the Central Corridor will seek public ideas, comments and direction to ensure that the community continues to shape any transit improvements.

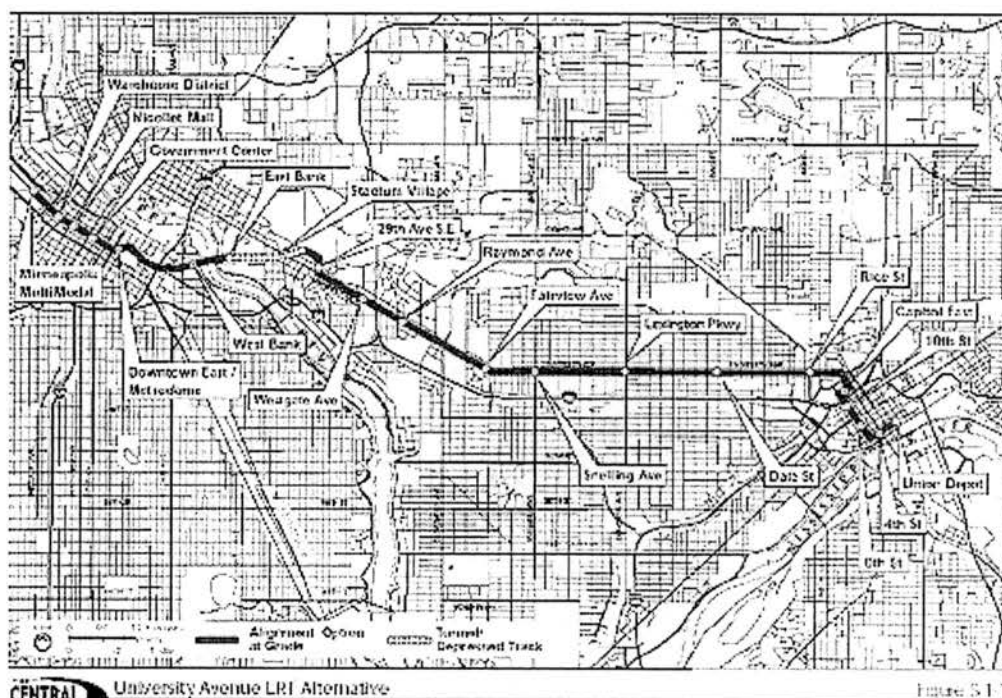
Progress reports and updates will be provided to any organization upon request. Updated information will be available on this web site, and citizens can comment via e-mail through the web site. Citizens will have numerous opportunities to voice their views.

THE CENTRAL CORRIDOR

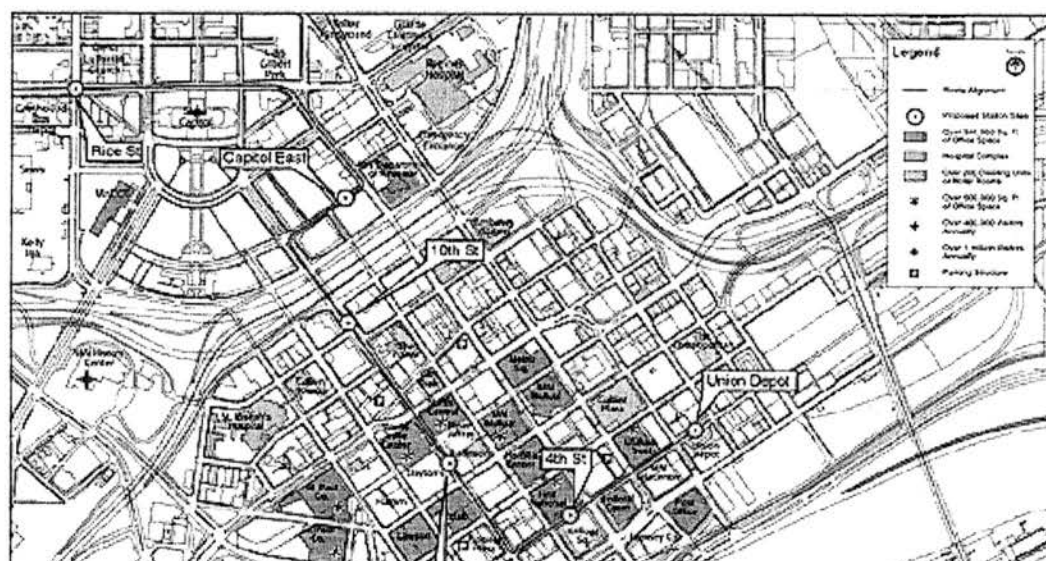
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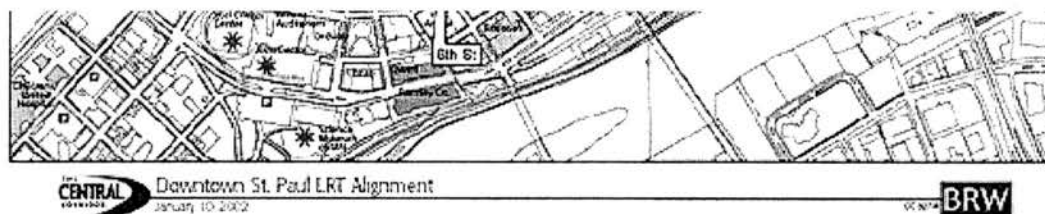
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Light Rail Transit

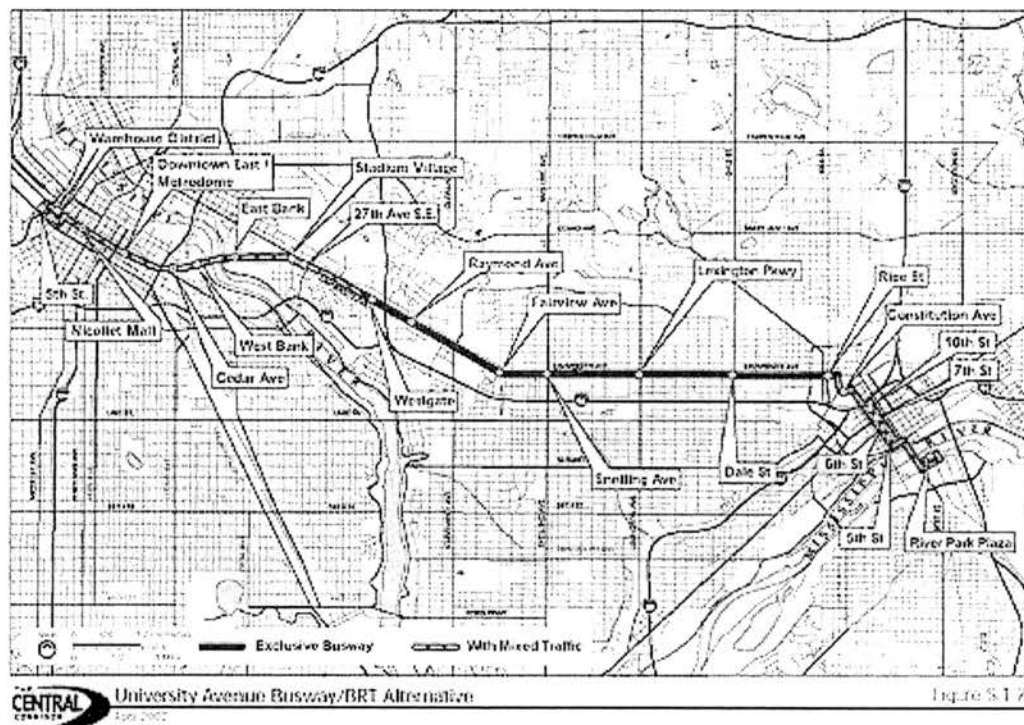


Downtown St. Paul Light Rail Transit Alignment





Bus Rapid Transit Alignment



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What are People Saying?



Public input has had a significant impact on the Environmental Impact Study results. Comments and suggestions from the public helped to define the scope of the study, and public comments received during the environmental review process will be part of the final report. Public comments will be available to members of the Central Corridor Coordinating Committee to assist in their choice of a locally preferred transit alternative.

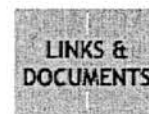
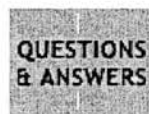
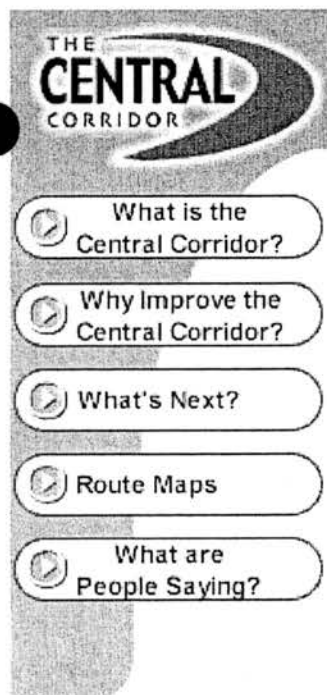
As the second phase engineering study moves forward, the Central Corridor will seek out public ideas, comments and direction to ensure that the community continues to shape any transit improvements.

Progress reports and updates will be provided to any organization upon request. Updated information will be available on this web site, and citizens can comment via e-mail through the web site. Citizens will have numerous opportunities to voice their views.

For more information about what people are saying, please read the following recent articles about the Central Corridor:

Downloadable PDFs:

- [03-06-05 Star Tribune - Central Corridor: St. Paul Should Get a Light Rail](#)
- [02-06-05 Pioneer Press - The Time Has Come](#)
- [12-15-04 Pioneer Press - Two Cities](#)
- [11-28-04 Pioneer Press - Hopes High](#)
- [08-08-04 Star Tribune - The Next Stop](#)
- [07-11-04 Star Tribune - A Splendid Start](#)
- [06-29-04 Pioneer Press - Coordinated Transportation Plan](#)
- [06-25-04 Star Tribune - Hiawatha Rolls](#)
- [06-20-04 Pioneer Press - End of the Line](#)
- [05-05-04 Pioneer Press - Funding is Vital](#)
- [03-31-04 Star Tribune - Central Corridor](#)
- [03-25-04 Pioneer Press -Midway Transit](#)
- [03-25-04 Star Tribune - Business Groups](#)



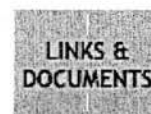
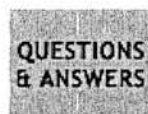
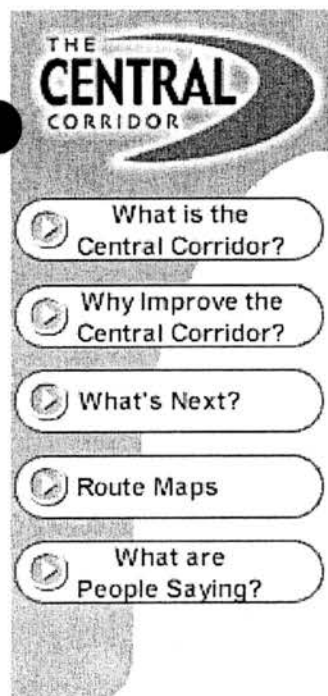
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Meetings and Events

To receive the Central Corridor Update and be alerted when any additional forums are scheduled, click "Contact Us" on the upper toolbar and give us your e-mail address.

PUBLIC MEETINGS
are scheduled for
the following locations
and times:

There are currently no public meetings scheduled.



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News

Central Corridor Coordinating Committee Meeting Agendas, Minutes, & Information

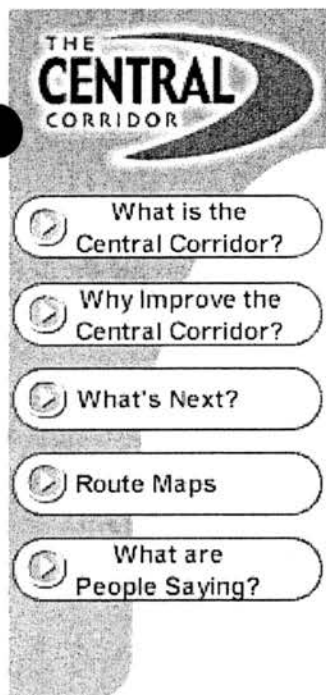
CCCC Agendas - Coordinating Committee meetings are suspended until further notice until the Federal Transit Administration's comments are received.

CCCC Minutes - When the Coordinating Committee meetings resume, minutes will be posted to this web site.

- [03-06-05 Star Tribune - Central Corridor: St. Paul Should Get a Light Rail](#) (PDF Format)
- [02-06-05 Pioneer Press - The Time Has Come](#) (PDF Format)
- [12-15-04 Pioneer Press - Two Cities](#) (PDF Format)
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- [03-25-04 Pioneer Press - Midway Transit](#) (PDF Format)
- [03-25-04 Star Tribune - Business Groups](#) (PDF Format)
- [The Central Corridor Update Newsletter](#)
- [Draft Environmental Impact Statement](#) - Available at Libraries (PDF Format)



PDF file: Adobe Reader 4.0 or greater required to open.
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Questions and Answers

What is the Central Corridor?

The Central Corridor is an 11-mile long transit route between Minneapolis and St. Paul. The major transportation arteries are Interstate 94 and University Avenue. The area is known for its many strong neighborhoods, institutions, businesses and attractions.

What is the Central Corridor study?

The study is looking at a broad range of options to improve transit and transportation between downtown St. Paul and downtown Minneapolis. The opinions of area residents, business people, and other stakeholders have helped shape the study's recommendations and will play a significant role in the design of any transit improvements.

What is the goal of the Central Corridor study?

The goal is to identify viable options to improve transportation in a way that manages the growth of congestion while meeting the needs of neighborhoods, businesses and other stakeholders in the region.

Improved transit in the Central Corridor must make the community stronger and more livable - now and in the future. Community officials have agreed that any transit improvements must meet four different needs:

- Help residents and visitors move around
- Support local development and encourage redevelopment
- Strengthen communities
- Promote a healthy environment and a sustainable future

These factors, along with cost, will determine which option is pursued.

How can the public get involved?

It is important for this planning effort to reflect the

Glossary

[Buses](#)[Bus Rapid Transit \(BRT\) and Bus ways](#)[Central Corridor](#)[Light Rail Transit](#)[Locally Preferred Strategy](#)[Mode](#)[No Build](#)[Ramsey County Regional Railroad
Authority](#)[Transit](#)[Transportation](#)[Transportation System Management](#)

community's views about this issue. Several community meetings will be held. Or, you can share your thoughts directly with Steve Morris, who is guiding this planning project for Ramsey County, by contacting him at:

Steve.Morris@co.ramsey.mn.us

RCRRA
Suite 665 RCGC-West
50 West Kellogg Blvd.
St. Paul MN 55102
651-266-2784

What options are being considered?

Two different "transit modes" are being considered:

- Bus Rapid Transit (BRT): BRT has buses running on a separate, dedicated right of way or on city streets but separated from other traffic. BRT could run on University Avenue but would be mixed with traffic at the University of Minnesota and in the downtowns of Minneapolis and St. Paul.
- Light Rail Transit (LRT): LRT features electric trains running on tracks, located either on city streets or separate from streets and traffic. The trains can be relatively short, with two or three cars. LRT could run on University Avenue.

What happens next?

When the Draft Environmental Impact Statement (DEIS) is approved by the Federal Transit Administration, the Central Corridor Coordinating Committee will seek public comment and forward its recommendation to the Metropolitan Council.

How would the Central Corridor fit in with other regional transit improvements?

The Central Corridor is a critical link in regional transit plans. It connects the region's two downtowns - the twin hearts of our community. It also connects the Hiawatha Light Rail Transit line - running from downtown Minneapolis to the airport to Mall of America - with the east metro area. Proposed commuter rail links to areas, such as St. Cloud and Hastings, would also benefit from transit improvement in the Central Corridor.

Why has transit planning for the Central Corridor

resumed?

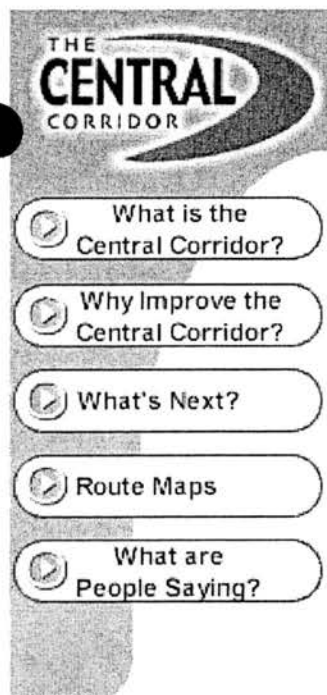
When the Legislature declined to fund a plan for improving transit service in the Central Corridor, there was disagreement about what should be done. Regional studies continue to show that improving transit along the Central Corridor makes good sense.

The need for transit improvements between downtown Minneapolis and downtown St. Paul remains strong. Meanwhile, the environment for transit has improved in recent years, as state and federal officials have become willing to spend money to improve bus service around the metro area and create a Light Rail Transit line.

Who is leading this work?

The Central Corridor Coordinating Committee is made up of policy makers representing Ramsey County, Hennepin County, St. Paul, Minneapolis, and the University of Minnesota, along with MnDOT and the Metropolitan Council. Ramsey County Regional Railroad Authority (RCRRA) is managing the study.

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Links and Documents

Documents

- [Scoping Booklet \(PDF\)](#)
- [Central Corridor Update Summer 2002 \(PDF\)](#)

Ramsey County Links

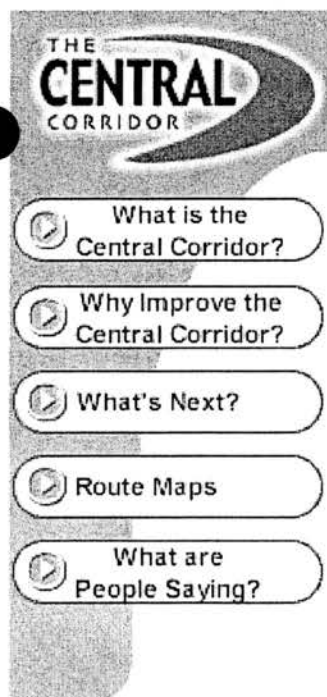
- [Ramsey County Website](#)
- [Ramsey County Regional Rail Website](#)
- [Ramsey County Public Works Website](#)

Other Transit Projects

- [Hiawatha Light Rail Transit Line](#)
- [Metro Transit](#)
- [Red Rock Commuter Rail](#)
- [Northstar Corridor](#)
- [Rush Line Corridor](#)

Minnesota Transportation Links

- [Minnesota Department of Transportation](#)
- [Mn/DOT Office of Passenger Rail](#)

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It's easy to get involved.

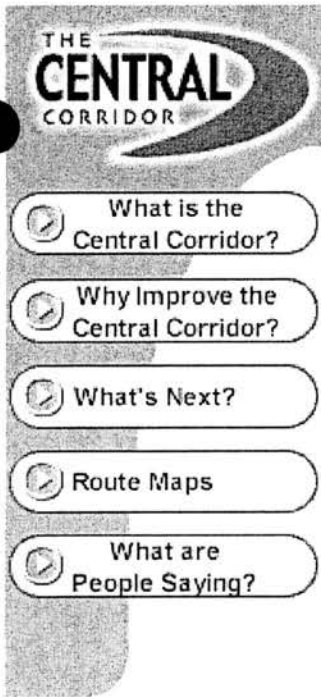
Share your thoughts by speaking up at a public meeting. Drop us a line. Write an e-mail. And for more background you can look through this web site or sign up to receive the *Central Corridor Update* newsletter by email.

What are your ideas about how to improve how people move from one place to another in the Central Corridor and around the region? Planners are trying to figure out how to do just that. And, they need your help. What do you think would best support economic development? What would help people get around more easily? How can transit make our communities stronger? What should be done to connect area residents and businesses with other parts of St. Paul, Minneapolis and the region as a whole?

Your Name:**Address:****Telephone:****Email Address:****Type your message below:**

☒ Email me the *Central Corridor Update*

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Benefits of Improved Transit in the Central Corridor

What is the Central Corridor?

The Central Corridor is an 11-mile transit line connecting downtown Minneapolis, downtown St. Paul, and the University of Minnesota with the neighborhoods along University Avenue.

The transit line will start along the Hiawatha Light Rail Line on the west edge of downtown Minneapolis. It will run through the core downtown, past the Metrodome, through the University of Minnesota campus, along University Avenue, past the Minnesota State Capitol and into downtown St. Paul. The line will end at St. Paul's Union Depot.

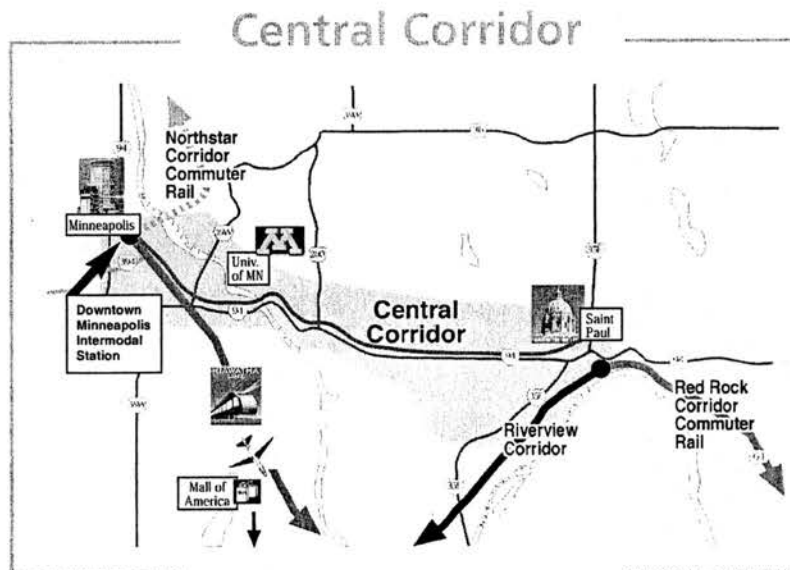


Photo: Kent Barnard

Benefits of Improved Transit in the Central Corridor

Why improve the Central Corridor?

Interstate 94 and University Avenue are the twin transportation backbones of the Central Corridor. Both roads are becoming increasingly congested as more people live, work and shop in the neighborhoods within the corridor and more people commute through the corridor.

By 2020, traffic planners estimate 200,000 vehicles will clog I-94 every day. University Avenue is a rapidly redeveloping business and residential corridor that is drawing more people to new housing, distinct ethnic business districts, and some of the most promising redevelopment sites in Minneapolis and St. Paul.



Photo: Terry Kayser, Metropolitan Council

By 2020, traffic planners estimate 200,000 vehicles will clog I-94 every day.

Creating new roads or substantially more lanes would seriously damage existing neighborhoods and limit economic growth. Allowing congestion to mount at its projected rate would have the same result.



Transit will be a vital tool if we are to manage the growth of congestion in the future.

Benefits of Improved Transit in the Central Corridor

How will Neighborhoods Benefit?

There are strong and vibrant neighborhoods all along the Central Corridor. Improved transit services can:

- help neighborhoods become more pedestrian friendly,
- help to encourage businesses that serve neighborhoods such as bakeries, markets and dry cleaners, and
- allow neighbors to leave their cars at home and move comfortably through the neighborhood.



There are strong and vibrant neighborhoods all along the Central Corridor. Transit helps to encourage businesses that serve the neighborhoods.

Transit improvements will provide a transportation alternative for people who currently don't ride the bus. If transit can be more accessible, convenient or fast, it can give more people an option to driving a car as a way to get where they need to go. As a result, transit improvements can help control increasing congestion.



Photo: BKV Group

Transit improvements will increase service to people who already use public transit. A significant number of households in the Central Corridor have no car, and more than 10 percent of the people living in the area are elderly or have limited mobility. Both groups will benefit from enhanced transit options.

What are the Regional Benefits?

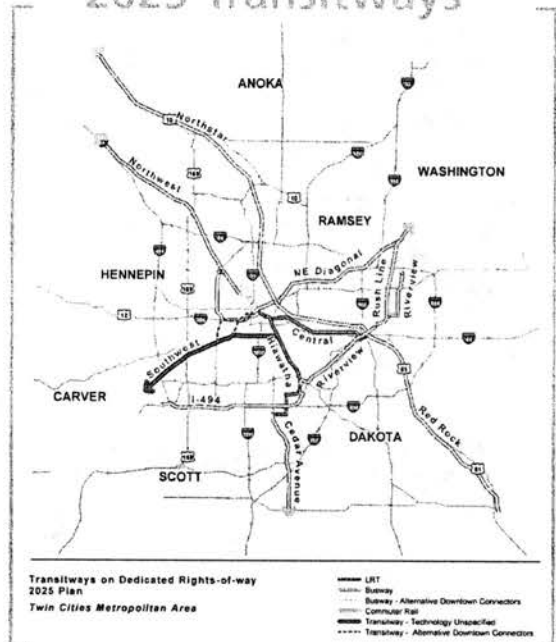
"Public concern about congestion has shot up dramatically in the last decade; 54 percent of area residents now list it as one of the region's top three problems, up from just 7 percent 10 years ago,"

said Peter Bell, chair of the Metropolitan Council during his 2004 State of the Region Address.

The Central Corridor is a critical link in regional transit plans. It will connect the region's two downtowns — the twin hearts of our community. It will also connect the

east metro area with the Hiawatha Light Rail Transit line, which runs from downtown Minneapolis to the airport and Mall of America.

2025 Transitways



Proposed commuter rail links to areas such as Anoka and Hastings would be linked by the Central Corridor.



Benefits of Improved Transit in the Central Corridor

What are the Solutions?

Today, policy makers are considering three options for transit in the Central Corridor:

1. Maintain, and continue to improve the current bus service in the area.
2. Create a bus rapid transit system (BRT). Buses would operate along an exclusive busway, allowing them to avoid other traffic, and on city streets with other traffic.
3. Create a light rail transit system (LRT). Short trains of quiet electric-powered rail cars would operate along exclusive tracks, allowing them to avoid competition with other traffic. The Central Corridor LRT line would resemble the new LRT line along Hiawatha Avenue from downtown Minneapolis to the airport and Mall of America.

What can you do?

The Central Corridor Coordinating Committee wants to know what you think. We will hold community meetings to update the public on the project and to take public comments. You can contact us directly with your comments or questions. We are also available to speak to community groups.

Comment online at www.centralcorridor.org

**For more information, to comment in person,
or to book a speaker for your group:**

Contact Steve Morris, Central Corridor Project Manager,
at 651-266-2784 or steve.morris@co.ramsey.mn.us





CENTRAL CORRIDOR FACTS

Benefits of Improved Transit in the Central Corridor

What is the Central Corridor?

- The Central Corridor is a planned 11-mile transit line connecting downtown Minneapolis, downtown St. Paul, the University of Minnesota, and several vibrant residential neighborhoods in between. The two downtowns and the University of Minnesota are three of the largest transit destinations in the state, and the U is also the largest commuter university in the country.
- The transit line will start in the Minneapolis warehouse district and run through the core downtown past the Metrodome, through the University of Minnesota campus, along University Avenue in St. Paul, past the Minnesota State Capitol, and into downtown Saint Paul. It will end in Saint Paul's Lowertown near the Union Depot.

What kind of transit is planned in the Central Corridor?

Today, policy makers are considering three transit options for this area:

- Maintain and continue to improve the current bus service in the area. Corridor bus routes have the highest level of ridership in the state.
- Create a bus rapid transit (BRT) system. Buses would operate either along an exclusive busway, enabling them to avoid other traffic, or on city streets along with other traffic.
- Create a light rail transit (LRT) system. Short trains of quiet, electric-powered rail cars would operate along exclusive tracks, allowing them to avoid competition with other traffic. The Central Corridor LRT line would resemble and connect with the new LRT line along Hiawatha Avenue from downtown Minneapolis to the airport and the Mall of America.

Why are changes needed in the Central Corridor?

- Transit improvements are needed because I-94 is landlocked, and traffic projections predict it will exceed capacity by 2020. Between 1990 and 1998, daily traffic volumes rose more than 24% in the Central Corridor. And between 1996 and 2020, traffic volumes are expected to rise 48%, creating major congestion.

- Because I-94 is landlocked, increasing its capacity would cost well over \$1 billion and devastate nearby neighborhoods. Plus it would only put off the inevitable, because automobile congestion would worsen again.
- Today the Central Corridor is one of the most used transportation routes in the metro area, and several locations are regularly congested with automobile traffic. It is nearing capacity today, and by 2020, it will become even more congested, resulting in increased travel time for commuters. Transit development is the only way to reduce congestion in this area.
- The Midway business district is one of the fastest growing commercial and residential corridors in the Twin Cities and one of the most congested. Improved transit will provide relief from automobile congestion and allow growth to be sustained.
- The University Avenue area has the potential to be one of the best urban redevelopment sites in the Twin Cities if transit issues can be resolved.

How will the Central Corridor benefit Minnesotans?

- Tens of thousands of people will use the transit system in the corridor — estimates are that BRT would have an average weekday ridership of 31,200, and LRT would have an average weekday ridership of 38,000. The riders would include people who live and/or work within the corridor, people who live outside of it but pass through it, and those who would use the corridor if a more effective transit solution was in place.
- Twin Cities residents and visitors will be able to move around the Central Corridor more easily.
- Improved transit will create a comfortable, reliable transportation option for people who today drive their own cars.
- Businesses in the Central Corridor will benefit from increased visibility and the additional development that would likely follow transit improvements.
- Coupled with strong city planning, transit stations will focus on business and residential redevelopment while creating a stronger urban environment.
- Non-automobile transit options will reduce dangerous emissions and improve air quality along the corridor.

What role does the Central Corridor play in a regional transit system?

- It will provide an efficient transit link for urban residents.
- Transit works best when it connects key destinations and features predictable service. Along with the Hiawatha Line, the improved Central Corridor will connect all of the largest economic and residential destinations in the Twin Cities and involve comfortable and predictable transportation around neighborhoods.
- The Central Corridor will link to the new Hiawatha line connecting downtown Minneapolis, the airport, and Mall of America, which will create vital connections between the East Metro, downtown Minneapolis and Mall of America.
- It will link to the Northstar line and the Northwest suburbs, as well as the Red Rock line and the Eastern suburbs.

What will happen next?

- The Ramsey County and Hennepin County Regional Railroad Authorities are undertaking engineering studies of specific transit issues in the corridor.
- The Federal Transit Administration is reviewing a revised Environmental Impact Statement (EIS) on transit improvements in the Central Corridor.
- The Metropolitan Council is expected to use the EIS data to choose which of the three options to pursue: build nothing new, build a BRT system, or build an LRT system.



Photo: Kent Barnard

For more information, please contact:

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www.centralcorridor.org



CENTRAL CORRIDOR FACTS

Issues with Bus Rapid Transit for the Central Corridor

Summary

While Bus Rapid Transit (BRT) on University Avenue is projected to have significantly lower initial capital costs than Light Rail Transit, it will be unable to serve the transit needs of the Central Corridor and the region over the long term. As proposed, the combination of fixed guideway on University Avenue and mixed traffic in the downtowns and at the University of Minnesota will not have the capacity to meet the projected ridership demand and will have higher operating and equipment replacement costs.

Supporting facts

- Projected daily ridership demand for BRT on University Avenue in 2020 is 31,000 (according to the current draft of the Alternatives Analysis/Draft Environmental Impact Statement). Projections may be modified in future modeling.
- The ridership projections make the following assumptions:
 - Six-minute intervals between buses along the entire line are about the highest frequency that can be maintained.
 - The busway operates in mixed traffic in Downtown St. Paul, Downtown Minneapolis and at the University of Minnesota.
 - Busway traffic will have signal priority at intersections and exclusive lanes along University Avenue.
- BRT faces two major problems in the Central Corridor:
 - A BRT system that operates in mixed traffic is subject to the same traffic conditions that today's bus system is subjected to, including traffic congestion, red lights, and narrow roads in winter.
 - The capacity is limited to the number of buses that can use the streets and bus stops at one time.
 - At six-minute intervals, crowded rush hour buses will cause gaps in the service.

- When one bus is delayed, it creates delays for buses that follow.
- Once a BRT system reaches capacity, there are no non-construction options to expand capacity.

Comparisons to Light Rail Transit on Central Corridor

- Projected daily ridership demand for Light Rail Transit (LRT) on University Avenue in 2020 is 38,000. (That figure may be modified in future modeling.)
- The ridership projections make the following assumptions:
 - There is a 7.5-minute interval between trains.
 - LRT features two-car trains.
 - Under these assumptions, LRT reaches its capacity in about 2020.
 - Buses have an operational lifetime of 12 years.
 - LRT vehicles have an operational lifetime of 30 years.
 - LRT can increase capacity by adding an additional car to each train. This increase does not have an impact on scheduling and requires the same number of operators.



Photo: Ted Davis

A BRT system that operates in mixed traffic is subject to the same traffic conditions that today's bus system is subjected to, including traffic congestion, red lights, and narrow roads in winter.

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I-94 Alignment Fact Sheet

CENTRAL CORRIDOR FACTS

I-94 Alignment Issues for the Central Corridor Transit Line

Summary

Over the years, studies of the Central Corridor have examined a wide variety of transit alignments, including University Avenue and I-94. The University Avenue alignment provides the best opportunity to contribute to community transportation, draws more than enough ridership to justify the cost, and encourages a wide range of economic and community development opportunities.

Supporting facts

I-94 was included as an alignment in studies conducted in the 1980s and 1993 and was part of the 2001-2003 Environmental Impact Study.

The I-94 alignment is no longer under consideration because:

- I-94 is too far from the residential and commercial areas located on University Avenue and too far north to attract necessary ridership.
- Transit that is isolated from the community does not improve transportation within the community.
- Transit that is isolated from the community does not create opportunities for private investment in the community or for increasing the tax base of the community.
- Building Light Rail Transit along I-94 would require major reconstruction of the freeway, including bridges and interchanges between downtown Minneapolis and downtown St. Paul. Such a rebuilding is not in any long-range plans.

Inability to serve employers along University Avenue

An I-94 alignment would primarily serve people going between the downtown areas. It would be too far removed and offer little improvement for employers and employees located along University Avenue.

Reduced opportunities for economic development

Experience in other communities has shown that rail transit stations in the middle of a freeway do not provide opportunities to attract mixed-use residential or commercial development. Transit-oriented development opportunities along University Avenue simply would not occur without transit stations located on the avenue.

Perceived safety issues

Placing stations in the middle of the freeway would cause safety concerns and discourage ridership.

Additional costs

- Revisiting the I-94 alignment would add millions of dollars to the cost of this project and could potentially delay any transit improvements in the area for many years.
- An I-94 alignment would require an Environmental Impact Statement on rebuilding the freeway.
- Reduced ridership on the alignment may disqualify the Central Corridor from federal funding.
- Central Corridor could lose its funding priority because of the delays — possibly forever.



Photo: need credit

Building Light Rail Transit along I-94 would require major reconstruction of the freeway, including bridges and interchanges between downtown Minneapolis and downtown St. Paul.

For more information, please contact:

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General Fact Sheet - Federal Emphasis

CENTRAL CORRIDOR FACTS

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- The transit line will connect with the Hiawatha Light Rail line in the Minneapolis warehouse district and run through downtown past the Metrodome, through the University of Minnesota campus, along University Avenue, past the Capitol, and into downtown St. Paul.

What kind of transit is planned in the Central Corridor?

There are three options:

- Maintain the current bus routes in the area, which have the highest ridership in the state.
- Create a bus rapid transit (BRT) system. Buses would operate in an exclusive busway, on portions of University Avenue and in mixed traffic in downtown St. Paul, downtown Minneapolis, and at the University of Minnesota.
- Create a light rail transit (LRT) system. Short trains of quiet, electric-powered rail cars would operate along exclusive tracks, allowing them to avoid competition with other traffic. **The Central Corridor LRT line would connect with the new LRT line along Hiawatha Avenue from downtown Minneapolis to the airport and the Mall of America.**

How will the Central Corridor benefit Minnesotans?

- Employees working in the vicinity of the Central and Hiawatha corridors would have a reliable way to get to their jobs.
- **LRT would have a projected average weekday ridership of 38,100 and BRT would have a projected average weekday ridership of 31,200.**
- Twin Cities residents and visitors will be able to move around the Central Corridor more easily.
- People who currently drive their own cars will have a comfortable, reliable transportation option.
- Businesses in the Central Corridor will benefit from increased visibility and the additional development that would likely follow transit improvements.
- Coupled with strong city planning, transit stations will focus on business and residential redevelopment while creating a stronger urban environment.
- Non-automobile transit will reduce dangerous emissions and improve air quality.



Photo: Kent Barnard

Why are changes needed in the Central Corridor?

- Between 1990 and 1998, daily traffic volumes rose more than 24% in the Central Corridor. And between 1996 and 2020, traffic volumes are expected to rise 48%, creating major congestion.
- Because I-94 is landlocked and expected to exceed capacity by 2020, increasing its capacity would cost well over \$1 billion, devastate nearby neighborhoods, and only delay inevitable congestion.
- The Midway business district is one of the fastest growing commercial and residential areas in the Twin Cities, and one of the most congested. Improved transit will allow growth to be sustained.
- The University Avenue area has the potential to be one of the best urban redevelopment sites in the Twin Cities if transit issues can be resolved.

What role does the Central Corridor play in a regional transit system?

- Transit works best when it connects key destinations and features predictable service. Along with the Hiawatha Line, the improved Central Corridor will connect all of the largest economic and residential destinations in the Twin Cities and involve comfortable and predictable transportation around neighborhoods.

What will the Central Corridor cost?

- Projected capital costs for LRT in the Central Corridor is \$840 million (2008 dollars).
 - Projected annual operating cost in 2020 for all transit in the Central Corridor (bus and LRT) is \$61 million (2008 dollars).
- Projected capital cost for BRT in the Central Corridor is \$241 million (2008 dollars).
 - Projected annual operating cost in 2020 for a BRT based system in the Central Corridor (regular bus service and BRT) is \$59 million (2008 dollars).
 - Projections show that BRT will not meet ridership demand in 2020.

2006 Federal Request: \$3.3 million (to match state and federal funds already committed)

Scope of Request: The request and matching funds will be used for preliminary engineering for transit development between downtown Saint Paul and the Metrodome station of the Hiawatha line. At completion of this phase, the line will be 30 percent designed and ready to go into final design and construction.

Projected Total Capital Costs – Light Rail Transit: \$840 million (2008 dollars)

Projected Weekday Ridership – Light Rail Transit: 38,100

For more information, please contact:

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General Fact Sheet - State request

CENTRAL CORRIDOR FACTS

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Photo: Kent Barnard

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Legislative Request: \$5.25 million (to match federal funds already committed)

Scope of Request: The request and matching funds will be used for preliminary engineering for transit development between downtown Saint Paul and the Metrodome station of the Hiawatha line. At completion of this phase, the line will be 30 percent designed and ready to go into final design and construction.

Projected Total Capital Costs – Light Rail Transit: \$840 million (2008 dollars)

Projected Weekday Ridership – Light Rail Transit: 38,100

For more information, please contact:

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General Fact Sheet - Among CENTRAL CORRIDOR FACTS

Tej Yam Yuav Pab Sawvdaus Thaum Muaj Kev Thauj Pejxeem
Mus Los Zoo Nyob Rau Qhov Chaw Central Corridor

Qhov chaw Central Corridor yog dab tsi?

- Qhov chaw Central Corridor yog ib txoj kev thauj pejxeem mus los ntev li 11-mile uas tau npaj yuav ua los mus txuas hauv plawv zos Minneapolis, plawv zos St. Paul, lub tsev kawm ntawv qib siab University of Minnesota, thiab ob peb koog pejxeem uas muaj lag luam ua nyob nruab nrab hauv 3 qhov chaw no. Ob lub plawv zos thiab lub tsev kawm ntawv qib siab University of Minnesota yog 3 qhov chaw uas loj tshaj plaws hauv lub xeev Minnesota uas muaj neeg caij tsheb tuaj mus rau, thiab tsis tas li ntawd lub tsev kawm ntawv qib siab U yog ib lub tsev kawm ntawv uas muaj neeg tuaj sab nraud tuaj mus kawm ntawv rau hauv coob tshaj plaws nyob tebchaws no.
- Txoj kev thauj pejxeem mus los no yuav pib ntawm qhov chaw hu ua warehouse district mus nkag rau hauv plawv zos thiab mus dhau lub tsev Metrodome, hlaw tshab hauv lub tsev kawm ntawv qib siab University of Minnesota, raws txoj kev University Avenue hauv St. Paul, dhau lub tsev dawb Minnesota State Capitol, ces los mus nkag rau hauv plawv zos Saint Paul. Yuav los mus kawg rau hauv Saint Paul qhov chaw hu ua Lowertown ze ntawm lub tsev Union Depot.

Tau npaj lawm tias yuav tsim txoj kev thauj pejxeem mus los zoo li cas rau hauv qhov chaw Central Corridor?

Niaj hnub no, cov neeg ua haujlwm tshwm sim kev cai soj ntsuam yuav tsim 3 txoj hauv kev thauj pejxeem mus los rau thaj tsam ntawm no:

- Siv cov tsheb npav uas niaj hnub no yeej muaj siv lawm thiab kho kom khiav tau zoo ntxiv rau thaj tsam ntawm no. Cov tsheb npav khiav hauv qhov chaw Central Corridor no muaj neeg caij coob tshaj plaws hauv lub xeev no.
- Tsim kom muaj ib txoj kev thauj pejxeem mus los uas yog siv cov tsheb npav khiav mus los kom tau sai hu ua bus rapid transit (BRT). Cov tsheb npav no yuav khiav taug ib txoj kev uas tsuas cia tsheb npav khiav xwb, ua kom txhob muaj lwm cov tsheb khiav mus los tshuam cov tsheb npav no kev, los sis kuj khiav taug cov kev tsheb hauv zos nrog lawm cov tsheb thiab.
- Tsim kom muaj ib txoj kev thauj pejxeem mus los uas yog siv cov tsheb sib cab ntau lub ua ke hu ua light rail transit (LRT). Cov tsheb sib cab no tsim kom tsis txhob ntev heev, txhob nrov heev, siv fais-fab khiav taug cov kev pua rau cov tsheb sib cab no khiav xwb thiab li yuav tsis nrog lwm cov tsheb sib huas kev. Txoj kev pua rau cov tsheb sib cab khiav hu ua Central Corridor LRT yuav ua kom zoo sib xws thiab mus txuas rau txoj kev LRT tshiab uas khiav raws txoj kev Hiawatha Avenue ntawm plawv zos Minneapolis mus rau tom tshav dav hlau thiab tom khw Mall of America.

Vim li cas thiaj yuav tsum muaj tej kev hloov tshiab no rau hauv qhov chaw Central Corridor?

- Yuav tsum muaj kev thauj pejxeem mus los kom zoo ntxiv vim hais tias txoj kev loj I-94 muaj av thaiv tag txav tsis taus qhov twg ntxiv lawm, thiab tsis tas li ntawd kev soj ntsuam kev tsav tsheb mus los xam pom hais tias txog thaum xyoo 2020 ces txoj kev loj no yuav ntim tsis tag



Photo: Kent Barnard

cov tsheb uas yuav khiav mus los lawm. Txij li xyoo 1990 txog 1998, cov tsheb uas niaj hnub khiav mus los hauv qhov chaw Central Corridor no muaj li 24 feem pua tshaj dua qub. Thiab tsis tas li ntawd xyoo 1996 txog 2020, xam pom hais tias cov tsheb uas niaj hnub khiav yuav muaj li 48 feem pua tshaj li tam sim no, yuav ua kom tsheb coob heev mus los ces sib txiv xwb.

- Vim hais tias txoj kev loj I-94 muaj av thaiv tag txav tsis taus qhov twg ntxiv lawm, yog yuav kho kom txaus cov tsheb khiav mas yuav siv nyiaj txiag tag li ntawm \$1 billion thiab yuav ua rau zej zog ib cheeb tsam ntawd puas tsuaj. Tsis tas li ntawd, ua li no los kuj tsuas yog ncua qhov uas lwm hnub yeej yuav rov tau kho xwb, vim hais tias tsheb yuav rov muaj coob tuaj ua kom tsheb khiav sib txiv li qub xwb.
- Niaj hnub no qhov chaw Central Corridor yog ib tham tsam uas neeg caij tsheb mus los taug cov kev tsheb no heev tshaj lwm qhov chaw nyob hauv nroog loj, thiab muaj ob peb qhov chaw uas tsheb niaj hnub sib txiv xwb. Niaj hnub no yeej muaj tsheb coob txaus lawm, thiab yog txog xyoo 2020, haj yam yuav muaj tsheb coob los mus



Photo: Terry Kayser, Metropolitan Council

sib txiv thiab, ua kom neeg caij tsheb mus los yuav tau siv sijhawm ntev. Kev tshwm sim kev thauj peixeem mus los yog tib txoj hauv kev uas thiaj li yuav ua tau kom caij tsheb mus los hauv qhov chaw Central Corridor no tsis txhob tau sib txiv xwb.

- Thaj tsam ntawm cov khw ua lag luam hu ua Midway yog ib thaj tsam uas lag luam thiab muaj neeg los nyob coob tshaj plaws hauv ob lub zos Twin Cities thiab kuj yog ib qho chaw uas tsheb khiav sib txiv tshaj plaws li. Tsim muaj kev thauj peixeem mus los zoo ntxiv yuav daws tau qhov teeb meem uas tsheb sib txiv mus los thiab pab tau thaj tsam ntawm no kom loj hlob mus li ntxiv.
- Thaj tsam taug txoj kev University Avenue yog ib thaj tsam uas tej zaum yuav yog ib qho chaw hauv nroog loj uas rov kho tau zoo tshaj plaws nyob hauv ob lub zos Twin Cities yog hais tias kho tau tej teeb meem ntawm txoj kev caij tsheb mus los no.

Qhov chaw Central Corridor no yuav pab tau cov neeg nyob hauv xeev Minnesota li cas?

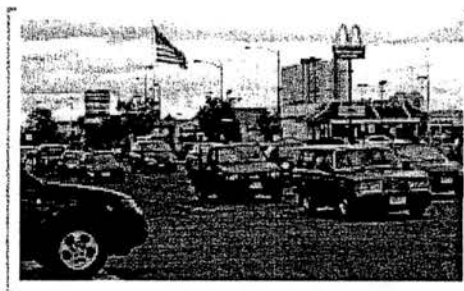
- Phav phav tus neeg yuav siv txoj kev thauj peixeem mus los hauv qhov chaw Central Corridor no — khwv yeas tau hais tias ib as-thiv twg yuav muaj txog li 31,000 tus neeg siv txoj kev thauj peixeem hu ua BRT, hos yuav muaj txog 38,000 tus neeg uas siv txoj kev thauj peixeem hu ua LRT. Cov neeg caij tsheb no yog xam tag nrho cov uas nyob thiab ua haujlwm hauv qhov chaw Central Corridor, cov uas nyob sab nraud tiam sis tuaj hlav dhau qhov chaw no, thiab cov uas yuav siv qhov chaw no thaum muaj ib txoj kev thauj peixeem uas zoo siv.
- Cov neeg nyob rau hauv ob lub zos Twin Cities thiab cov qhua tuaj sab nraud tuaj yuav mus los ib ncig qhov chaw Central Corridor tau yooj yim dua niaj hnub no.
- Muaj txoj kev thauj peixeem mus los zoo dua niaj hnub no yuav yog ib txoj kev mus los ntxiv uas zoo siv rau cov neeg uas niaj hnub tsav lawv cov tsheb thiab yog ib yam lawv cia siab tau rau.
- Yuav zoo rau cov khw ua lag luam hauv qhov chaw Central Corridor vim yuav muaj neeg coob pom cov khw ua lag luam hauv qhov chaw no thiab yuav muaj ntau yam tshwm sim tshiab tom qab uas muaj ib txoj kev thauj peixeem mus los zoo ntxiv lawm.
- Nrog rau kev npaj tau zoo rau lub zos, cov chaw tos caij tsheb thauj peixeem mus los yuav maj siab rau txoj kev tshwm sim khw ua lag luam thiab maj siab rau cov neeg nyob thaj tsam ntawd ces yuav ua kom lub zos muaj zog dua qub.
- Cov kev thauj peixeem mus los uas tsis siv tsheb yuav ua kom tej pa roj tsis zoo rau lub cev tsawg dua qub thiab ua kom tej huab cua hauv qhov chaw Central Corridor zoo dua qub.

Qhov chaw Central Corridor yuav pab li cas rau txoj kev thauj peixeem mus los hauv tag nrog cov zos nyob rau sab xeev no?

- Yuav ua rau cov neeg nyob hauv thaj tsam zos loj no muaj kev mus los yooj yim.
- Txoj kev thauj peixeem mus los ua haujlwm zoo tshaj plaws thaum uas txuas tau cov chaw tseem ceeb uas neeg mus rau thiab yog tias sawv daws paub tias khiav li cas. Nrog rau txoj kev thauj peixeem mus los hu ua Hiawatha Line, qhov chaw Central Corridor tshiab thiab zoo dua qub yuav txuas tau cov chaw ua lag luam thiab chaw neeg nyob tseem ceeb heev nyob hauv ob lub zos Twin Cities thiab siv tej kev mus los yooj yim thiab zoo siv ncig zej zog.
- Qhov chaw Central Corridor yuav txuas plaww zos Minneapolis, lub tshav dav hlau, thiab lub khw Mall of America rau txoj kev thauj peixeem mus los hu ua Hiawatha Line tshiab, ua li no yuav sib txuas tau thaj tsam hauv zos loj nyob Sab Hnub Tuaj, plaww zos Minneapolis thiab lub khw Mall of America.
- Nws yuav txuas txoj thauj peixeem mus los hu ua Northstar Line thiab cov zej zog nyob sab Qaum Teb Hnub Poob, thiab txoj kev thauj peixeem mus los hu ua Red Rock Line thiab cov zej zog nyob sab Hnub Tuaj.

Ntxiv tom ntej no mus yuav ua li cas?

- Qhov chaw ua haujlwm Ramsey County and Hennepin County Regional Railroad Authorities tab tom tshawb kawm txog tej teeb meem hais txog ntawm kev mus los hauv qhov chaw Central Corridor no.
- Qhov chaw ua haujlwm Federal Transit Administration tab tom kho ib txoj lus hu ua Environment Impact Statement (EIS) hais txog kev kho kev thauj peixeem mus los kom zoo ntxiv. EIS los mus txiav txim seb 3 qho kev thauj peixeem mus los no yuav ua txoj twg: tsis tsim dab tsi tshiab li, tsim txoj kev thauj peixeem mus los hu ua BRT, los yog tsim txoj kev thauj peixeem mus los hu ua LRT.



Yog xav paub ntxiv, thov mus cuag:

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www.centralcorridor.org





General Fact Sheet - Somali

XAQIIQADA CENTRAL CORRIDOR (BARXADDA DHEXE)

Nafciga Hagaajinta Gaadiidka Ka Jira Central Corridor

Maxay Tahay Central Corridor?

- Central Corridor waa qorshe ka koobaan 11mayl oo isku xira magaalada hoose ee Minneapolis, magaalada hoose ee St. Paul, Jaamacadda Minnesota, iyo dhowr xaafadood oo dhaqdhaqaaq leh ayagana u dhaxeya. Labada magalooyin ee hoose iyo Jaamacadda Minnesota waa saddexda meelood oo ugu gaadid badan gobolka, Jaamacadduna (U) waa jaamacadda bulshadeed ee ugu weyn ee ku taalla waddanka.
- Laynka gaadiidka ee isku xiri doona wuxuu ka bilaaban doona qaybta "warehouse" ee ku taalla magaalada hoose ee Minneapolis mareysana meelaha halbowlaha u nolosha magaalada hoose oo kamid yihiin Metrodome, illaa dhulka ay ku fadhido, lana siman jidka University Avenue ee St. Paul, dhafayana State Capitol (Baarlamaanka), iyo magaalada hoose Saint Paul. Waxuuna ku dhammaanayaa Saint Paul Lowertown oo u dhow Union Depot.

Waa maxay nooca qorshaha gaadiidka ee laga dhiso doono Central Corridor?

Maanta, hormoodka siyaasadda waxey deegaanka u hayaan saddex fursadood:

- In la sii haysto lana hagaajiyo gaadiidka baska ee hadda deegaanka isku xira. Basaska Barxadda mara waa ugu tirada badan ee dadka baska raaca ee gobolka.
- La abuurto nidaamka bas raacid ah (BRT). Basasku waxay ka hawlgeli doonaan waaddo qaas oo uu baska maro, ama jidadka magaalada mara oo la qaybsadaan gaadiidka kale.
- La abuurto nidaamka laynka tareenka (LRT). Tareenno yar yar oo shanqar gaaban, kuna socda awooda korontada oo si qaas ah u mara jidka tareenka, kana dhowreysa in tartan ay la galaan gaadiidka kale ee meesha mara. Laynka Central Corridor LRT wuxuu qaab ahaan u ekaan doona xiskuna xiridona midka LRT cusub laynka hadda Hiawatha Avenue ee ka soo baxa magaalada hoose ee Minneapolis illaa garoonka diyaaradaha iyo Mall of America.

Maxay tahay baahida keentay in Central Corridor wax laga beddelo?

- Hagaajinta gaadiidka ayaa loo baahanyahay sababtoo ah jidka weyn ee I-94 waa mid xiran oo aan waxba lagu dari karin gaadiidka marana u qiyaas dhaafi doono 2020. Intii u dhaxaysay 1990 iyo 1998, gaaadiidka maalin kasta mara Central Corridor wuxuu kor u dhaafay 24% . Ayaddo la filayo in inta u dhaxeysa 1996 iyo 2020,

gaadiidka mara uu gaari doono 48%, cariiri ka dhigi doonta. Bacdaama jidka weyn ee I-94 uu yahay mid xiran, haddii la damco in la ballariyo qarashka ku kici doona wuxuu kor uu u dhaafi doona \$1 bilyan qasaara badanna u keeni doona xaafadaha deegaanka. Wuxun uu dib u dhigi doona waxa markastaba la filayo iney dhacaan, inuusan jidka xamili doonin gaadiidka soo kordhaya.

- Maantay Central Corridor waa jidka ugu badan ee gaadiidka degaanka uu isticmaalo, meelaha qaarkoodna gaadiidka aya ku badan oo socodka gaabinaya, intii loogu talagay inuu qaado ayuu maraya, marka la gaaro 2020, wuxuu sii noqon doonaa mid cariiri ah, taaso kor u qaadi doonta waqtiga safarka ee dadka gawaarida wata.. Horumarinta gaadiidku waa sida kaliya oo cariiriga deegaanka looga bixi doono.
- Suuqa Midway waa mid kamid ah meelaha ganacsi ahaan ugu horumar badnaan doonta deegaanka Twin Cities gaadiidka barxadda soo marana ciriiri geli doona. Hagaajinta gaadiidka wuxuu nafaas ka siinaya si uusan caarii u gelin gaadiidka isla markaana la qabsada horumarka meesha ka socda.
- Deegaanka University Avenue waxey diyaar ugu tahay iney noqoto degaanmeesha dib u habeynta ugu habboon ee Twin Cities mar haddii la xalliyo arrimaha gaadiidka.

Sideebuu Central Corridor Faa ideen doonaa Reer Minnesota ?

- Dadka tobannanada kun ee isticmaali doona gaadiidka mara barxadda - laguna qiyaasinay dadka usbuuc weliba rukun u raaci doona BRT ay gaarayaan 31,200, kuwa rukun ahaan u raaca LRT ay noqon doonaan 38,000. Dadka rukun ahaan u raaci doona waxa kamid dadka ku nool kana shaqeya barxadda, dadka dibadda kaga nool, lakiinse meesha soo mara, iyo kuwa isticmaali doona mar haddii ay ku ogyihiin inuu gaadiidka fiicaan oo wax waxtar lehna uu meesha ka jiro.
- Socodka dadka degganka Twin Cities marka soo boqaanayaan Central Corridor iyo meelaha u dhow wuxuu noqonayaa mid aad u sahlan.
- Hagaajinta socodka gaadiidka wuxuu dadka siinaya si fudud iney ku helaan gaadiid ay ku kalsoonhiin meeshii ay ka isticmaali lahaayeen gawaaridooda.
- Ganacsiga ka jira Central Corridor wuxuu si weyn uga faa'ideysan doonaa suuqa uu ka helayo dadka meesha u soo marana isbeddel horumar leh lagu sameyo marka arrimaha gaadiidka la xalliyo.

- Marka lagu daro qorshaha xoogga leh ee magaalada, isteeshinada gaadiidku waxey culeys saari doonaan sidii loo abuuri lahaa dib u habaynta ganacsiga iyo dhismaha ay dadka degaan ayadoo lala garab wado jawi si xoogan deegan u dhowraya
- Gaadiidka aan ahayn sida midka gawaarida wuxuu yareynayaa sunta qaaca ah waxeyna hagaajineysaa hawada lagu neefsado marka barxadda la marayo.

Waa maxay doorka uu Central Corridor ka qaadan doono gaadiidka gobolka?

- Wuxuu abuuraya qaab gaadiid oo si sahlan isugu xiriiraya xaafada la deggen yahay.
- Gaadiidka wuxuu si fiican u shaqeyaa marka marka laysku xiro meelaha halbowlaha ah ee loo socdo uuna jiro gaadiid lasku halleyn karo. Marka lala barbar dhigo Hiawatha Line, dib u habeynta Central Corridor wuxuu isku xiri doonaa dhammaan meelaha u dhaqaalo badan iyo degaanno badan ee dadka deggan Twin Cites ay aadan ayna isku halleyn karaan gaadiid ay ogyihiin uu xaafadaha ka jiro.
- The Central Corridor wuxuu isku xiri doonaa laynka cusub ee Hiawatha line oo isku xira magaalada hoose ee Minneapolis, garoonka diyaaradaha, iyo Mall of America, taaso si weyn isu xariirine melaha halbowlaha ah ee East Metro, magaalada hoose ee Minneapolis iyo Mall of America.
- Wuxuu kaloo isku xirayaa laynka Northstar xaafadaha ku yaalla Northwest suburbs, iyo xitaa laynka Red Rock iyo xaafadaha ku yaalla Eastern.

Maxaa xiga oo dhici doona?

- Deegannada Ramsey County iyo Hennepin County Regional Railroad Authorities waxay ku hawlan yihiin muhandisnimo oo si qaas ah ku taxluuqa arrimaha barxadda.
- Federal Transit Administration waxey dib u eegaysaa qorshe Environmental Impact Statement (EIS) (Waxa deegaanka ka soo gaari kara) oo cusub ee ku taxluuqa hagaajinta Central Corridor.
- Metropolitan Council (guddiga) waxey isticmaalid doonaan macluumaadka EIS si ay doortaan saddexda fursadood ee hortaalla oo wax ka qabashada u baahan: aan wax cusub la dhiso, la dhiso nidaamka BRT, ama la dhiso nidaamka LRT.



Photo: Kent Barnard

Faahfaahin dheeraad ah, fadlan la soo xiriir:

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www.centralcorridor.org



General Fact Sheet - Spanish HECHOS DEL CORREDOR CENTRAL (CENTRAL CORRIDOR)

Beneficios de un Tránsito Mejorado en el Corredor Central

¿Qué es el Corredor Central?

- El Corredor Central es una línea de tránsito planeada conectando el centro de Minneapolis, el centro de St. Paul, la Universidad de Minnesota y varios vecindarios de residencias vibrantes entre ellos. Los dos centros y la Universidad de Minnesota, son tres de los destinos más grandes del estado, y la Universidad es la Universidad de viaje diario más grande del país.
- La línea de tránsito comenzará en el distrito de bodegas (warehouse district) de Minneapolis, atravesará el centro más allá del Metrodome, a través de la facultad de la Universidad de Minnesota, por University Avenue en St. Paul, más allá del State Capitol hacia el centro de Saint Paul. Terminará en la parte baja (Lowertown) de Saint Paul cerca del Union Depot.

¿Qué tipo de tránsito se está planeado en el Corredor Central?

El día de hoy, los mandatarios están considerando tres opciones de tránsito para esta área:

- Mantener y continuar mejorando el servicio de autobuses actual en esta área. Las rutas de autobús del Corredor tienen el índice más alto de usuarios del estado.
- Crear un sistema de tránsito rápido (BRT). Los autobuses operarían ya sea en un carril exclusivo para autobuses, permitiéndoles evadir otro tráfico, o en las calles de la ciudad junto al otro tráfico.
- Crear un sistema de tránsito en tren ligero (LRT). Trenes cortos, operados por silenciosa energía eléctrica operarían en vías exclusivas, permitiéndoles evadir la competencia con el otro tráfico. La Línea de LRT del Corredor Central se parecería y se conectaría con la línea de LRT actual que corre por la Hiawatha Avenue desde el centro de Minneapolis al aeropuerto y al Mall of America.

¿Por qué se necesitan los cambios en el Corredor Central?

- Las mejoras de tránsito son necesarias porque la I-94 no tiene más acceso, y las proyecciones de tráfico indican que se excederá la capacidad para el 2020. Entre 1990 y 1998, el volumen de tráfico diario aumentó más del 24% en el Corredor Central. Y entre 1996 y 2020, el volumen de tráfico se espera que aumente un 48%, creando una congestión enorme.

- Como la I-94 no tiene más acceso, incrementar su capacidad costaría más de \$1 billón y devastaría a los vecindarios adjuntos. Aparte nadamás retardaría lo inevitable, ya que la congestión automovilística empeoraría otra vez.
- El día de hoy, el Corredor Central es una de las rutas de transporte más usadas en el área metropolitana, y varios lugares están congestionados con tráfico de automóviles regularmente. Su capacidad está casi alcanzada, y para el 2020, estará más congestionada, resultando en un incremento del tiempo de viaje de los usuarios. El desarrollo de un Tránsito es la única manera de reducir la congestión de ésta área.
- El distrito de negocios de Midway es uno de los corredores de crecimiento comercial y residencial más rápido de las Twin Cities y uno de los más congestionados. El tránsito mejorado proveerá alivio a la congestión de automóviles y permitirá que el crecimiento sea sostenible.
- El área de la University Avenue tiene el potencial de ser uno de los mejores sitios de re-desarrollo urbano en las Twin Cities si los problemas de tránsito pueden ser resueltos.

¿Cómo se beneficiarán los Minnesotanos con el Corredor Central?

- Decenas de miles de gente usarán el sistema de tránsito en el corredor – las predicciones son tales que el BRT tendría un promedio de usuarios entre semana de 31,200, y el LRT tendría 38,000 usuarios entre semana. Los usuarios incluyen gente que vive y/o trabaja cerca del corredor, gente que vive fuera pero pasa a través de él, y aquellos que usarían el corredor si se tuviera en pie una solución de tránsito más efectiva.
- Los residentes de las Twin Cities y los visitantes serán capaces de moverse más fácilmente en el Corredor Central.
- Tránsito mejorado crearía una opción de transporte cómoda y confiable para la gente que maneja sus propios autos el día de hoy.
- El comercio en el Corredor Central se beneficiaría de un incremento de su visibilidad y el desarrollo adicional que casi por seguro seguiría a las mejoras de tránsito.

- Capacitados con un plan de ciudad fuerte, las estaciones de tránsito se enfocarán en el re-desarrollo comercial y residencial mientras crean un medio ambiente urbano más fuerte.
- Las opciones de tránsito no automovilísticas reducirán las emisiones peligrosas y mejorarán la calidad del aire junto al corredor.

¿Que papel juega el Corredor Central en un sistema de tránsito regional?

- Prooverá un enlace de tránsito eficaz para los residentes urbanos.
- El tránsito funciona mejor cuando conecta destinos claves y tiene servicio predecible. Junto con la línea de Hiawatha, el Corredor Central mejorado conectará todos los destinos económicos y residenciales más grandes en las Twin Cities e involucrará transporte cómodo y predecible en los vecindarios.
- El Corredor Central enlazará la nueva línea de Hiawatha con el centro de Minneapolis, el aeropuerto, y el Mall of America lo cual creará conecciones vitales entre el East Metro, centro de Minneapolis y el Mall of America.
- Se enlazará con la línea Northstar y los suburbios del Noroeste, como también con la línea Red Rock y los suburbios del Este.

¿Qué pasará después?

- Las Autoridades de Tren Regionales del Condado Ramsey y del Condado Hennepin están haciendo estudios de ingeniería específicos a problemas de tránsito en el corredor.
- La Federal Transit Administration está revisando la Declaración de Impacto al Medio Ambiente (EIS) en las mejoras de tránsito en el Corredor Central.
- El Consejo Metropolitano espera usar la información del EIS para elegir cual de las tres opciones seguir: construir nada nuevo, construir un sistema BRT, o construir un sistema LRT.

Para más información, por favor contacte a:

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www.centralcorridor.org



Photo: Kent Barnard



General Fact Sheet - Khmer

ការពិតអំពី CENTRAL CORRIDOR

អត្ថប្រយោជន៍ផ្លូវគមនាគមន៍បានធ្វើឲ្យប្រសើរឡើង នៅក្នុង Central Corridor

តើ Central Corridor ជាអ្វី?

- Central Corridor គឺជាខ្សែផ្លូវគមនាគមន៍ (ផ្លូវសំរាប់ធ្វើ ដំណើរទៅមក) ចម្ងាយ 11-ម៉ែ ដែលបានគ្រោងធ្វើសំរាប់តភ្ជាប់ : ផ្សារ កណ្តាល ក្រុង Minneapolis, ផ្សារ កណ្តាល ក្រុង St. Paul, សាកលវិទ្យាល័យនៃ Minnesota និងចន្លោះ ភូមិមានអ្នកស្រុកដ៏ស្រស់ បំប្រុងជាច្រើនកន្លែងទៀត។ ផ្សារកណ្តាលក្រុងពីរ និង សាកលវិទ្យាល័យ នៃ Minnesota គឺជាទីសំរាប់ធ្វើដំណើរ គមន៍បីដំបូងនៅក្នុងរដ្ឋ និង សាកលវិទ្យាល័យក៏មានទីស្ថិត សាកល វិទ្យាល័យធ្វើដំណើរទៅមកដ៏ច្រើនជាងគេបង្អស់នៅក្នុងប្រទេសផងដែរ។
- ខ្សែផ្លូវគមនាគមន៍នឹងចាប់ផ្តើមក្នុង Minneapolis ត្រង់ឃ្លាំងសង្កាត់ ហើយសន្លឹករហូតដល់ទៅផ្សារកណ្តាលក្រុងហ្វូស Metrodome ឆ្លងកាត់ទីបរិវេណសាកលវិទ្យាល័យនៃ Minnesota តាមទី University ក្នុង St. Paul ហួសវិមានរដ្ឋសភា Minnesota និងចូលទៅផ្សារកណ្តាលក្រុង Saint Paul។ វានឹងផុតនៅផ្សារក្រោមនៃក្រុង Saint Paul នៅក្បែរ Union Depot ។

តើផ្លូវគមនាគមន៍នេះរំលែកហើយណា ដែលបានគ្រោងធ្វើនៅក្នុង Central Corridor?

សព្វថ្ងៃនេះអ្នកបង្កើតក្រិតក្រមទាំងឡាយ កំពុងតែពិចារណាការ ជ្រើសរើសផ្លូវគមនាគមន៍បីយ៉ាង សំរាប់តំបន់នេះ គឺ :

- រក្សា និងធ្វើឲ្យការដឹកជញ្ជូនតាមឡានប៊ីសបច្ចុប្បន្នបានប្រសើរឡើងជាបន្តទៀត នៅក្នុងតំបន់នេះ ។ ផ្លូវឡានប៊ីសនៅ Corridor មានអ្នកជិះដ៏ច្រើនជាងគេ បំផុតនៅក្នុងរដ្ឋ ។
- បង្កើតឲ្យមាន ប្រព័ន្ធផ្លូវគមនាគមន៍លឿនសំរាប់ឡានប៊ីស (Bus Rapid Transit - BRT) ។ ឡានប៊ីសនឹងរត់តាមផ្លូវសំរាប់ឲ្យតែ ឡានប៊ីសបើកប៉ុណ្ណោះ ដែលអាចឲ្យឡានប៊ីសជៀសវាងចរាចរផ្សេងៗទៀត ឬនៅតាមផ្លូវផ្ទាល់ទីក្រុង ជាមួយនឹងចរាចរផ្សេងៗទៀត ។
- បង្កើតឲ្យមាន ប្រព័ន្ធផ្លូវគមនាគមន៍រថភ្លើងតុល្យភាព (Light Rail Transit - LRT) ។ រថភ្លើងខ្លីៗស្លាត់គ្រឿងស្រួល ប្រើកំឡុងអគ្គិសនី ដែលនឹងរត់តាមផ្លូវសំរាប់រថភ្លើងប៉ុណ្ណោះ អនុញ្ញាតឲ្យវាជៀស វាងការប្រជែងជាមួយចរាចរផ្សេងៗទៀត ។ ខ្សែ Central Corridor LRT នឹងជាដូចគ្នា ហើយតភ្ជាប់ជាមួយខ្សែ LRT ថ្មី តាមទី Hiawatha ចេញពីផ្សារកណ្តាលក្រុង Minneapolis ទៅចំណាត់អាកាស យាន និង Mall of America ។

តើពេលវេលាដែលបានគ្រោងធ្វើការសាងសង់ នៅក្នុង Central Corridor?

- ការធ្វើឲ្យផ្លូវគមនាគមន៍បានប្រសើរឡើងគឺជាចាំបាច់ ពីព្រោះតែ 1-94 គឺជាដីប្រជ្រៀត ហើយការទទួលយកស្ថានភាពចរាចរ នឹងមានលើសចំនួននៅឆ្នាំ 2020 ។ នៅរវាងឆ្នាំ 1990 និងឆ្នាំ 1998 ចំនួនចរាចរប្រចាំថ្ងៃ បានកើនឡើងលើសពី 24% នៅក្នុង Central Corridor ។ ហើយនៅរវាងឆ្នាំ

1996 និងឆ្នាំ 2020 ចំនួនចរាចរសង្ឃឹមថានឹងឡើងលើសពី 48%

ដែលបង្កើតឲ្យមានការស្ទុះចរាចរជាខ្លាំង ។

- ពីព្រោះតែ 1-94 គឺជាដីប្រជ្រៀត ម្ល៉េះហើយការបង្កើនចំណុះរបស់វានឹងត្រូវចំណាយប្រាក់អស់ជាង \$1 កោដិដុល្លារ ទាំងនឹងធ្វើឲ្យខ្ទេចខ្ទាំភូមិមាននៅជិតខាង ។ លើសពីនេះទៀត វាគ្រាន់តែពន្យារ ពេលការជៀសវាងមិនផុត ពីព្រោះការស្ទុះចរាចរនឹងយ៉ាប់ឡើងជាម្តងទៀត ។
- សព្វថ្ងៃនេះ Central Corridor គឺជាផ្លូវដឹកជញ្ជូនមួយដែលគេបានប្រើជាងគេបំផុត នៅក្នុងតំបន់ប្រជុំក្រុង ហើយទីកន្លែងជាច្រើនទៀតរថយន្តបានស្ទុះចរាចរជាទៀងទាត់ ។ សព្វថ្ងៃនេះវាស្ទើរតែអស់ចំណុះ របស់វាទៅហើយ ហើយនៅឆ្នាំ 2020 វានឹងក្លាយជាស្ទុះខ្លាំងឡើងទៅទៀតដែលបណ្តាលឲ្យចំណាយពេលវេលាដល់ការដើរច្រើនឡើងក្នុងការធ្វើដំណើរសំរាប់អ្នកធ្វើដំណើរទៅមក ។ ការបង្កើតផ្លូវគមនាគមន៍ គឺជាមធ្យោបាយតែមួយគត់ ដើម្បីបន្ថយការស្ទុះចរាចរនៅក្នុងតំបន់នេះ ។
- សង្កាត់ពាណិជ្ជកម្ម Midway គឺជាកន្លែងលូតលាស់យ៉ាងរហ័សបំផុតខាងពាណិជ្ជកម្ម និងលំនៅដ្ឋាន នៅក្នុង Twin Cities ហើយក៏ជា ទីក្រុងស្ទុះចរាចរជាងគេបំផុត ។ ផ្លូវគមនាគមន៍ដែលបានធ្វើឲ្យប្រសើរឡើងនឹងសំរាលការស្ទុះចរាចររថយន្ត ហើយអនុញ្ញាតឲ្យរក្សាការពិភាក្សា ចំរើនជាបន្តទៀតបាន ។
- តំបន់ទី University មានសមត្ថភាពធ្វើជាទីកន្លែងខ្សែកម្មសាច់ (ការបង្កើតជាថ្មី) បានល្អជាងគេបំផុតសំរាប់ទីក្រុង នៅក្នុង Twin Cities បើសិនជាបញ្ហាផ្លូវគមនាគមន៍អាចបានដោះស្រាយរួច ។

តើ Central Corridor នឹងផ្តល់ប្រយោជន៍ឲ្យអ្នករស់នៅ

Minnesota ជាច្រើនអ្នក?

- មនុស្សរាប់ពាន់នាក់នឹងប្រើប្រព័ន្ធផ្លូវគមនាគមន៍ក្នុង corridor (កូរីដរ) — គេប្រមាណថានឹងមានមនុស្សជិះ BRT ជាមធ្យមរៀងរាល់ថ្ងៃ នឹងមានចំនួន 31,200 នាក់ ហើយមានមនុស្សជិះ LRT ជាមធ្យមរៀងរាល់ថ្ងៃនឹងមានចំនួន 38,000 នាក់ ។ អ្នកជិះទាំងនោះគឺមានរួម ទាំងមនុស្សរស់នៅ និង/ឬ ធ្វើការក្នុងកូរីដរ មានប្រជាជនរស់នៅខាងក្រៅ ប៉ុន្តែឆ្លងកាត់តាមរយៈវា និងអស់អ្នកដែលនឹងប្រើកូរីដរ បើសិន ជាដំណោះស្រាយផ្លូវគមនាគមន៍មានប្រសិទ្ធភាពជាង មានស្រេចបាច់ហើយនោះ ។
- អ្នកមានលំនៅក្នុង Twin Cities និងអ្នកមកលេង នឹងអាចធ្វើដំណើរចេញចូលនៅជុំវិញ Central Corridor បានងាយស្រួលជាងមុន ។
- ផ្លូវគមនាគមន៍បានធ្វើឲ្យប្រសើរឡើង នឹងបង្កើតឲ្យមានភាពងាយស្រួលមានជំនួយយានជំនិះអាចពឹងផ្អែកបាន សំរាប់អស់អ្នកដែលសព្វថ្ងៃនេះបើកឡានរបស់គេ ។
- ពាណិជ្ជកម្មនៅក្នុង Central Corridor នឹងទទួលបានប្រយោជន៍ចេញពីការបង្កបង្កើតបន្ថែម និងមើលឃើញច្បាស់ ដែលនឹងកើតឡើងបន្ទាប់ពីបានធ្វើផ្លូវគមនាគមន៍ឲ្យប្រសើរឡើង ។

- ដោយផ្ដល់ជាមួយគំរោងការវិនិយោគក្នុងតំបន់ ទោះស្ថានីយផ្លូវ គមនាគមន៍ នឹងផ្ដោតទៅលើការវិនិយោគក្នុងតំបន់ និងខាងលំនៅដ្ឋាន ទន្ទឹមនឹង ពេលការបង្កើតមានបរិស្ថានក្នុងតំបន់ក្នុងតំបន់ ។
- ជំនួយផ្លូវគមនាគមន៍មិនសំរាប់រថយន្ត នឹងបន្ថយការបោះឆ្នោតនៃ សារធាតុបានបញ្ចេញទៅអាកាស និងធ្វើឲ្យគុណភាពខ្យល់អាកាស នៅតាម កូរ៉ាដូ បានល្អប្រសើរឡើង ។

ដើម្បី Central Corridor អានព័ត៌មានបន្ថែម៖

នៅក្នុងប្រព័ន្ធផ្លូវដឹកជញ្ជូនអន្តរក្រុង?

- វានឹងធ្វើឲ្យការភ្ជាប់ផ្លូវគមនាគមន៍មានគ្រប់គ្រាន់ សំរាប់អ្នក រស់នៅក្នុងទីក្រុង ។
- ផ្លូវគមនាគមន៍មានប្រសិទ្ធភាពយ៉ាងប្រពៃ នៅពេលវាភ្ជាប់ទិសដៅ សំខាន់ៗ និងទ្រង់ទ្រាយការដឹកជញ្ជូនដែលអាចទទួលបាន។ នៅ តាមខ្សែ Hiawatha នោះ Central Corridor ដែលបានធ្វើឲ្យប្រសើរឡើង នឹងភ្ជាប់បំណងសេដ្ឋកិច្ច និងលំនៅដ្ឋានទាំងអស់នៅក្នុង Twin Cities ហើយជាប់ទាក់ទងការងាយស្រួល និងយានជំនិះដែលអាចទទួលបាន បាន នៅជុំវិញភូមិឋាននានា ។
- Central Corridor នឹងភ្ជាប់ខ្សែ Hiawatha ថ្មីភ្ជាប់ទៅនឹងផ្សារកណ្តាល ក្រុង Minneapolis ចំណតអាកាសយាន និង Mall of America ដែល នឹងបង្កើតមានទំនាក់ទំនងយ៉ាងសំខាន់រវាង : ម៉េត្រូខាងកើត (East Metro), ផ្សារកណ្តាលក្រុង Minneapolis, និង Mall of America ។
- វានឹងភ្ជាប់ខ្សែ Northstar និងជាយក្រុងទិសពាយព្យព្រមទាំង ភ្ជាប់នឹង ខ្សែ Red Rock និងជាយក្រុងទិសបូព៌ា ។

តើនឹងមានអ្វីកើតឡើងបន្ទាប់ទៀត?

- អាជ្ញាធរផ្លូវថ្នល់ភូមិភាគ ខាងលិច រ៉ាមស៊ី និងខាងលិច ហេននេបិន (Ramsey County and Hennepin County Regional Railroad Authority) កំពុងតែចាប់ផ្តើមសិក្សាខាងវិស្វកម្មនៃរឿងរ៉ាវជាក់លាក់ ខាងផ្លូវគមនាគមន៍នៅក្នុងកូរ៉ាដូ ។
- នាយកដ្ឋានផ្លូវគមនាគមន៍រដ្ឋបាលសហព័ន្ធ (Federal Transit Administration) កំពុងតែពិនិត្យមើលឡើងវិញនូវរបាយការណ៍ អនុវត្តបរិស្ថាន (Environmental Impact Statement - EIS) ទៅ លើ ការធ្វើឲ្យផ្លូវគមនាគមន៍នៅក្នុង Central Corridor បានប្រសើរឡើង ។
- ក្រុមប្រឹក្សាក្រុងធំ (Metropolitan Council) បានសង្ឃឹមនឹងប្រើចំនួនយ EIS ដើម្បីសម្រេចយកការជ្រើសរើសណាមួយក្នុងបណ្តាបី ដើម្បីប្រតិបត្តិ : ពុំសង់អ្វីថ្មី, សង់ប្រព័ន្ធ BRT ឬសង់ប្រព័ន្ធ LRT ។

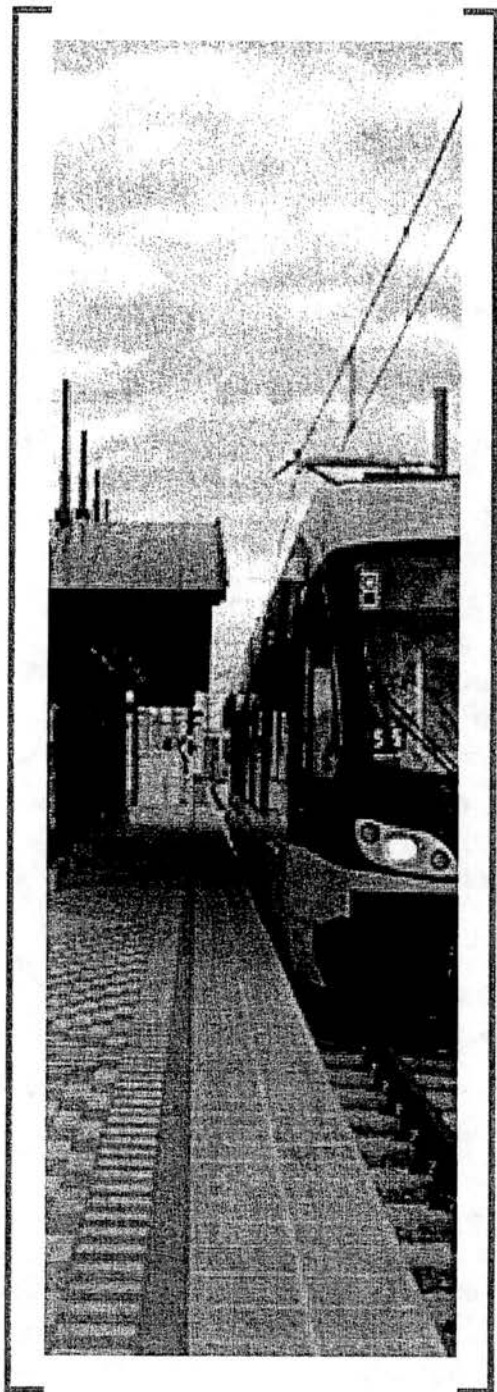


Photo: Kent Barnard

ដើម្បីទទួលបានព័ត៌មានបន្ថែមទៀត សូមទាក់ទង :

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General Fact Sheet - Vietnamese

CÁC DỮ KIẾN VỀ ĐƯỜNG HÀNH LANG TRUNG TÂM

Các Lợi Ích của Tình Trạng Giao Thông Được Cải Tiến Tại Đường Hành Lang Trung Tâm

Đường Hành Lang Trung Tâm là gì?

- Đường Hành Lang Trung Tâm là một đề án tuyến đường giao thông dài 11 dặm, nối khu trung tâm thành phố Minneapolis, khu trung tâm thành phố St. Paul, Trường Đại Học Minnesota, và nhiều khu dân cư đông đúc ở giữa. Hai khu trung tâm thành phố và Trường Đại Học Minnesota là ba điểm đến lớn nhất trong tiểu bang, và trường này là trường đại học có số lượng người di chuyển lớn nhất quốc gia.
- Lộ trình giao thông này sẽ bắt đầu từ khu nhà kho tại Minneapolis và chạy qua khu trung tâm chính, qua Metrodome, qua khu học xá của Trường Đại Học Minnesota, dọc theo đường University Avenue tại St. Paul, chạy qua Minnesota State Capitol, và vào khu trung tâm thành phố Saint Paul. Lộ trình này sẽ ngừng tại Lowertown của thành phố Saint Paul, gần Union Depot.

Loại hình vận chuyển nào dự tính sẽ được áp dụng tại Đường Hành Lang Trung Tâm?

Hiện nay, các nhà hoạch định chính sách đang xem xét ba phương án vận chuyển cho khu vực này:

- Duy trì và tiếp tục cải tiến dịch vụ xe buýt hiện có trong khu vực. Các lộ trình xe buýt trong đường hành lang có lượng hành khách lớn nhất trong tiểu bang.
- Thiết lập một hệ thống vận chuyển nhanh bằng xe buýt (BRT). Các xe buýt sẽ chạy dọc theo một tuyến đường dành riêng cho xe buýt, giúp tránh các luồng giao thông khác, hoặc chạy trên các đường phố trong thành phố cùng với các phương tiện giao thông khác.
- Thiết lập một hệ thống vận chuyển bằng xe điện (LRT). Các xe điện ngắn có toa xe chạy bằng điện rất êm sẽ chạy dọc theo các tuyến đường ray riêng, do đó tránh được sự cạnh tranh với các phương tiện giao thông khác. Tuyến đường LRT của Đường Hành Lang Trung Tâm sẽ tương tự và nối với tuyến đường LRT mới dọc theo đường Hiawatha Avenue, từ khu trung tâm thành phố Minneapolis tới phi trường và khu trung tâm mua bán Mall of America.

Tại sao cần phải có những thay đổi đối với Đường Hành Lang Trung Tâm?

- Việc cải tiến giao thông cần được thực hiện vì đường I-94 có đất liền bao quanh, và các dự án giao thông dự tính rằng con đường này sẽ vượt quá công suất từ nay tới năm 2020. Từ năm 1990 tới năm 1998, lượng giao thông hàng ngày trong Đường Hành Lang Trung Tâm tăng hơn 24%. Còn từ 1996 tới năm 2020, lượng giao

thông dự tính sẽ tăng 48%, do đó gây ra tình trạng tắc nghẽn nghiêm trọng.

- Do đường I-94 có đất liền bao quanh, việc tăng công suất phục vụ của đường này sẽ tốn hơn 1 tỷ Mỹ kim và phá hủy các khu dân cư lân cận. Thêm nữa, con đường này sẽ chỉ trì hoãn điều không thể tránh được, vì nạn tắc nghẽn xe sẽ lại còn tồi tệ hơn.
- Hiện nay, Đường Hành Lang Trung Tâm là một trong các lộ trình giao thông được sử dụng nhiều nhất trong khu vực thành phố, và nhiều địa điểm thường xuyên bị tắc nghẽn. Hiện nay, con đường đã gần đạt tới công suất tối đa và từ nay tới năm 2020, con đường này sẽ còn tắc nghẽn nhiều hơn, khiến những người thường xuyên lưu hành mất thêm thời gian di chuyển. Phát triển giao thông là cách duy nhất để giảm bớt tình trạng tắc nghẽn trong khu vực này.
- Khu trung tâm buôn bán Midway là một trong các đường hành lang dân cư và kinh doanh phát triển nhanh nhất ở Twin Cities và là một trong những nơi bị tắc nghẽn nhiều nhất. Việc cải tiến tình trạng giao thông sẽ giúp giảm bớt nạn tắc nghẽn xe và giúp tiếp tục phát triển ổn định.
- Khu vực University Avenue có khả năng trở thành một trong những khu vực thành thị tái phát triển tốt nhất tại Twin Cities nếu các vấn đề về giao thông có thể được giải quyết.

Đường Hành Lang Trung Tâm sẽ mang lại lợi ích gì cho cư dân vùng Minnesota?

- Hàng ngàn người sẽ sử dụng hệ thống vận chuyển trong đường hành lang — theo ước tính, BRT sẽ có số lượng người đi xe trung bình hàng tuần là 31,200, và LRT sẽ có số lượng người đi xe trung bình hàng tuần là 38,000. Những người đi xe sẽ bao gồm những người sống và/hoặc làm việc trong phạm vi khu vực đường hành lang, những người sống bên ngoài khu vực này nhưng đi qua khu vực này, và những người sẽ sử dụng đường hành lang nếu giải pháp giao thông hiệu quả hơn được áp dụng.
- Các cư dân và khách tới thăm vùng Twin Cities sẽ có thể đi lại trong Đường Hành Lang Trung Tâm một cách dễ dàng hơn.
- Tình trạng giao thông được cải thiện sẽ tạo nên một lựa chọn giao thông đáng tin cậy và thuận tiện cho những người hiện đang đi bằng xe riêng.
- Các cơ sở kinh doanh trong Đường Hành Lang Trung Tâm sẽ có lợi do nhiều người có thể nhìn thấy tiệm

hơn và tình trạng phát triển thêm, từ đó có thể sẽ dẫn tới các công trình cải tiến về giao thông.

- Cùng với hoạt động lập kế hoạch vững mạnh của thành phố, các trạm giao thông sẽ chú trọng tới hoạt động tái thiết gia cư và cơ sở kinh doanh, đồng thời tạo nên một môi trường đô thị vững mạnh hơn.
- Các lựa chọn về giao thông không sử dụng xe sẽ giảm bớt hiện tượng ô nhiễm khí nguy hiểm và cải thiện phẩm chất không khí dọc theo khu vực đường hành lang.

Đường Hành Lang Trung Tâm đóng vai trò gì trong hệ thống vận chuyển của khu vực?

- Đường hành lang này sẽ cung cấp một đường liên kết giao thông hiệu quả cho các cư dân trong thành phố.
- Giao thông hoạt động tốt nhất khi liên kết các điểm trọng yếu và có dịch vụ có thể biết trước. Dọc theo tuyến đường Hiawatha Line, Đường Hành Lang Trung Tâm được cải tiến sẽ nối tất cả các điểm dân cư và kinh tế lớn nhất trong vùng Twin Cities và cung cấp phương tiện chuyên chở tiện lợi và có thể biết trước quanh các khu dân cư.
- Đường Hành Lang Trung Tâm sẽ nối tuyến đường Hiawatha mới, nối khu trung tâm thành phố Minneapolis, phi trường, và khu trung tâm mua bán Mall of America, trong đó sẽ tạo nên các tuyến đường liên kết quan trọng giữa vùng Phía Đông Thành Phố, khu trung tâm thành phố Minneapolis và Mall of America.
- Đường hành lang này sẽ liên kết tuyến đường Northstar và các khu ngoại ô phía Tây Bắc, cũng như tuyến đường Red Rock và các khu ngoại ô phía Đông.

Chuyện gì sẽ xảy ra tiếp theo?

- Các Giới Chức Có Thâm Quyền Quản Lý Đường Xe Lửa Khu Vực Của Quận Ramsey và Quận Hennepin đang tiến hành các cuộc nghiên cứu kỹ thuật về các vấn đề vận chuyển cụ thể trong đường hành lang này.
- Cơ Quan Quản Lý Giao Thông Liên Bang đang xem xét Bản Tu Chính Tuyên Bố Ảnh Hưởng Về Mặt Môi Trường (Environmental Impact Statement) (EIS) đối với các công trình cải tiến giao thông trong Đường Hành Lang Trung Tâm.
- Hội Đồng Thành Phố sẽ phải sử dụng dữ liệu EIS để chọn thi hành phương án lựa chọn nào trong số ba phương án này: không xây mới, xây dựng hệ thống BRT, hoặc xây dựng hệ thống LRT.

Để biết thêm chi tiết, xin liên lạc:

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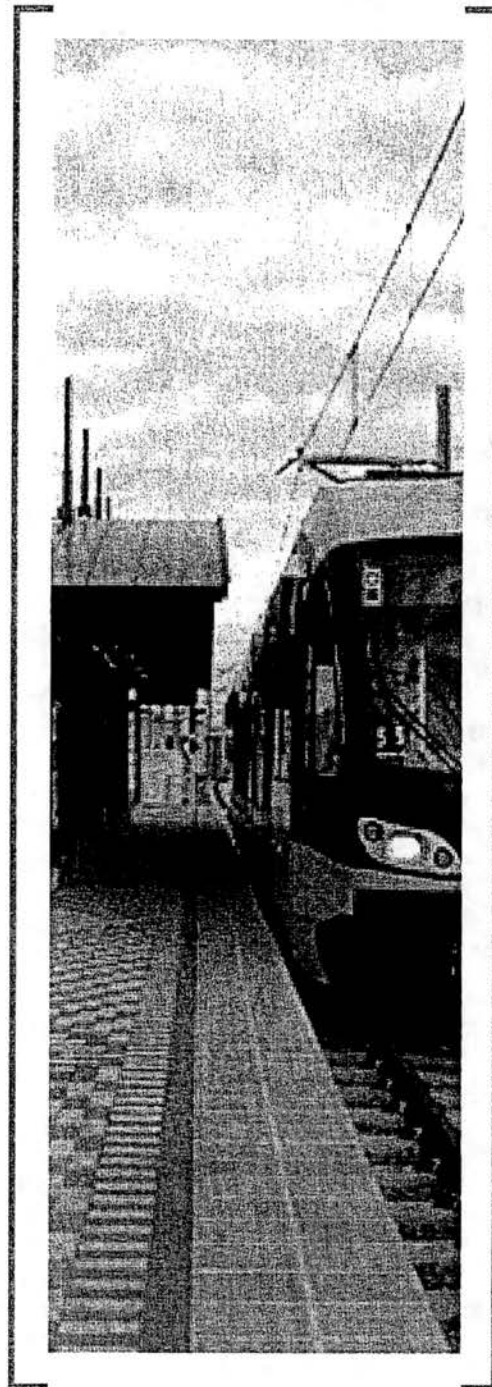


Photo: Kent Barnard



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Presentation

Transportation Developments for the University Avenue Neighborhoods

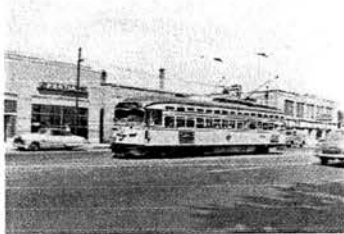
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Objectives of Central Corridor Transit Development

- Provide the most possible benefit for the people who live and work in the neighborhood.
- Create opportunities for the people who live and work in the neighborhood.
- Enhance the economic fortunes of the neighborhood
- Provide real transportation options for people in the neighborhood
- Connect the community to the regional transit system

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Transit on University Avenue



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Light Rail Transit in the Twin Cities 1980-2004

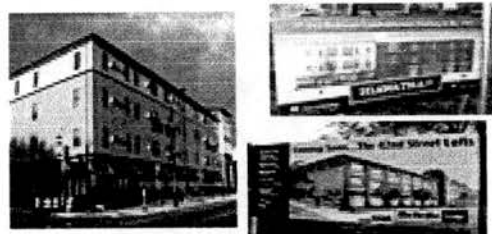
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Hiawatha Corridor LRT has begun operations

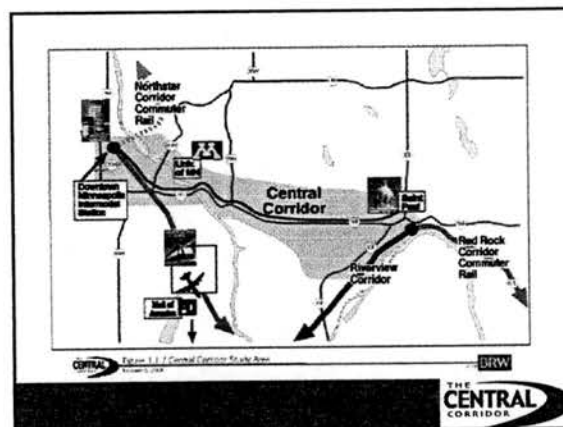
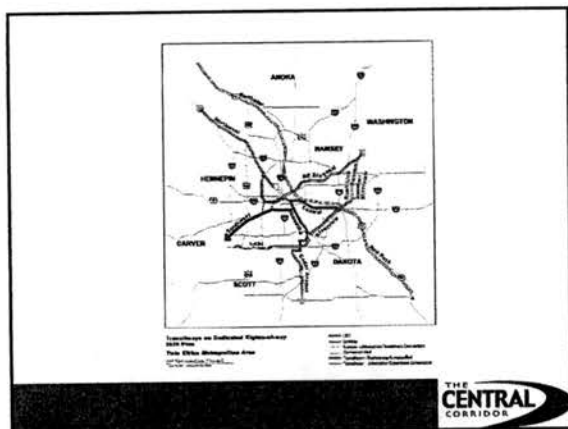


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Transit development has spurred economic development in the Hiawatha Corridor



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Where is Central Corridor now?

- Gathering the information to determine:
 - what is possible
 - what it will cost.
- Identifying possible impacts to the neighborhood and to the city of:
 - Making minor improvements to the bus system
 - Developing Bus Rapid Transit
 - Developing Light Rail Transit

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What's Next

- Release of the Environmental Impact Statement.
- Public comment on the results
- Decision by Metropolitan Council about what to do next

THE CENTRAL CORRIDOR

Current recommendation

- Light Rail Transit
- University Avenue Alignment

THE CENTRAL CORRIDOR

LRT characteristics

- Semi-exclusive right-of-way
- Overhead power
- Trains of up to 4 cars
- Stations from 0.5 to 1 mile apart
- 20-55 mile per hour operation

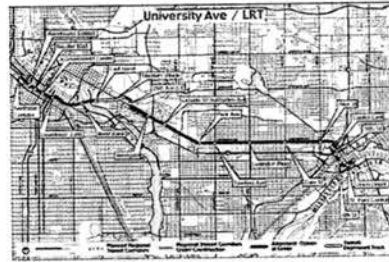
THE CENTRAL CORRIDOR

The University Line in Salt Lake City



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LRT in Central Corridor

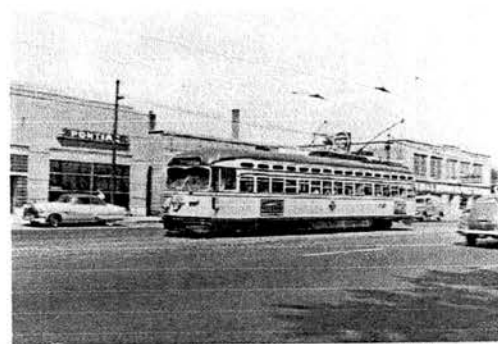


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CENTRAL
CORRIDOR

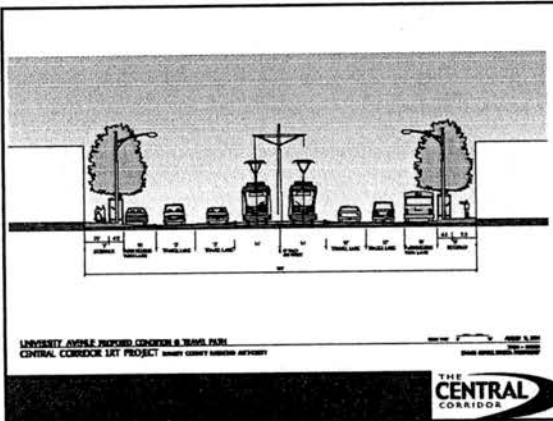
LRT in the Central Corridor

- Running jointly with Hiawatha in downtown Minneapolis
- In tunnel through the University of Minnesota
- In the center of University Avenue from Washington Avenue to Rice Street
- Within street right-of-way around Capitol and through downtown St. Paul
- Local bus service would remain to serve neighbors

THE
CENTRAL
CORRIDOR



THE
CENTRAL
CORRIDOR

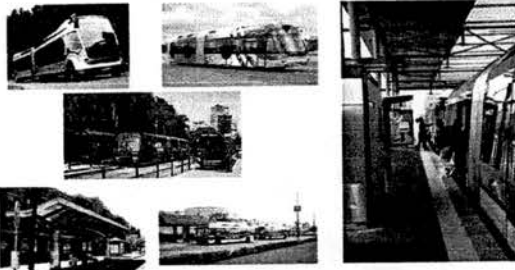


THE
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CORRIDOR



THE
CENTRAL
CORRIDOR

Bus Rapid Transit (BRT)



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CENTRAL
CORRIDOR

Bus Rapid Transit characteristics

- Semi-exclusive lanes or mixed traffic
- Special vehicles
 - Large capacity with low floor
 - Articulated with three or four doors
- Diesel or "green" propulsion systems



THE
CENTRAL
CORRIDOR

BRT in Central Corridor



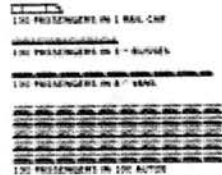
THE
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Comparison of LRT and BRT in the Central Corridor

- | | |
|--|--|
| <ul style="list-style-type: none"> • LRT <ul style="list-style-type: none"> – 43-minute travel time – Capacity (3-car train) 500 passengers – 38,100 daily riders – Capital cost – \$840 million – Can share yard and shop with Hiawatha – Capacity increased easily | <ul style="list-style-type: none"> • BRT <ul style="list-style-type: none"> – 50-minute travel time – Capacity (single bus) 80 passengers – 31,200 daily riders – Capital cost – \$241 million – Requires new yard, shop – Lack of street capacity for buses by 2017 |
|--|--|

THE
CENTRAL
CORRIDOR

Ways to Move 100 Passengers in Rush Hour



THE
CENTRAL
CORRIDOR

Why not the I-94 route?

- An I-94 route will not serve current businesses and residents
 - Too far from current businesses
 - Difficult to reach for most Midway residents
 - Would not create transit oriented development opportunities along University Avenue
 - Would require that I-94 be rebuilt between St. Paul and Minneapolis

THE
CENTRAL
CORRIDOR

Why not the I-94 route? (continued)

- University Avenue route will serve current businesses and residents
 - Allow neighbors to easily move along the avenue
 - Bring customers directly to businesses on University Avenue
 - Provide an incentive for economic investments on University Avenue
 - Built without eliminating traffic lanes



Competitive federal funding process

- Communities across the country competing for this federal funding
- Central Corridor's ridership projections among the highest in the country
- Reliability of state and local funding will be a factor in the competition



Competitive federal funding process (continued)

- Central Corridor must demonstrate a local commitment to success to win federal funding
- If the Central Corridor process slows down, available funds will go to other communities



What Are the Next Steps?



Preliminary engineering

- Submit funding application to Federal Transit Administration (FTA)
- Conduct preliminary engineering
 - 18-24 months
 - \$10.5 million
 - \$5.25 million from state
 - \$5.25 million from FTA
- Complete design to 30% level
- Receive record of decision from FTA on EIS



Final design

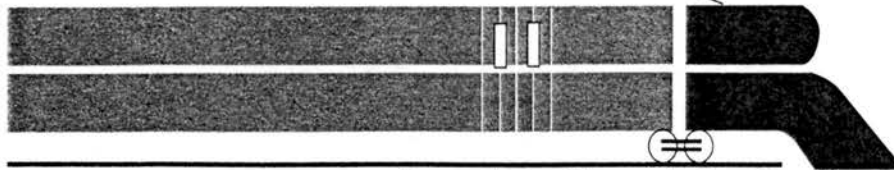
- Must have 1/2 of local share committed before FTA grants permission
- Will require 1-2 years
- Will cost approximately \$50 million
 - \$25 million from state
 - \$25 million from FTA
- Includes final design, cost estimates, and construction bid documents



Construction

- Federal government must approve financial plan and appropriate funds
- Entire local share must be committed
- Construction will be staged to minimize impact
- Business and neighborhood concerns will influence construction schedule

THE
CENTRAL
CORRIDOR



Ramsey County Regional Railroad Authority

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

AGENDA

Regional Railroad Authority Meeting

April 19, 2005

Immediately following Regional Railroad Authority Executive Session

Third Floor Council Chambers Courthouse

1. * Approve minutes from April 5, 2005 RCRRA meeting

ADMINISTRATIVE AGENDA

2. * Ratify Partial Payment No. 1 in the amount of \$3,042.38 to Tunheim Partners for communication and community organizing services on the Union Depot project for February 2005
3. * Ratify Partial Payment No. 8 in the amount of \$17,912.02 to Metropolitan Council for professional services on the Central Corridor Phase 2 study for January and February 2005
4. * Ratify Final Payment, Partial Payment No. 24 in the amount of \$31,543.74 to Metropolitan Council for Riverview Corridor Transit Facility improvements of bus shelters, lighting and benches for the period ending February 2005

POLICY AGENDA

5. * Authorize the Chair of the RCRRA to sign and transmit letter to Metropolitan Council concerning proposed bus service reductions and fare increases
6. * Authorize the Chair of the RCRRA to sign and transmit letter to the State Review Board regarding the National Register Nomination of RCRRA right of way
7. Metro Transitways Development Board update – Commissioner McDonough, presenter
8. Corridor updates (Red Rock, Rush Line) – Alicia Vap, presenter
9. Central Corridor update – Steve Morris, presenter
10. Legislative update – John Choi, presenter
11. * Approve acquisition of property per resolution of the Executive Session

- * Action is requested

Meeting Minutes

RAMSEY COUNTY RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on April 5, 2005, in Council Chambers, Third Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega
Commissioner Tony Bennett
Commissioner Toni Carter
Commissioner Jim McDonough
Commissioner Victoria Reinhardt
Commissioner Janice Rettman (arrived at 10:34 a.m.)
Commissioner Jan Wiessner

OTHERS PRESENT: Kathy DeSpiegelaere, Alicia Vap, David Twa, Steve Morris, Kris Longhenry, Jane McClure, Mark Voerding, Kris Amundson, Ted Davis, John Stiles, John Choi

Chair Ortega called the meeting to order at 10:30 am.

ADMINISTRATIVE AGENDA

1. Approve minutes from March 22, 2005 RCRRA meetings

A motion was made by Commissioner Bennett, seconded by Commissioner Wiessner, to approve the minutes from the March 22, 2005 RCRRA meeting.

Roll call vote was taken:

Ayes – 6, Nays – 0
Motion accepted.

2. Ratify Partial Payment No. 13 in the amount of \$6,518.75 to Goff and Howard Inc. for consulting services on the Central Corridor Phase 2 Transit Study for January 2005

A motion was made by Commissioner McDonough, seconded by Commissioner Wiessner, to ratify Partial Payment No. 13 in the amount of \$6,518.75 to Goff and Howard Inc. for consulting services on the Central Corridor Phase 2 Transit Study for January 2005.

Roll call vote was taken:

Ayes – 6, Nays – 0
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of Goff and Howard, Inc. for the purpose of conducting the Central Corridor Phase 2 study; and

WHEREAS, Goff and Howard, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through January 2005; 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, Goff and Howard, Inc. Invoice No. 9083, Partial Payment No. 13 in the amount of \$6,518.75 attachments thereto, provide the correct documentation of payments due Goff and Howard, Inc. through January 2005; Now, Therefore Be It

RESOLVED, Payment to Goff and Howard, Inc. in the amount of \$6,518.75 for services rendered through January 2005 is hereby ratified.

3. Ratify Partial Payments Nos. 11 and 13 in the amount of \$124,370.09 to DMJM+Harris, Inc. for consulting services on the Central Corridor Phase 2 Transit Study for January 2005

A motion was made by Commissioner McDonough, seconded by Commissioner Wiessner, to ratify Partial Payments Nos. 11 and 13 in the amount of \$124,370.09 to DMJM+Harris, Inc. for consulting services on the Central Corridor Phase 2 Transit Study for January 2005.

Roll call vote was taken:

Ayes - 6, Nays - 0

Motion accepted

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of DMJM+Harris, Inc. for the purpose of conducting the Central Corridor Phase 2 study; and

WHEREAS, DMJM+Harris, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through January 31, 2005; 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, DMJM+Harris, Inc. Invoice No. 100-1066-5, Partial Payment No. 11, in the amount of \$23,103.89 and Invoice No. 100-2158-5, Partial Payment No. 12 in the amount of \$101,266.20 attachments thereto, provide the correct documentation of payments due DMJM+Harris, Inc. through January 31, 2005; Now, Therefore Be It

RESOLVED, Payment to DMJM+Harris, Inc. in the amount of \$124,370.09 for services rendered through January 31, 2005, is hereby ratified.

(Commissioner Rettman arrived at this time).

POLICY AGENDA

4. Report on Central Corridor Community Involvement by Ted Davis and Kris Amundson

Kris Amundson, Goff and Howard, introduced herself and Ted Davis, of Davis Communications. Ms. Amundson and Mr. Davis presented a progress report on public outreach efforts on Central Corridor. Ms. Amundson listed the areas that would be covered in the presentation: an update of the work that has been done to date and the progress that has been made; an overview of outreach efforts; discussion of the tools used with the community groups; the planning for public hearings; what is being learned in the community as people have been talked with; and a viewing of the powerpoint presentation that is shown to the public which includes a simulation. Ms. Amundson stated that their main goal was to generate meaningful public participation in the

planning and design piece and to create community channels to connect the design team and the RCRR with the community as the project moves forward.

Mr. Davis stated that the central strategy to the public outreach efforts was to meet people where they were, not to set up new and different meetings.

Mr. Davis talked about various meetings that had been held with different community groups, to inform them of the status of the Central Corridor project. He reiterated that one of the goals in the community outreach effort was to keep the community up to speed. He commented that they have information regarding station areas from the engineering firm and they will be using that as a jumping off point for discussions with the community. He noted that meetings have been set up with community councils.

Commissioner Bennett asked how many meetings had been held with Red Rock, Rush Line, and LOCATE to coordinate connections, such as at the Union Depot and at the University of Minnesota with the Red Rock corridor. Mr. Davis responded that they had not met with those organizations. Kathy DeSpiegelaere stated that information is passed along; the Rush Line corridor meetings have a Central Corridor Update, LOCATE has representatives for these corridors and Commissioner Peterson, Chair of the Red Rock Corridor Commission, also sits on the Central Corridor Coordinating Committee (CCCC).

Commissioner Bennett commented that if the process is at the point where changes are going to cost money, then there should be open dialog among the different commissions to ensure costly changes aren't necessary. He talked about his concern that the University was going to be within six blocks of the Red Rock Corridor, and how will the corridors be connected. Discussion then turned to engineering plans and design plans and parameters. Chair Ortega commented that there would be difficult decisions to make and that there needs to be a process for community involvement, which is critical. Chair Ortega continued, saying that it is important that there be another means of sharing information, in addition to the current practice of the various projects having a representative on the other's board.

Commissioner Bennett asked if there was an exchange of information between the engineers working on the Union Depot and the engineers working on the Central Corridor. Ms. DeSpiegelaere responded that at this time, they have not met. Steve Morris commented that the scope of the work for current work on the Central Corridor is very narrow and does not look at the Union Depot. Chair Ortega summarized the discussion by saying it appears that it is important for RCRRA to look at all projects interdependently, particularly when there are overlaps in planning and design for the various stations, etc.

Commissioner Reinhardt commented that there are three levels of communication that need to take place; 1) Technical communication and how does Central Corridor fit in with Rush Line, Red Rock and Union Depot; 2) Communication updates between existing committees; and 3) Community involvement.

Commissioner Wiessner agreed with Commissioner Reinhardt's assessment of the levels of communication but added one more, the role of the County Board. She commented that the Boards' role is to look at all of the projects and how they fit in Ramsey County. Additionally, Commissioner Wiessner noted that the Board has a responsibility to the people who elected them to plan for a system that makes sense. She also agreed with Commissioner Bennett that the Board itself should have some input to some of the decisions that will be made for the lines.

Chair Ortega stated that he agreed that the Board should have input to some of the decisions that will be made. Commissioner Wiessner commented that each member has issues that are important to him or her, but there isn't a forum as a group in which they can raise those issues.

Commissioner Carter stated that the Board has an incredible opportunity as part of RCRRA to represent the community. She added that she is looking forward to hearing of a community information and outreach plan

that will reach well into the future. Commissioner Carter commented that it will be important for the Board and their staffs to enter into conversation and agreement to determine the plans for the future.

Mr. Davis reiterated that the primary strategic choice that was made going into the community outreach was to meet with people in their existing organizations. He noted that they will look to the Board for help in identifying organizations that have not yet been contacted.

Commissioner Carter asked how RCRRA provides, as an organization that represents Ramsey County, a cohesive picture of the input they've received. She commented that RCRRA has a unique opportunity to develop a picture using the parameters that exist and understanding the needs that have been reflected in the community.

Ms. Amundson talked about the tools they are using to get information out to the public, including the Central Corridor website, a large display that has been moved to various locations in the Twin Cities, fact sheets which have been translated into five languages. Mr. Davis talked about how to work with the public hearing process as a catalyst for public outreach and noted that a plan is in place. Ms. Amundson discussed what has been learned from the public outreach and commented that there is a residual impact from the work done on I-94 that split neighborhoods and there is concern that Central Corridor will do the same thing. She added that people are excited about the potential success that Central Corridor might provide to businesses, as evidenced by the activity the Hiawatha Line has brought to Minneapolis. Mr. Davis commented that that as communities begin to sense that the Central Corridor is real, there is a fear of what may happen to and for their neighborhoods. He suggested that this is the time that RCRRA needs to listen to find out what people's fears are and how to address those fears.

Mr. Davis invited RCRRA to request and suggest venues for the presentation he provided. He also invited RCRRA members to participate in giving the presentation. He then delivered the presentation.

Commissioner McDonough asked for clarification regarding the role of Ms. Amundson and Mr. Davis and their work. Chair Ortega responded that Goff and Howard has had a contract with RCRRA for one year.

Commissioner Bennett suggested that the City and County Public Works be brought together with the Central Corridor consultant to ask how do we work together on Snelling and University.

5. Central Corridor Update

Mr. Morris opened his discussion of the Central Corridor update by directing the RCRRA to the letter sent to Jenna Dorn, Federal Transit Authority (FTA), discussing the potential changes to the cost effectiveness criteria. He stated the FTA has indicated they will be responding to comments by the end of April 2005 and the information he receives will be shared with the RCRRA at that time.

Mr. Morris commented that modeling is underway and being calibrated for the Central Corridor to create the travel time information the FTA requires. Additionally, Mr. Morris talked about the issues regarding changes requested by the University to the tunnel option in the Draft Environmental Impact Statement (DEIS). He commented that they should have more information regarding these issues in another month or more.

Mr. Morris talked about the FTA decision-making process for the Central Corridor and other projects like it. Commissioner Wiessner asked whether the expectation of the FTA was that a standard number of the projects in the Alternatives Analysis (AA) phase of development would move along to the Preliminary Engineering (PE) phase, or would all projects move into the next phase. Mr. Morris commented that typically, some projects don't make it out of the AA phase, and that some projects that have advanced to the PE stage can stall. He added that if a project does get to the Final Design (FD) phase, it is generally completed.

Chair Ortega requested clarification regarding the locally preferred alternative process, i.e. when is it decided and who is responsible. Mr. Morris noted that for the Central Corridor, the Coordinating Committee, a group that has representation from the Counties, the Metropolitan Council, Mn/DOT, the Cities and the U of M would have public hearings and make a recommendation on the local preferred alternative. He noted that a few years ago, when the draft document was initially completed, the preference was for light rail transit. He explained that the decision will be made final after the documents are released and public hearings are held. He added that the recommendation would need to be ratified or approved by the Metropolitan Council, and the Council would be the likely agency to move ahead with the request to FTA to enter into PE.

Discussion continued around the AA and DEIS, and how much flexibility the committee has in making changes to design plans. Mr. Morris stated that design elements are not locked in, but the further along one goes into the project, the more costly it becomes to make design changes. A question of when the DEIS will be released was asked and Mr. Morris replied that the modeling is underway and he is hopeful that they'll have the results in a couple of months, provided there are no glitches in the model. Mr. Morris commented that if FTA finds the results of the modeling reasonable, in their view, the results of the DEIS could be released.

6. Legislative Update

This item was not addressed.

The meeting adjourned at 11:55 pm.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Halpern
Authorized Signature

4/8/05
Date

Board Action Requested

Ratify Partial Payment No. 1 in the amount of \$3,042.38 to Tunheim Partners for communication and community organizing services on the Union Depot project for February 2005.

ACTION IS REQUESTED

Request Justification

- See attached information:
- 1) Proposed resolution ratifying payment
 - 2) Accounts Payable form and Partial Payment No. 1
 - 3) Tunheim Partners Invoice No. 03010 and attachments

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 19, 2005

Board Date

Kristine A. Longhenny
Signature

April 11, 2005
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of Tunheim Partners for communications and community organizing services on the Union Depot project; and

WHEREAS, Tunheim Partners has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through February 2005; 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, Tunheim Partners Invoice No. 03010, Partial Payment No. 1 in the amount of \$3,042.38 attachments thereto, provide the correct documentation of payments due Tunheim Partners through February 2005; Now, Therefore Be It

RESOLVED, Payment to Tunheim Partners in the amount of \$3,042.38 for services rendered through February 2005 is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary



Business Unit: RRA
Voucher ID: 00003108

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date: 15.Mar.2005
Run Time: 2:51:36 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
Mar. 2005	03010	28.Feb.2005	0000161169	TUNHEIM PARTNERS	ONL	LONGHEKR P		15.Mar.2005	U	Due Now
S	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
	\$3,042.38	\$0.00	1100 RIVERVIEW TOWER	8009 - 34TH AVENUE SOUTH		MINNEAPOLIS	MN	55425		
Billing	Group ID	Sales Tax	Pckp Ord# Nbr							
RE	000708	\$0.00								

Voucher Line Information

#	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099	PO Business Unit	PO Id	PO Type
	Professional Service	\$3,042.38	918070001	\$3,042.38		Y	Y	Y	N	RRA	0000000439	SC

Distribution Line Information

#	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
	421522	12501	150112	00000				2004			\$3,042.38			N
Account Name: Other Professional Services						Department Name: Union Depot Study								

ent Comments-Check Stub

ice No. 03010 (1), dated 2/28/05
ices provided for February 2005 on the Union Depot project

her 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

3/28/05

2

Tunheim Partners - Union Depot Project

Period of service	Invoice #1 February-05
LABOR	\$3,202.50
DIRECT COSTS	\$0.00
ADJUSTMENTS	\$0.00
TOTAL INVOICE	\$3,202.50
RETAINAGE (5%)	\$160.13
NET PAY INVOICE	\$3,042.38
Direct Costs:	\$0.00
Amount spent on contract	\$3,042.38
Balance of contract	\$86,957.63

W

Ramsey County Purchase Order

Regional Rail Authority

Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Vendor: 0000161169
TUNHEIM PARTNERS
1100 RIVERVIEW TOWER
8009 - 34TH AVENUE SOUTH
MINNEAPOLIS MN 55425
United States

Purchase Order	Date	Revision	Page
RRA - 0000000439	03/01/2005		1
Payment Terms	Freight Terms	Ship Via	
Due Now	Origin PPD Allowed	US MAIL	
From Date	To Date		
Buyer: RRA	Currency Code: USD		

Ship To: Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Bill To: Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Tax Exempt?	N	Tax Exempt ID:		Quantity	UOM	PO Price	Extended Amt	Due Date
Line-Schd	Item	Description		1.00	EA	90,000.00	90,000.00	03/01/2005
1 - 1		Professional Service				Schedule Total	90,000.00	
Mfg ID				Item Total	918070001		90,000.00	

Union Depot communication and community organizing services

Total PO Amount 90,000.00

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

Unauthorized

4

March 4, 2005

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

Dear Kathy,

OK KD

Enclosed please find the February invoice for Tunheim Partners services performed on behalf of Ramsey County Regional Railroad Authority's Union Depot project. Staff service fees thus far have totaled \$3,202.50. Below is a general breakdown of the services provided.

FEBRUARY ACTIVITY

Scope of Work Plan Development/Writing/Editing

- Writing and Editing by Mark Andrew and Leslie Kupchella

Research Meetings/Outreach

- Mark Andrew meeting with Mayor Kelly
- Leslie Kupchella calls with Rep. Kline's office, Mayor Kelly's office, Sen. Coleman's office.
- Duane Benson calls with Larry Dowell, St. Paul Chamber of Commerce.

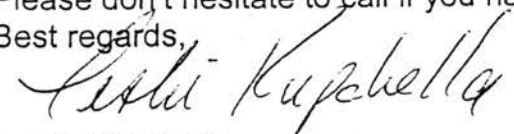
Client Meetings

- Team meeting with Kathy DeSpiegelaere @ Tunheim Partners

Account Management

- Developed billing worksheet and materials.

Please don't hesitate to call if you have any questions about this invoice.
Best regards,


Leslie Kupchella

Invoice**Tunheim Partners**
Public Relations • Corporate Consulting • Public Affairs

1100 Riverview Tower
8009 34th Avenue South
Minneapolis, MN 55425-1661
952.851.1600
952.851.1610 FAX
www.tunheimpartners.com

ATTN: Kathryn DeSpiegelaere
Ramsey County Regional Railroad Authority
50 West Kellogg Blvd.
Suite 665
St. Paul, MN 55102

INVOICE NO: 03010

DATE: February 28, 2005

For Services provided February 1 - 28, 2005**JOB RCR1-0200**
Account Management

<u>name</u>	<u>classification</u>	<u>hours</u>	<u>billing rate</u>	<u>amount</u>
Andrew, Mark	Senior Vice President	3.50	\$ 250.00	\$ 875.00
Benson, Duane	ACE Panelist	0.50	350.00	175.00
subtotals		4.00		\$ 1,050.00

JOB RCR1-0300
Writing & Editing

Kupchella, Leslie	Account Supervisor	3.00	\$ 170.00	\$ 510.00
subtotals		3.00		\$ 510.00

JOB RCR1-0400
Team Meetings

Andrew, Mark	Senior Vice President	0.75	\$ 250.00	\$ 187.50
O'Brien, Molly	Vice President	2.00	220.00	440.00
subtotals		2.75		\$ 627.50

JOB RCR1-0700
Client Meetings

Andrew, Mark	Senior Vice President	2.00	\$ 250.00	\$ 500.00
Kupchella, Leslie	Account Supervisor	1.50	170.00	255.00
Schroeder, Lindsay	Account Executive	2.00	130.00	260.00
subtotals		5.50		\$ 1,015.00

TOTAL AMOUNT DUE -- NET 15 DAYS

=====
\$ 3,202.50
=====

6

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Leppington
Authorized Signature

4/8/05
Date

Board Action Requested

Ratify Partial Payment No. 8 in the amount of \$17,912.02 to Metropolitan Council for professional services on the Central Corridor Phase 2 study for January and February 2005

ACTION IS REQUESTED

Request Justification

See attached information:

1. Proposed resolution
2. Accounts Payable forms and Partial Payment No. 8
3. Metropolitan Council Invoice No. NCV-3666 and Invoice No. NCV-3672 and attachments

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 19, 2005

Board Date

Kristine A. Longhenny
Signature

April 11, 2005
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 Metropolitan Council for the purpose of conducting the Central Corridor Phase 2 study; and

WHEREAS, Metropolitan Council has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through February, 2005; 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, Metropolitan Council Invoice No. NCV-3666 and Invoice No. NCV-3672, Partial Payment No. 8, in the amount of \$17,912.02 attachments thereto, provide the correct documentation of payments due Metropolitan Council through February 2005; Now, Therefore Be It

RESOLVED, Payment to Metropolitan Council in the amount of \$17,912.02 for services rendered through February 2005, is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary



Business Unit: RRA
Voucher ID: 00003116

VOUCER
Purchase Order Voucher

Page No. 1
Run Date 31.Mar.2005
Run Time 9:24:15 AM

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
Mar. 2005	NCV-3666/NCV-3672	28.Feb.2005	0000002054	METROPOLITAN COUNCIL	ONL	LONGHEKR P		31.Mar.2005	U	Due Now
S	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
	\$17,912.02	\$0.00	MEARS PARK CENTRE	230 E FIFTH ST		ST PAUL	MN	55101		
Billing	Group ID	Sales Tax	Pckp Ord# Nbr							
RE	000709	\$0.00								

Voucher Line Information

#	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S U F 1099	PO Business Unit	PO Id	PO Type
	Central Corridor Project Consu	\$17,912.02		\$17,912.02		Y Y Y N	RRA	0000000405	SC

Distribution Line Information

#	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
	421501	12501	150180	00000			2003	G205005			\$17,912.02			N

Account Name: Consulting Services

Department Name: RCRRA-Proj/Grant

Item Comments-Check Stub

Invoice No. NCV-3666, dated 2/28/05 - \$14,162.02 - January 2005
Invoice No. NCV-3672, dated 2/28/05 - \$3,750.00 - February 2005
Invoices of Steve Morris and Zan Associates for January - February 2005

Other Comments

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

Authorization

K. Helgeson

Date

4/1/05

2

Ramsey County Purchase Order

Regional Rail Authority

Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Vendor: 0000002054
METROPOLITAN COUNCIL
MEARS PARK CENTRE
230 E FIFTH ST
ST PAUL MN 55101
United States

Purchase Order	Date	Revision	Page
RRA - 0000000405	08/17/2004		1
Payment Terms	Freight Terms		Ship Via
Due Now	Origin PPD Allowed		US MAIL
From Date	To Date		
Buyer: RRA	Currency Code: USD		

Ship To: Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Bill To: Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Tax Exempt?	Y	Tax Exempt ID:	999999999999					
Line-Schd	Item	Description	Quantity	UOM	PO Price	Extended Amt	Due Date	
1 - 1		Central Corridor Project Consulting	1.00	EA	195,000.00	195,000.00	08/17/2004	
					Schedule Total	195,000.00		

Mfg ID

Item Total 195,000.00

Total PO Amount 195,000.00

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

Unauthorized

3

Metropolitan Council - Central Corridor Transit Study - Phase 2

Period of service	Invoice #1 4/4/04-7/31/04	Invoice #2 6/3/04-8/20/04	Invoice #3 8/21/04-9/17/04	Invoice #4 6/1/04-10/29/04	Invoice #5 10/3/04-11/26/04	Invoice #6 1/24/04-12/24/04	Invoice #7 12/25/04-1/21/05
LABOR	\$44,603.27	\$14,912.02	\$11,099.52	\$28,524.28	\$14,412.01	\$15,537.01	\$17,264.42
DIRECT COSTS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
ADJUSTMENTS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL INVOICE	\$44,603.27	\$14,912.02	\$11,099.52	\$28,524.28	\$14,412.01	\$15,537.01	\$17,264.42
RETAINAGE (0%)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NET PAY INVOICE	\$44,603.27	\$14,912.02	\$11,099.52	\$28,524.28	\$14,412.01	\$15,537.01	\$17,264.42
Subsistence	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Non-Local Transport	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Transportation	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Vehicle Rental	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Shipping Charges	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Communications	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Printing and Reprod	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Misc Field Supplies	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Professional Services	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Equipment Rental	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Miscellan Supplies	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Other	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total SRF Direct Costs	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Subcontractors Costs	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Subcontractors:							
DBE's							
Total DBE's							
DBE% Total Contract							
Amount spent on contract	\$44,603.27	\$59,515.29	\$70,614.81	\$99,139.09	\$113,551.10	\$129,088.11	\$146,352.53
Balance of contract	\$150,396.73	\$135,484.71	\$124,385.19	\$95,860.91	\$81,448.90	\$65,911.89	\$48,647.47
80% FTA Share	\$35,682.62	\$47,612.23	\$56,491.85	\$79,311.27	\$90,840.88	\$103,270.49	\$117,082.02

1

INVOICE

Please Remit To:

Metro Transit
Accounts Receivable
560-6th Avenue North
Minneapolis, MN 55411-4398

Page: 1
Invoice No: NCV-3666
Invoice Date: 02/28/2005
Customer Number: RAMREG
Payment Terms: Due 30 dys
Due Date: 03/30/2005

Customer:

RAMSEY CO. REGIONAL RR AUTHORITY
ATTN: KATHRYN DESPIEGELAERE
50 W. Kellogg Blvd. Suite 560
St. Paul, MN 55102

AMOUNT DUE: \$ 14,162.02

\$ _____
Amount Remitted

Please detach top portion of invoice and remit with payment. Please include invoice number on check.

For billing questions, please call (612) 349-7734

Line	Adj	Identifier	Description	Quantity	UOM	Unit Amt	Net Amount
1		CONSULTING SE	Central Corridor Project FEBRUARY, 2005	24.50	HR	125.00	3,062.50
			Reimbursement due to Metro Transit for Zan Associates consulting services and Stephen L. Morris salary and fringe benefits per attached detail				
2		LOCAL GOV'T A	1/22/05 -2/18/05 Salary Expe	1.00	EA	7,399.68	7,399.68
3		LOCAL GOV'T A	1/22/05-2/18/05 Fringe Benef	7,399.68	EA	0.50	3,699.84
SUBTOTAL:							14,162.02

TOTAL AMOUNT DUE :

\$ 14,162.02

OK
[Signature]

METROPOLITAN COUNCIL / METRO TRANSIT
560 SIXTH AVENUE NORTH
MINNEAPOLIS, MINNESOTA 55411-4398

PAYMENT CLAIM NO. 3 FOR PROFESSIONAL/TECHNICAL/CONSULTING SERVICES

NAME OF FIRM: ZAN Associates

DATE: March 11, 2005

ADDRESS: 10129 Windsor Lane

SERVICES FOR THE
PERIOD FROM: Feb 1, 2005

Minnetonka, MN 55305

TO: Feb 28, 2005

PROJECT NUMBER: N/A

CONTRACT NUMBER: 04P013

PROJECT NAME: Met Council Consultant

BLPO NUMBER: 2648

PEOPLESFT ACCOUNT CHART FIELD:

FOR METROPOLITAN COUNCIL USE ONLY						
Account	Fund	Org. #	Program	Subclass	Project	Amount
5821	702	41320	099	0999	44401	\$3,812.50

CONTRACT SUMMARY:

ORIGINAL CONTRACT AMOUNT

\$ 47,500

AUTHORIZED CHANGES TO ORIGINAL CONTRACT:

AMENDMENT #1

\$

AMENDMENT #2

\$

NET CHANGES (SUB-TOTAL)

\$ 0

REVISED CONTRACT AMOUNT

\$ 47,500.00

PAYMENT SUMMARY:

LESS AMOUNT PAID OR BILLED PREVIOUSLY

\$ 35,437.50

AMOUNT DUE THIS PAYMENT

\$ 3,062.50

Balance remaining after this payment

\$ 9,000.00

CERTIFICATION BY CONTRACTOR

I hereby certify that the above services have been performed and that this claim is just and correct and paid.

COUNCIL/METRO TRANSIT'S CERTIFICATION

I hereby certify that I have prepared or examined this claim for work performed during the period for which this payment claim has been made and that the Contractor is entitled to payment of the claim under the terms of the contract.

Natalie Jen
Council's Authorized Representative

3/11/05
Date

[Signature]
Asst. General Manager- Administration

3/17/05
Date

By _____
Contractor's Authorized Representative

Date

3/17/05 + 6 months

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Halpigelare
Authorized Signature

4/8/05
Date

Board Action Requested

Ratify Final Payment, Partial Payment No. 24 in the amount of \$31,543.74 to Metropolitan Council for Riverview Corridor transit improvements of bus shelters, lighting and benches for the period ending February 2005.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of Metropolitan Council for the purpose of constructing Riverview Corridor transit improvements of bus shelters, lighting and benches. Final payment in the amount of \$31,543.74 for the period ending February 2005 will be issued upon approval by the Director of Ramsey County Regional Railroad Authority in accordance with contract provisions and Rail Authority Resolution No. 99-36. Payment documentation is being submitted for ratification in compliance with the latter.

- See attached:
1. Proposed resolution ratifying final payment
 2. Accounts Payable form and Partial Payment No. 24
 3. Metropolitan Council Invoice No. NCV-3560 and attachments.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 19, 2005

Board Date

Kristine A. Longherry
Signature

April 11, 2005

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of Metropolitan Council for the purpose of constructing Riverview Corridor transit improvements of bus shelters, lighting and benches; and

WHEREAS, Metropolitan Council has satisfactorily completed the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through February 2005; 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, Metropolitan Council Invoice No. NCV-33560, Final Payment, Partial Payment No. 24 in the amount of \$31,543.74, attachments thereto, provide the correct documentation of payments due Metropolitan Council through February 2005; Now, Therefore Be It

RESOLVED, Final payment to Metropolitan Council in the amount of \$31,543.74 for services rendered through February 2005 is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary



Business Unit: RRA
Voucher ID: 00003126

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date 31.Mar.2005
Run Time 12:32:36 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
Mar. 2005	NCV-3560	21.Feb.2005	0000023268	METRO TRANSIT	ONL	LONGHEKR P		31.Mar.2005	U	Due Now
Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip			
\$31,543.74	\$0.00	560 6TH AVE N			MPLS	MN	55411			
Billing	Group ID	Sales Tax	Pckp Ord# Nbr							
RE	000709	\$0.00								

Voucher Line Information

#	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099	PO Business Unit	PO Id	PO Type
	Professional Serv-Bal of PO 15	\$31,543.74		\$31,543.74		Y	Y	Y	N	RRA	0000000266	SC

Distribution Line Information

#	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
	491306	12501	150180	00000			2002	G205004			\$31,543.74			N

Account Name: Other Governmental Units

Department Name: RCRRA-Proj/Grant

ent Comments-Check Stub

ice No. NCV-3560, dated 2/21/05
L PAYMENT for services for February 2005 for Riverview Corridor Transit Facility Improvements

her Comments

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

Authorization

K. Halpern

Date

4/1/05

2

Ramsey County Purchase Order

Regional Rail Authority

Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Vendor: 0000023268
METRO TRANSIT
560 6TH AVE N
MPLS MN 55411
United States
Fax: 612-349-7763

Purchase Order	Date	Revision	Page
RRA - 0000000266	01/24/2003		1
Payment Terms	Freight Terms	Ship Via	
Due Now	Origin PPD Allowed	US MAIL	
From Date	To Date		
Buyer: RRA	Currency Code: USD		

Ship To: Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Bill To: Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Tax Exempt? Y Tax Exempt ID: 99999999999999

Line-Schd	Item	Description	Quantity	UOM	PO Price	Extended Amt	Due Date
1 - 1		Professional Serv-Bal of PO	1.00	EA	1,627,197.78	1,627,197.78	01/24/2003
		156			Schedule Total	1,627,197.78	

Mfg ID

Item Total 1,627,197.78

Total PO Amount 1,627,197.78

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

Unauthorized

3

INVOICE

Please Remit To:
 Metro Transit
 Accounts Receivable
 560-6th Avenue North
 Minneapolis, MN 55411-4398

Page: 1
 Invoice No: NCV-3560
 Invoice Date: 02/21/2005
 Customer Number: RAMREG
 Payment Terms: Due on Rec
 Due Date: 02/21/2005

Customer:
 RAMSEY CO. REGIONAL RR AUTHORITY
 ATTN: KATHRYN DESPIEGELAERE
 50 W. Kellogg Blvd. Suite 560
 St. Paul, MN 55102

AMOUNT DUE: \$ 31,543.74

\$ _____
 Amount Remitted

Please detach top portion of invoice and remit with payment. Please include invoice number on check.

For billing questions, please call (612) 349-7734

Line	Adj	Identifier	Description	Quantity	UOM	Unit Amt	Net Amount
1		RIVERVIEW COR	10/01/04-12/24/04 Admin. Sal	1.00	EA	5,005.44	5,005.44
2		RIVERVIEW COR	Allocation Expense	1.00	EA	16,885.20	16,885.20
3		RIVERVIEW COR	Miscellaneous Adjustments	1.00	EA	(3,032.24)	(3,032.24)
RIVERVIEW CORRIDOR TRANSIT FACILITY IMPROVEMENTS							
Contract #99-024 MT Project #63955							
February, 2005							
Reimbursement due to Metro Transit for labor cost and allocation expense per attached detail							
Contact Steve Honigman with questions (612) 349-7733							
4		RIVERVIEW COR	Oct., 2004 Mechanics Labor Ex	1.00	EA	12,685.34	12,685.34
SUBTOTAL:							31,543.74
TOTAL AMOUNT DUE :						\$ 31,543.74	

OK to pay
 Evan Carter
 2/28/05

Billing Statement Summary
February 2005

Billing Summary

Administrative Payrolls	5,005.44
Mechanics Payrolls	12,685.34
Allocation Expense	16,885.20
Miscellaneous Receipts	(1,799.19)
Miscellaneous Payroll Adjustments	(1,233.05)
	31,543.74

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. L. Longhenny
Authorized Signature

4/8/05
Date

Board Action Requested

Authorize the Chair of the RCRRA to sign and transmit letter to Metropolitan Council concerning proposed bus service cuts and fare increases.

ACTION IS REQUESTED

Request Justification

See attached:

- 1) Proposed resolution
- 2) Proposed letter
- 3) Copy of Metropolitan Council's FY 2006/2007 Metropolitan Area Transit Biennial Budget
- 4) Copies of Star Tribune articles dated 3/18/05, 3/17/05 and 3/15/05
- 5) Copy of Metropolitan Council's Proposed 2005 Transit Fare and Service Changes

Budgeting and Accounting

County Attorney

Risk Management

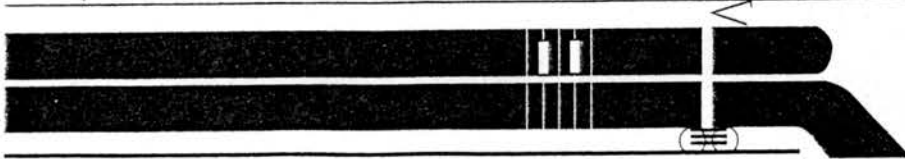
Documentation certified complete for:

April 19, 2005

Board Date

Kristine A. Longhenny
Signature

April 11, 2005
Date



Rafael E. Ortega, Chair

Ramsey County Regional Railroad Authority

220 Courthouse, St. Paul, Minnesota 55102 651/266-2762 / FAX 266-2761

April 19, 2005

Mr. Peter Bell, Chair
Metropolitan Council
230 East 5th Street
St. Paul, MN 55101

Estimado Amigo,

I am writing on behalf of the Ramsey County Regional Railroad Authority (RCRRA) regarding the recently proposed transit route cuts and fare increase for Metro Transit. I was dismayed to read about the exhaustive budget cuts that your agency is proposing to Metro Transit service in the Twin Cities. The proposed 10% reduction in service and elimination of routes is, quite frankly, horrendous. As our region continues to grow and battle problems of congestion, to even consider reducing transit service and transit choices is the opposite direction the Metropolitan Council should be headed.

It is clear from the \$60 million budget shortfall that Metro Transit's funding source for operations has reached a crisis point. This shortfall reinforces the RCRRA's advocacy that there must be a dedicated and stable source of funding for transit. The unpredictability of the motor vehicle sales tax has proven to be very difficult to manage. The RCRRA implores the State to consider a more stable source of funding for transit. If this crisis is not addressed by a stable source of funding immediately, I have little faith in the capacity of Metro Transit to serve the customers that most need its service.

I am also concerned that the fare increase of 25-cents will have a devastating impact on transit ridership at a time when route cuts will further cause transit ridership to decline. This is not the way to build a system.

Thank you for the opportunity to comment on these proposed changes.

Sincerely,

Rafael E. Ortega, Chair

cc: Ramsey County Regional Railroad Authority
Ramsey County Legislative Delegation
Governor Pawlenty

FY 2006/2007 Metropolitan Area Transit Biennial Budget

State Transit Funding Assistance

Metro Area

	Bus MVST	Bus SGF	Bus Total	LRT SGF	Total All
SFY 2004	\$127.7	\$53.1	\$180.8	\$2.8	\$183.6
SFY 2005	\$122.1	\$52.3	\$174.4	\$3.9	\$178.3
SFY 2006	\$120.8	\$53.4	\$174.2	\$4.1	\$178.3
SFY 2007	\$126.1	\$53.5	\$179.6	\$5.3	\$184.9
SFY 2008	\$123.0	\$53.4	\$176.4	\$5.3	\$181.7
SFY 2009	\$127.3	\$53.5	\$180.8	\$5.3	\$186.1

Transit Revenues

Metro Area Transit

Budgeted Revenues	FY 2004/5	<i>21.5% of MVST</i> FY 2006/7	Change
MVST	*\$255.1	**\$237.9	-6.7%
State Gen Fund	\$112.1	\$116.3	3.7%
Fares	\$153.4	\$165.4	7.8%
Federal	\$50.9	\$54.2	6.5%
Local/Other	\$9.9	\$14.1	42.4%
Revenues	\$581.4	\$587.9	1.1%

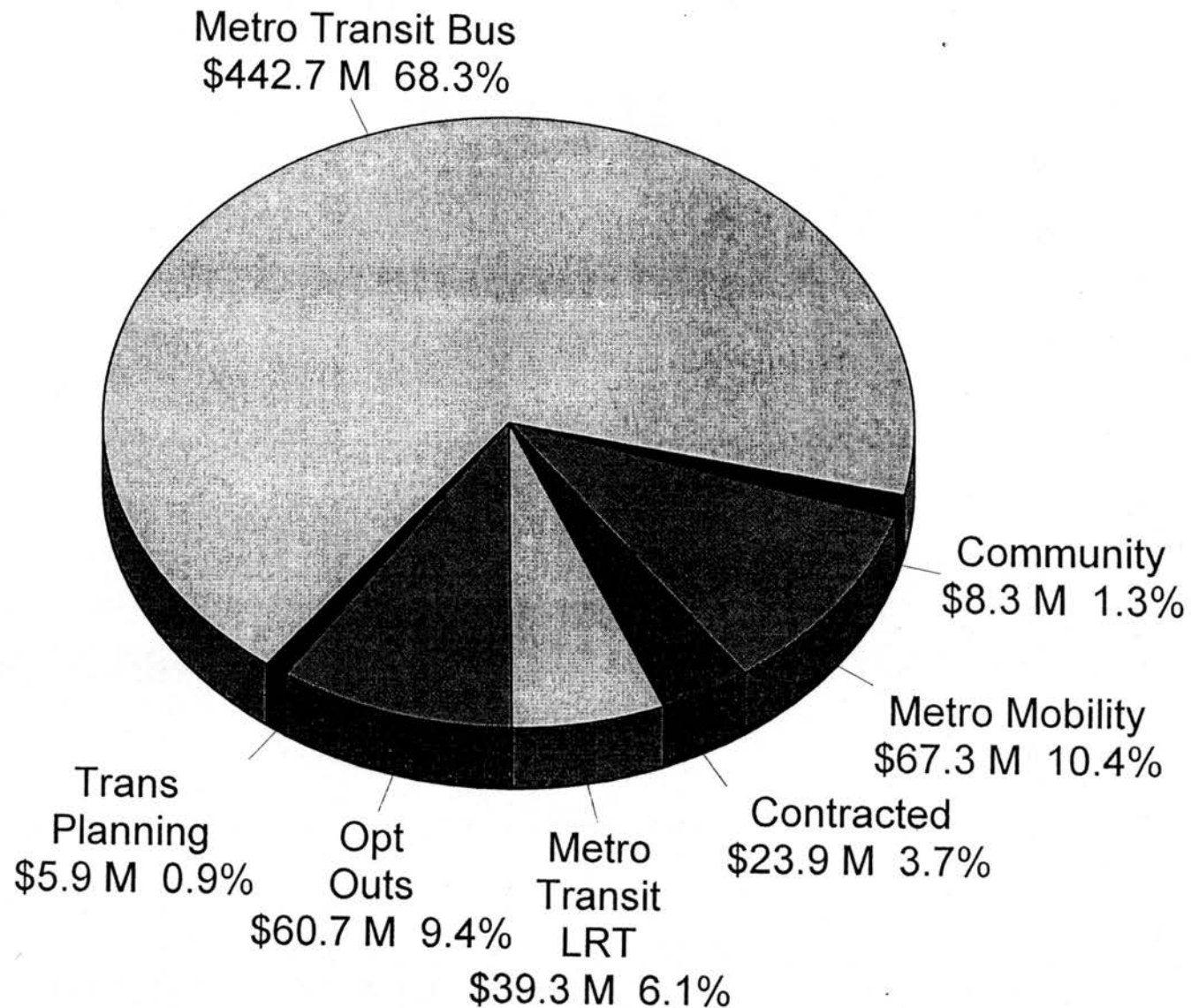
MVST Revenue Projections

Metro Area Transit

	Feb 2004	Nov 2004	Feb 2005	Change 04 to 05	Cumulative Change
SFY 2004	\$130.7	\$127.7	\$127.7	(\$3.0)	(\$3.0)
SFY 2005	\$134.7	\$123.3	\$122.1	(\$12.6)	(\$15.6)
SFY 2006	\$133.3	\$124.6	\$120.8	(\$12.5)	(\$28.1)
SFY 2007	\$142.7	\$131.1	\$126.1	(\$16.6)	(\$44.7)
SFY 2008	\$140.2	\$128.5	\$123.0	(\$17.2)	(\$61.9)
SFY 2009	\$144.4	\$132.0	\$127.3	(\$17.1)	(\$79.0)

FY 2006 - 2007 Biennium

Transit Expenditures: \$648.1M



Transit Expenses

Metro Area Transit

	FY 2004/5	FY 2006/7	Change
<u>Metro Transit Bus</u>			
- Salary/Benefits	\$326.6	\$350.5	7.3%
- Fuel	\$21.8	\$25.0	14.7%
- Materials/Utilities	\$24.9	\$25.4	2.0%
- <u>Ins/Contracted/Other</u>	<u>\$39.2</u>	<u>\$41.8</u>	<u>6.6%</u>
Subtotal MT Bus	\$412.5	\$442.7	7.3%
Light Rail	\$21.6	\$39.3	81.9%
Other Council Programs	\$96.1	\$105.4	9.7%
Opt Outs	\$55.6	\$60.7	9.2%
Total	\$585.8	\$648.1	10.6%

FY 2006/2007 Revenues and Expenditures

Metro Area Transit

	Revenues	Expense	Variance
FY 2004	\$284.2 M	\$283.9 M	\$0.3 M
FY 2005	*\$297.2 M	\$301.9 M	-\$4.7 M
FY 2004/05	\$581.4 M	\$585.8 M	-\$4.4 M
FY 2006	\$292.0 M	\$317.1 M	-\$25.1 M
FY 2007	\$295.9 M	\$331.0 M	-\$35.1 M
FY 2006/07	**\$587.9 M	\$648.1 M	-\$60.2 M
Biennial Change	1.1%	10.6%	

FY 2006/2007 Revenues and Expenditures

Metro Area Transit

\$60.2 M Biennial Variance

\$5.3 M Opt Out Variance

\$54.9 M Council Variance

Council Annual Variance: \$27.45 M

Proposed Actions

	<u>Annual</u>	<u>Biennial</u>
■ Efficiencies:	\$3.3 M	\$6.6 M
■ Administrative Support:	\$3.0 M	\$6.0 M
■ Cost Containment:	\$2.1 M	\$4.2 M
<i>health care, fuel</i>		
■ Revenue Enhancement:	\$8.7 M	\$17.4 M
<i>fare increases</i>		
■ Service Restructuring:	10.35 M	\$20.7 M
Total	\$27.45 M	\$54.9 M

Revenue Enhancements

- Regular Route Fare Increase
Annual Target: \$5.2 M
- Metro Mobility Fare Increase
Annual Target: \$.5 M
- Property Tax Offset
Annual Target: \$3.0 M

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Fare Adjustment Proposal

Recommendation of Regional Fare Committee

Regular Route	Current	Proposed
Local Off-Peak	\$1.25	\$ 1.50
Local Peak	\$1.75	\$ 2.00
Express Off-Peak	\$1.75	\$ 2.00
Express Peak	\$2.50	\$ 2.75
Metro Mobility Demand-Response		
Off-Peak	\$2.25	\$ 2.50
Peak	\$3.00	\$ 3.50

- Revenue Improvement: \$6M per year
- Ridership Loss: 1.7M per year *because of fare increase*
- Implement: July 1, 2005

Service Restructuring

- Bus Regular Route/LRT
 - Annual Target \$8.85 M

- Metro Mobility/Community Programs
 - Annual Target: \$1.5 M

Total Annual Target: \$10.35 M



Service Restructuring Regular Route

- 10% reduction in bus hours
- Reduction by route type
 - 50% urban local
 - 31% suburban local
 - 19% express
- 2.5 million rides or 3.7% of rides *because of service restructuring*

Service Day	Eliminated		Reduced		No Change		Total
Weekday	28	18%	78	51%	47	31%	153
Saturday	13	22%	29	49%	17	29%	59
Sunday/Holiday	4	9%	20	47%	19	44%	43
Total Route Counts	45	18%	127	50%	83	32%	255

base ridership now 70 million/year

Service Restructuring Dial-a-ride Programs

- Adjust Metro Mobility service area
 - Remain in compliance with ADA requirements

- Reduce Community Program grants 10%
 - \$300,000 annual reduction

Posted on Fri, Mar. 18, 2005

Tax change cost Metro Transit

The Legislature's 2001 decision to shift the source of Twin Cities mass transit funding has contributed significantly to the \$60 million deficit that's requiring fare hikes and route cuts.

BY CHARLES LASZEWSKI
Pioneer Press

If you want to know why the Twin Cities mass transit system is on the brink of major bus route cuts and a fare hike, travel back to 2001 and a little-debated change made by the Legislature.

That change, which shifted the bus system's funding from the local property tax to the state's motor vehicle sales tax, also is providing a possible lever for light-rail opponents to derail future projects, despite the high ridership on the Hiawatha light-rail line.

"It's fair to say people thought the motor vehicle sales tax would go up faster than it has," said Rep. Ron Abrams, R-Minnetonka. "I don't think anybody is really comfortable with what the Metropolitan Council is having to do, and redesign and efficiencies will only get you so far. Better solutions are needed."

Staunch light-rail opponent Rep. Phil Krinkie, R-Shoreview, said he thinks the current money problem is an opportunity to look again at the region's mass-transit system. He told the Pioneer Press this week that he is considering a bill this session that would fund a study to explore restructuring the bus system and banning additional rail lines.

"My impetus is there with the shortfall of \$60 million," Krinkie said. "Maybe the people who study it ... will say it won't work."

A Metropolitan Council committee last week released a plan that would raise most fares by 25 cents and eliminate or reduce 70 percent of the bus routes in an effort to close a \$60 million operating deficit over the next two years. The final plan won't be known until after public hearings next month, and transit supporters still hope the Legislature will appropriate more money than Gov. Tim Pawlenty's budget plan calls for.

About half of the problem can be laid at the feet of law changes made in 2001. That year, Gov. Jesse Ventura put forward a plan to radically alter the local property tax system, making it cheaper and more streamlined. At the same time, an expanded state sales tax was to pay for education, said Matt Smith, who was Ventura's revenue commissioner.

Abrams, who was then chairman of the House Tax Committee, said the proposal was flawed. He and others pushed to abolish Metro Transit's property tax levy and give it some of the tax money collected from the sale of new and used vehicles. That share was supposed to cover more than 40 percent of the agency's operating budget, roughly what it had received from property taxes.

"One of the arguments at the time was we are the only metro area that supports (mass transit) with the property tax," Smith said. "Yeah, but others had a dedicated tax, usually the (general) sales tax. We were left with neither."

Still, it looked like a brilliant move. First, it saved the homeowner of a \$150,000 house about \$90. And, in early 2003, the tax brought in \$2.5 million more than projected.

However, beginning in February 2004 there have been three successive forecasts with the sales tax fund bringing in millions of dollars less than expected. Right now, that amount is \$29 million less, or about half of the \$60 million deficit the bus system is facing, according to Met Council figures.

Ted Mondale was chairman of the Metropolitan Council when the change was proposed and put into effect. He said council members and staff foresaw a problem because the motor vehicle sales tax revenues fluctuate depending on how many cars people are buying and how expensive they are.

But it was clear to the Met Council that the state would ensure that mass-transit funding stayed at the same overall level as it had with the property tax.

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"The state has not kept its part of the deal," Mondale said.

Pawlenty, Mondale said, is duplicating a mistake the Los Angeles transit system made years ago by building several rail lines and gutting the bus service. They spent more money and received less service for residents. By committing \$37.5 million to the Northstar commuter train between Minneapolis and Big Lake, the same thing will happen here, Mondale said.

"It will slowly gut the buses," he said. "That is a roads-only policy with a little kabuki theater thrown in."

Brian McClung, Pawlenty's press secretary, said that most of what the governor is funding through the current capital spending bill are projects the Met Council developed when Mondale was chairman.

"We are only talking about one rail line in the heaviest growth corridor in the state," McClung said. "We've got \$10 million for the Cedar Avenue bus rapid-transit line as well."

Mondale said Metro Transit is a cost-effective operation. Routes were restructured in the past five years to make them more efficient. While places like Denver were bragging about 26 percent of the commuters coming into Denver on mass transit, Metro Transit was hauling 42 percent of commuters into downtown Minneapolis at half the cost.

A study by the Wisconsin Department of Transportation supports much of Mondale's contention. The study looked at 14 major metropolitan transit systems last year, and on six efficiency measures, Metro Transit was among the best five in all but one category. Whether it was operating costs per passenger, passengers per capita or the number of passengers per revenue hour, Metro Transit was near the top. Only in operating expenses per revenue hour did the system fall to 10th place at \$100.78, according to the Wisconsin study.

Krinkie said Metro Transit could do better and blames constructing light rail as one of the causes of the system's \$60 million deficit. He and others point to the \$18 million operating costs for Hiawatha, though Metro Transit general manager Brian Lamb said Hiawatha is responsible for less than \$1 million of the shortfall.

"I told you so," Krinkie said. "If you go back and do a little research on what I said about building the Hiawatha line and what others said, we had several experts who looked at the body of evidence, and when they put money into light rail they begin cannibalizing the bus system."

Krinkie would propose redesigning the routes so the system no longer looks like a wheel, with all the routes passing through the hubs of downtown St. Paul and Minneapolis.

Under his vision, the buses would run on dedicated lanes on the freeways, with other buses or circulating vans picking up people to get them to the major lines. Many of the bus stops would have platforms, just like light rail, so people and wheelchairs could slide right in. They would also have heat in the winter, air conditioning in summer and feel safe, Krinkie said. Riders could buy coffee or a newspaper, and it should be legal to eat and drink beverages on the bus, he said.

While there would be capital costs, they would be significantly less than light rail, and it's possible that some of the lines might even break even, Krinkie said.

WHAT'S NEXT

The full Metropolitan Council will discuss the plan at its March 23 meeting and is likely to make its final decision in mid-May.

Seven public hearings are scheduled next month: April 12 in Hopkins, April 13 in St. Paul, April 14 in Minneapolis, April 18 in Minneapolis and in Maplewood, April 19 in Fridley and April 20 in Burnsville. For more on the plan and for details on the public hearings, go to www.metrocouncil.org or call the Metropolitan Council at 651-602-1000.

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Last update: March 16, 2005 at 7:23 PM

Editorial: Cut transit?/Not the way to ease traffic

Published March 17, 2005

Let's see if we can get this straight. The biggest problem in the metropolitan area is traffic congestion. That's what the surveys say. The best way to fix the problem is more transit and better transit. Again, that's what the surveys say, and, indeed, the success of the Hiawatha light-rail line has helped people to see how a larger, higher-quality transit system would benefit the entire region.

But now comes a recommendation that what's needed are higher fares and drastic service cuts in order to make trains and buses less popular and less dependable. What must be done, really, is to discourage ridership. That way, more commuters will be enticed back into their cars so that they can drive more, pollute more, burn more gasoline, waste more time in traffic and add more to the congestion problem.

Does that make sense? No. Is it good public policy? Doubtful. Is it the best foundation on which to build the bigger, better transit system that most people want? Absolutely not.

Yet that's the Metropolitan Council's proposed solution to cover a \$60 million gap in Metro Transit's operating budget. It's the solution dictated by a no-new-taxes pledge designed to enhance a governor's national ambition at the expense of his state's well-being. It's the solution celebrated by an ideological movement that wants to force "self-reliant" individuals back into their cars at triple the overall cost.

Commuters, both drivers and riders, should rise up against the proposed 15 percent fare increase and 10 percent service reduction for one fundamental reason: Just as you can't build a new house on a crumbling foundation, you can't build a modern transit system by severely damaging the current structure. Reducing or eliminating 106 bus routes won't make the foundation stronger. Driving away transit riders can't be the answer to the metro area's traffic problems.

Granted, the Met Council operates under severe budget constraints. There are four main reasons for the current shortfall: higher medical insurance costs for transit workers; rising fuel prices; a big decline in revenues from the motor vehicle sales tax on which transit depends, and chronic underfunding by a Legislature that has imposed five budget cuts on Metro Transit in the last four years.

Peter Bell, who has done an admirable job chairing the Met Council, argues that transit has done quite well given the state's fiscal condition, and that it must endure cuts along with other agencies.

Our view is that those cuts are largely a matter of political choice dictated by Gov. Tim Pawlenty's no-tax pledge. Other governors have found better solutions to similar shortfalls in transit budgets. Gov. Ed Rendell of Pennsylvania, for example, avoided similar fare hikes and service cuts in Philadelphia and Pittsburgh by diverting some flexible federal highway money to fill the gap. "I'm not going to stand aside and let mass transit go down," Rendell said. Minnesota might investigate a similar approach.

These are the best and worst of times for transit. The funding crisis arises just as momentum is building for a comprehensive plan to expand and sustain the system. A half-dozen meaningful initiatives are now before the Legislature. Never before has the lobbying effort been so strong and

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broadly based, with environmental, business and human service agencies singing in rough harmony -- and with legislators from both parties actually listening.

With progress nearly at hand it's perverse now to pretend that the best policy solution for Metro Transit is to make buses and trains more expensive and less dependable -- and to force more transit riders back onto the already clogged freeways.

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Metro Transit bus service cuts may hit most routes

Laurie Blake

Star Tribune

Published March 15, 2005

Getting around the Twin Cities by bus would get much harder under a proposal presented Monday that would eliminate 28 weekday routes and reduce service on 78 others.

In all, the Metro Transit cuts would affect nearly three-fourths of all 153 routes that criss-cross the Twin Cities and suburbs.

Some suburban communities would lose entire routes, including Circle Pines, Arden Hills, Mendota Heights, Woodbury and Orono.

The proposal also includes a 25-cent across-the-board bus and light-rail fare increase.

The proposed changes will "affect real people in a very real way," Metropolitan Council Chairman Peter Bell said at a meeting Monday.

The fare increase and the service cuts are expected to reduce bus ridership by more than 4 million a year, according to Metro Transit.

The proposed service cuts -- designed to address a \$60 million Metropolitan Council transit budget shortfall over the next two years -- would affect 106 of 153 weekday bus routes as well as many weekend routes.

The cuts would save operating costs and the fare increase would bring in \$6 million a year in new revenue, according to the Metro Transit, which provides bus service in Minneapolis, St. Paul and some suburbs.

Bell said the council will make final decisions about the fare increases and service cuts after listening to riders' comments about how the changes would affect them.

Riders can check specific route changes and times and locations for public hearings at the Metropolitan Council website, www.metrocouncil.org.

When asked if the elimination of routes fell hardest on suburban riders, Metro Transit General Manager Brian Lamb said suburban riders who lose a local route would be encouraged to drive to a park-and-ride lot to meet a bus.

Overall, bus operating hours would be reduced by 10 percent by eliminating the routes and reducing service on the others. Service on 47 routes would not change.

Of the proposed reductions, 50 percent would be made on local routes in Minneapolis and St. Paul; 31 percent of the cuts would be made on suburban local routes and 19 percent on express routes.

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Metro Transit ridership, which was 56.9 million last year, has been falling since 2001 when fares were last raised by 25 cents across the board and service was cut.

The latest round of proposed cuts and fare increases was approved Monday by the Metropolitan Council's Transportation Committee and will be considered by the full council March 23. The proposal will be discussed at seven public hearings in April. The council is expected to take final action in mid-May.

The Met Council said its \$60 million transit budget shortfall is caused by higher fuel and health care costs and less revenue than expected from the state's motor vehicle sales tax -- a key source of transit funding. Lamb said the agency is seeking a new health care contract for employees.

If approved, higher fares would be collected beginning July 1, and service cuts would be made in September and December.

Laurie Blake is at lblake@startribune.com.

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Posted on Tue, Mar. 15, 2005

70% of bus routes hit

The recommendation, which is on top of proposed 25-cent fare hikes, still faces public hearings and a Metropolitan Council vote.

BY CHARLES LASZEWSKI
Pioneer Press

The final numbers on proposed bus service cuts revealed Monday were as harsh as expected. Of the 153 routes Metro Transit runs each weekday, 70 percent would be reduced or canceled outright.

That's 10 percent of the hours the buses run annually. Combined with a proposed 25-cent rate hike on nearly all fares, the bus system is taking a tremendous hit, on top of other recent fare hikes, lesser service cuts and a strike.

Is the mass-transit system in the Twin Cities on the verge of becoming second rate, or even a mere skeletal system?

"We certainly hope not," said Brian Lamb, general manager of Metro Transit, who outlined the cuts and fare hikes to the Metropolitan Council's transportation committee Monday. "Our guiding principle is if we have to make reductions, we stay in a position to grow again. Taking 10 percent, it does put us a little out of balance."

Metro Transit's Arlene McCarthy told the committee that staffers first looked at cutting the highest-subsidized and lowest-ridership routes but "that didn't get us very far." So that left them with rearranging well-used routes, reducing hours, eliminating segments of routes, or combining two nearby routes.

The result is that half of the routes targeted for reductions are urban, 31 percent are suburban and 19 percent are express, she said.

Barbara Thoman, of Transit for Livable Communities, a group that advocates for mass transit in the Twin Cities, said the metro area already spends only two-thirds of what cities like Phoenix and Denver spend.

"We continue to shrink," she said. "There is a fear of a downward cycle. It's potentially very devastating."

Fares on Twin Cities buses are slightly higher than the national median, but ridership from home to work is still in the top 15 in the United States, said Frank Douma, a research fellow at the University of Minnesota's Humphrey Institute. Lamb said the metropolitan transit system is the 11th-largest in terms of hours and miles on the street.

Lamb, Thoman and Metropolitan Council members blamed the Gov. Jesse Ventura-initiated switch from financing the bus system through the relatively stable property tax to the more volatile motor vehicle sales tax. That tax is projected to bring in nearly \$30 million less in the next two years than originally expected, or about half of the hole the council is trying to plug.

However, David Strom, president of the conservative Taxpayers League, blames the Hiawatha light-rail line for the budget problems and said it is time to consider rethinking the entire idea of mass transit.

"It is so remarkably expensive that they wind up cannibalizing the rest of the system, so even if light-rail ridership is up, you have a net decline," Strom said, adding that subtracting the \$11 million going to light rail would make a substantial impact on the \$60 million deficit.

Lamb said light rail receives its funding from the general fund and is responsible for less than \$1 million of the shortfall.

Since the metro area spends \$372 million on mass transit of all sorts, it's time to look at using that money in different ways to get people where they need to go when they need to get there, Strom said. That could mean giving people more money directly to spend on rides, encouraging more van sharing and getting away from the government monopoly, he added.

Riders and city officials who might lose bus service were not especially interested in talking about the big picture Monday. They just want bus service.

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Roy O (whose last name is simply a letter) of Newport was waiting in St. Paul for the 361 to Cottage Grove, an express bus whose runs would be reduced under the proposed cuts, with no service between 8 a.m. and 3 p.m.

"My wife works downtown and depends on it," he said. "We don't drive. That would be terrible."

Route 362 serving the area along U.S. 61 to downtown St. Paul and on to downtown Minneapolis would be discontinued.

Cottage Grove City Administrator Ryan Schroeder called the possible cuts "unexpected," especially when transportation officials are involved in the \$250 million Wakota Bridge project at Interstate 494 and U.S. 61, which is expected to tie up traffic for months.

In Woodbury, the proposed cuts would affect what's known as "local circulator service" — buses that shuttle riders from neighborhoods to park-and-ride lots.

Woodbury city communications coordinator Julie Lehr said if the cuts go through, those residents would have to find other ways to get to the lots.

"I don't think it's an incredibly huge number of people who are riding these particular routes," Lehr said. "But unfortunately for the ones who are, it's probably critical — they don't have a lot of options — and it's probably going to be very difficult for them."

The full council will take up the proposed cuts and fare increases next week, and a series of public hearings will take place in April.

Mary Hill Smith, transportation committee chairwoman, said the coming public hearings will make a difference on the final proposal.

"This is probably one of the hardest things you will have to go through because you will be hearing from people who are not at all happy," she told others on the Met Council transportation committee. "When we go out to the public, it's not just some nice thing we do, and it's not unusual for us to make changes. It's important, because we won't be cutting forever."

Any fare hikes would go into effect July 1, and service cuts would happen in September and December.

Nick Ferraro, Emily Topinka and Paul Tosto contributed to this report. Charles Laszewski can be reached at claszewski@pioneerpress.com or 651-228-5458.



-> Getting Where You Need To Go

Proposed 2005 Transit Fare and Service Changes

The Metropolitan Council is proposing transit fare and service changes in order to address a projected shortfall of \$60 million over the next two years. The shortfall is due to rising fuel and health insurance costs, plus slow revenue growth from vehicle sales taxes — a major source of transit funding. To address the funding gap, the Council must reduce costs, improve efficiency and raise revenue.

Service changes would affect Metro Transit and Metropolitan Council regional routes, Metro Mobility and community-based dial-a-ride services.

Fare adjustments would apply to all transit services, including opt-outs such as Maple Grove Transit, MVTA, Plymouth MetroLink and SouthWest Metro.

Public Hearings

WEST METRO

Tuesday, April 12 – 6:30 to 8:30 p.m.

Hopkins Center for the Arts

1111 Main St., Hopkins

Served by Routes 12, 612, 614, 664 express

ST. PAUL

Wednesday, April 13 – 11:30 a.m. to 1:30 p.m.

Metropolitan Council – Chambers

230 East 5th St., downtown St. Paul

Served by Routes 21, 53, 54, 61, 63, 64, 65, 70, 74

MINNEAPOLIS

Thursday, April 14 – 4:30 to 6:30 p.m.

Metro Transit – Heywood Chambers

560 Sixth Ave. N, downtown Minneapolis

Served by Routes 5, 19, 24

MINNEAPOLIS

Monday, April 18 – 11:30 a.m. to 1:30 p.m.

Minneapolis City Hall – Room 220

350 South Fifth St., downtown Minneapolis

Served by Routes 3, 5, 7, 9, 10, 11, 14, 16, 17, 18, 19, 24, 25, 27, 55, 94, 250, 260, 465, 535, 675, 681, 690, 694, 698, 724, 755, 756, 766, 774, 795, 852

EAST METRO

Monday, April 18 – 6:30 to 8:30 p.m.

Maplewood Community Center

2100 White Bear Ave., Maplewood

Served by Routes 64, 80

NORTH METRO

Tuesday, April 19 – 6:30 to 8:30 p.m.

Fridley Community Center – Media Room #109

6085 Seventh St. NE, Fridley

Served by Route 10

SOUTH METRO

Wednesday, April 20 – 5:00 to 7:00 p.m.

Burnsville City Hall – Lower Level Community Room

100 Civic Center Pkwy., Burnsville

Served by Routes 425, 465

Proposed fare changes

(1 page PDF)

Proposed service changes (17

page PDF)

News release

To comment on the proposed changes:

- **Mail** the Regional Data Center, Metropolitan Council, 230 East 5th Street, St. Paul, MN 55101

- **Email** the Data Center at data.center@metc.state.mn.us

- **Fax** the Council at 651-602-1464

- **Call** the comment line at 651-602-1500

- **Comment cards** will be available on Metro Transit and regional buses, at Metro Transit stores or from the Metropolitan Council Data Center.

- **An online comment form** will be available soon.

Comments will be accepted until 5 p.m. on May 1, 2005.

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People attending the hearings may register in advance to speak by calling the Metropolitan Council Data Center at 651-602-1140 or

Fare Adjustment Proposal

Recommendation of the Regional Fare Committee

To be implemented July 1, 2005

Basic Recommendation: \$0.25 increase to all regular route fare categories

Cash Fare Increases:	Current	Proposed
Local Off-Peak	\$ 1.25	\$ 1.50
Local Peak	\$ 1.75	\$ 2.00
Express Off-Peak	\$ 1.75	\$ 2.00
Express Peak	\$ 2.50	\$ 2.75
Senior, Youth, Medicare Fares (Off Peak)	\$ 0.50	No Change
Limited Mobility (All Times)	\$ 0.50	No Change
Downtown Zone (All Times)	\$ 0.50	No Change
Contracted general public Dial-a-Rides	\$ 1.75	\$ 2.00
Metro Mobility demand-response:		
Off-Peak	\$ 2.25	\$ 2.50
Peak	\$ 3.00	\$ 3.50
Fare discounts, employer programs, Super Saver passes		No Change
Transfers and transfer policy		No Change

31-Day Pass		
Local Off-Peak	\$ 42.00	\$ 50.00
Local Peak	\$ 66.00	\$ 76.00
Express		
Off-Peak	\$ 66.00	\$ 76.00
Peak	\$ 95.00	\$ 104.00

Stored Value Cards	Card	Value	Bonus
	\$ 10.00	\$ 11.00	10%
	\$ 20.00	\$ 22.00	10%
	\$ 40.00	\$ 44.00	10%

\$40 Rail Pass - to be discontinued June 30, 2005

To be replaced with 31-Day Passes/Calendar Month Flash Passes at the 31-Day Pass rates stated above.

6-Hour Pass	Current	Proposed
Adult	\$ 3.00	\$ 3.50
Youth/Senior/Mobility	\$ 2.00	\$ 2.00
Young Adult 10 Ride Farecards	\$ 10.50	\$ 11.50

Proposed 2005 Transit Service Adjustments

Nearly 70 percent of Metro Transit routes and Metropolitan Council regional routes operating on weekdays would be impacted by a proposed 10 percent reduction of regular-route service. Some routes would be eliminated entirely, while others would have specific reductions, such as cutting weekend service or reducing hours of service or the frequency of buses. Reductions were determined based on ridership and comparing operating cost to ridership revenue.

Unless otherwise noted, implementation would take place in September or December 2005.

Route Description of changes

3 Minneapolis - Como Ave. - Maryland - Rice St. - St. Paul

Weekday – Service east of Como & Cleveland would be reduced from every 20 minutes to every 30 minutes between 10 a.m. and 3:30 p.m. These trips would be eliminated: the eastbound trips that leave Como & Snelling at 6:10 a.m. and 6:38 a.m.; the eastbound trips that leave 5th St. Garage at 11:50 p.m. and 12:42 a.m.; and the westbound trip that leaves 5th & Cedar at 11:46 p.m.

Saturday – These trips would be eliminated: the eastbound trip that leaves 5th St. Garage at 11:43 p.m. and the westbound trip that leaves 5th & Cedar at 11:44 p.m.

JUNE 2005 Implementation

4 Richfield - Lyndale Ave. - Johnson St. - New Brighton

Weekday – Northbound rush-hour service between 38th & Bryant and Silver Lake Village would be reduced from every 10-12 minutes to every 15 minutes between 4:30 p.m. and 5:15 p.m., and after 6:30 p.m. northbound and 8:00 p.m. southbound. Evening service would be reduced from every 15 minutes to every 30 minutes between downtown and 50th & Bryant. Route 4F and 4K service would be reduced from every half hour to hourly south of downtown only.

5 Mall of America - Chicago Ave. - DT Mpls. - Fremont/Penn - Brookdale

Weekday – Southbound morning and northbound afternoon rush-hour service would be reduced from every 6-9 minutes to every 7-9 minutes on the main portion of the route. Northbound service would be reduced from every 10 minutes to every 15 minutes between 8 p.m. and 9 p.m.

JUNE 2005 Implementation

6 Southdale - Xerxes Ave. - France Ave. - Hennepin Ave. - Uptown - U of M

Weekday – Service on Hennepin Ave. would be reduced from every 4-8 minutes to every 6-8 minutes between 7 a.m. and 9:30 a.m. and between 4 p.m. and 6:30 p.m. Service on Xerxes, France, south of Southdale and north of downtown would be reduced from every 20 minutes to every 30 minutes between 9 a.m. and 3 p.m.

Saturday – Hennepin Ave. would be reduced from every 10 minutes to every 15 minutes between 1 p.m. and 6 p.m. Service on Xerxes, France, south of Southdale and north of downtown would be reduced from every 20 minutes to every 30 minutes between 1 p.m. and 6 p.m. Northbound morning service would start after 5:30 a.m. These trips would be eliminated: Northbound trips that start at 4:23 a.m., 4:53 a.m., 5:13 a.m., 5:18 a.m. and 5:53 a.m.; and the southbound trip that starts at 5:23 a.m. The northbound trip that leaves Southdale at 5:13 a.m. would start at 36th St. & Hennepin, no longer serving Southdale, Xerxes Avenue or Linden Hills.

- 7 **Plymouth Ave - DT Mpls. - Cedar/Riverside - 27th Ave.**
Weekday – There would be no Plymouth Ave. service after 7 p.m.

Saturday & Sunday – There would be no Plymouth Ave. service.

Alternate service is available on routes 5, 19 and 24 on Plymouth Ave. and on Route 14 on Washington.
- 8 **Franklin Ave. - University Ave.**
Weekday, Saturday and Sunday – This route would be eliminated.

Alternate service is available on Route 2 west of 27th Ave., and on routes 16 and 50 on University Ave.
- 9 **Cedar Lake Rd. - St. Louis Park - Glenwood Ave. - DT Mpls.**
Weekday – This service would be eliminated: Route 9N (Cedar Lake Rd. west of Louisiana), Route 9H (Novartis, 26th St., France/Ewing), service on Cedar Lake Rd. between Penn and Glenwood between 9 a.m. and 4 p.m., and all service after 7 p.m. Service would be reduced from every half hour to hourly between 9 a.m. and 3:30 p.m.

Saturday and Sunday – This service would be eliminated: Route 9N (Cedar Lake Rd. west of Louisiana) and Route 9H (Novartis, 26th St., France/Ewing), service on Cedar Lake Rd. between Penn and Glenwood, and all service before 7 a.m. and after 7 p.m. All trips to downtown would end at 7th St. Garage; trips from downtown would start at 7th St. Garage. Saturday service would operate every 60 minutes.

Alternate weekday rush-hour service west of Louisiana Ave. is available on routes 643 and 663.
- 11 **4th Ave. S. - DT Mpls. - 2nd St. NE - Columbia Heights Transit Center**
Weekday, Saturday and Sunday – This service would be eliminated: Service on 4th Ave. after 10 p.m. and service north of downtown after 11 p.m.

Alternate service for 4th Ave. is available on Route 5 on Chicago Avenue.
- 12 **Opus II - Hopkins - Excelsior Blvd. - Uptown - DT Mpls.**
Weekday – Service would be reduced from every half hour to hourly between 10 a.m. and 2 p.m. and after 8 p.m. These trips would be eliminated: eastbound trips that leave Opportunity Court at 12:05 a.m. and 1:05 a.m.; the westbound trip that leaves Uptown at 11:29 p.m. and the westbound trip that leaves Hennepin & Washington at 12:09 a.m.

Saturday – Service would be reduced from every half hour to hourly. Service to Hopkins Care Center and 11th Ave. (Westbrook) and Opus south of downtown Hopkins would be eliminated. These trips would be eliminated: the eastbound trips that leave Mainstreet & 17th Ave. at 5:09 a.m. and 6:11 a.m., and the westbound trips that leave Hennepin & Washington at 5:07 a.m. and 12:13 a.m.

Sunday – Service would be reduced from every half hour to hourly. Service to Hopkins Care Center and 11th Ave. (Westbrook) and Opus south of downtown Hopkins would be eliminated. The westbound trip that leaves Hennepin & Washington at 5:23 a.m. would be eliminated.
- 14 **Robbinsdale - West Broadway - DT Mpls. - Bloomington Ave. S.**
Weekday – Route 14E service to 38th St. Station would be eliminated. Service between 10 a.m. to 1 p.m. would be reduced from every 15 minutes to every 20 minutes.

Saturday – Route 14E service to 38th St. Station would be eliminated. Service between 9 a.m. to 7 p.m. would be reduced from every 15 minutes to every 20 minutes.

Sunday – Route 14E service to 38th St. Station would be eliminated. Service would operate every 30 minutes between 10 a.m. and 7 p.m., with hourly service before 10 a.m. and after 7 p.m.

Alternate service is available on Route 46 on 42nd St. and on Route 19 on 28th Ave.

- 17 Knollwood Mall - St. Louis Park - Uptown - DT Mpls. - Washington St.**
Weekday – Service north of downtown Minneapolis after 8 p.m. and Route 17F (Beltline, Park Glen), 17L (Lake Street) and 17K (Amhurst) trips would be eliminated.

Saturday and Sunday – Service north of downtown Minneapolis after 8 p.m. would be eliminated.

Alternate service is available on routes 10 and 11.

- 18 Bloomington - Nicollet Ave. - Grand Ave. - DT Mpls.**
Weekday – Service on Nicollet Ave. would be reduced from every 5-7 minutes to every 6-8 minutes between 7 a.m. and 10 a.m. and between 2 p.m. and 8 p.m. Service would be reduced from every 10-15 minutes to every 12-15 minutes between 8 p.m. and 11 p.m.
JUNE 2005 Implementation

- 19 VA Hospital - Cedar Ave. - Minneapolis - Penn - Golden Valley Rd.**
Weekday – These northbound trips would end at Xerxes & Golden Valley Rd.: Route 19D at 5:14 a.m., Route 19R at 6:27 a.m., and Route 19 D at 7:46 a.m. The southbound trips that currently leave Robbinsdale Transit Center at 5:46 a.m. and 8:29 a.m. and Lilac & Duluth at 7:04 a.m. would instead start at Xerxes and Golden Valley Rd. Southbound service would be reduced from every 14-16 minutes to every 20 minutes between 8:15 a.m. and 9:15 a.m. on the main portion of the route. Northbound afternoon rush-hour service would be reduced from every 11-13 minutes to every 13-16 minutes. Service would be reduced from every half hour to hourly starting at 9:30 – rather than at 10:30 – northbound and starting at 10 p.m. – rather than at midnight – southbound.

- 23 Minneapolis - Uptown - 38th St. - Ford Pkwy. - St. Paul**
Weekday – Service would be reduced from every 15 minutes to every 20 minutes between 6 and 9 a.m. and between 3 and 6 p.m., and from every 20 minutes to every 30 minutes between 9 a.m. and 2 p.m. Service leaving Uptown after 11 p.m. would be eliminated.

Saturday and Sunday – Service would be reduced from every 20 minutes to every 30 minutes. Service leaving Uptown after 11 p.m. would be eliminated.

JUNE 2005 Implementation

- 24 Brooklyn Center - Brookdale - Lyndale - Minneapolis - 36th Ave. - 46th St. Station**
Weekday, Saturday and Sunday – South of downtown, route would be restructured with Route 27 between downtown and Franklin Ave., traveling on Park and Portland. Service on 11th Ave. would be eliminated. South of downtown, service between on weekdays between 9 a.m. and 3:30 p.m. and on Saturdays between 11 a.m. to 5:30 p.m. would be reduced from every 20 minutes to every 30 minutes.

Alternate service available on Route 14 on 11th Ave.

25 Northtown - Silver Lake Rd. - DT Mpls. - Douglas Ave.

Weekday – Service would travel on Silver Lake Rd. between Co. Rd. H and Co. Rd. H2. There would be no service north of Co. Rd. 10. These trips would be eliminated: the southbound trip that leaves Silver Lake Village at 3:58 p.m.; the northbound trips that leave Leamington Ramp at 2:02 p.m., 3:03 p.m. and 4:56 p.m.; and trips that begin at Oak Grove & Spruce at 7:24 a.m. and 7:59 a.m.

Saturday – Service would be eliminated.

Alternate service for customers north of Co. Rd. 10 would be available on Route 854 from the Northtown Park & Ride, or on Route 250 at the Co. Rd. H & I-35W, Atonement Lutheran or Salem Covenant Park & Ride lots. Alternate service on 89th Ave. is available on Route 831.

27 DT Mpls. - 26th St. - Minnehaha Ave. - 34th Ave. S.

Weekday – Service north of 26th St. would be eliminated. Service north of Franklin Ave. would be available on Route 24. Route 27 would travel between Hiawatha and Nicollet on 26th and 28th streets. Service would be reduced from every 20 minutes to every 30 minutes between 9 a.m. and 3:30 p.m.

Saturday & Sunday – Service on Park and Portland between 26th St. and Franklin Ave. and service west of Hiawatha Ave. would be eliminated. Service north of Franklin Ave. would be available on Route 24. Route 27 would be a shuttle traveling on Minnehaha between 62nd St. and Lake St. Service would be reduced from every 20 minutes to every 30 minutes.

Alternate service north of 26th Street is available on Route 5 on Chicago Ave., and on Route 24 on Park and Portland between Franklin Ave. and downtown.

32 Robbinsdale - Lowry Ave - Washington Ave - St Anthony - Rosedale

Weekday – Service between downtown and Lowry via Washington would be reduced. The 5:25am and 8:21am eastbound trips to downtown, the 3:39pm westbound trip from downtown, and the 6:04am and 6:25am westbound reverse commute trips would be eliminated. Service between Rosedale and Robbinsdale would be reduced to hourly, rather than every 30 minutes between 6 a.m. and 7 p.m.

Alternate service to downtown Minneapolis is available on Routes 5, 19, and 24.

46 Minneapolis - 50th St. - 46th St. - Ford Pkwy. - St. Paul

Weekday and Saturday – Service after 8 p.m. would be eliminated.

Sunday – Service before 8 a.m. and after 6 p.m. would be eliminated.

61 DT Mpls. - Hennepin Ave E. - Larpenteur Ave. - Arcade St. - DT St. Paul

Saturday – Hours of operation would be reduced to between 7:30 a.m. and 7 p.m. These trips would be eliminated: eastbound trips that leave at 6:05 a.m., 7:05 a.m., 7:03 p.m., and 8:04 p.m.; and westbound trips that leave at 5:26 a.m. and 6:25 a.m.

62 Shoreview - Rice St. - DT St. Paul

Weekday – These trips will be eliminated: northbound trips that leave 4th & Wabasha at 5:04 a.m., 11:17 p.m., 12:17 a.m. and 1:17 a.m.; and southbound trips that leave Camelot & California at 4:31 a.m., 10:50 p.m., 11:50 p.m. and 12:50 a.m. There would be less service between Little Canada Transit Center and Larpenteur before 9 a.m. and between 3 p.m. and 6 p.m. Service north of Larpenteur would be reduced from every half hour to hourly from 9:20 a.m. to 3:30 p.m. and from 5:30 p.m. to 7:31 p.m.

Saturday – These trips would be eliminated: northbound trips that leave 4th & Wabasha at 6:30 a.m. and 1:17 a.m.; and southbound trips that leave California & Camelot at 5:58 a.m., 6:58 a.m. and 12:50 a.m. All service north of Larpenteur would be eliminated.

Sunday – These trips would be eliminated: northbound trips that leave 4th & Wabasha at 1:06 a.m. and southbound trips that leave California & Camelot at 12:41 a.m.

Alternate service from downtown to Maryland Ave. is available on Route 3 on Rice Street.

63 Grand Ave. - DT St. Paul - 3rd St. E.

Weekday – Service on Grand Avenue between 9 a.m. and 3 p.m. (downtown times) would be reduced from every 15 minutes to every 30 minutes. The trip leaving Lower Afton & McKnight at 12:46 a.m. would be eliminated.

Sunday – Service along Grand Avenue would be reduced from every half hour to hourly. The trips that leave McKnight & Lower Afton at 11:35 p.m. and begin at Summit & Finn at 12:35 a.m. would be eliminated.

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64 DT St. Paul - Payne - Maryland - Maplewood Mall

Weekday – Route 64C would be eliminated. Service south of Maryland and Prosperity would be reduced from every 7-15 minutes to every 10-15 minutes between 6 a.m. and 6 p.m. The trips leaving Hillcrest at 4:59 a.m. and 5:12 a.m. would be combined into one trip.

Alternate Route 64C service is available on routes 64H and 64N.

65 Rosedale - Co. Rd. B - Dale St. - DT St. Paul

Weekday – Service after 6:30 p.m. would end at Selby & Dale. Service would end at 9:30 p.m. rather than at 11 p.m.

Saturday – Morning service would start two hours later, at 10 a.m.

Sunday – Service would be eliminated.

Alternate service is available on routes 3, 16, 21 and 67 with transfers to Route 84.

67 Minnehaha Ave. - DT St. Paul - Smith Ave. - Signal Hills Shopping Center

Weekday – Rush-hour service would be reduced from every 20-30 minutes to every 30 minutes. Evening service would end at Gilbert & Prior at 9:38 p.m. rather than at 12:38 a.m. Route 67H service on Moreland Ave. would be eliminated.

Saturday and Sunday – Service would end at Gilbert & Prior at 6:38 p.m. rather than at 8:38 p.m.

Alternate service is available on Route 68 for some areas.

68 Jackson St. - DT St. Paul - Robert St. - Inver Grove Heights

Weekday – Rush-hour service north of downtown St. Paul would be reduced from every 20-30 minutes to every 30 minutes. Service to Richmond and Syndicate, the loop through Signal Hills, and Route 68G limited stop service would be eliminated. All but rush-hour service south of 5th Ave. & South St. would be eliminated. Service between 70th St. and 75th St. would travel on Dawn Ave. Service on 70th St. east of Dawn, on Concord Blvd., on 80th St. and on Dawn Ave. between 75th and 80th St. would be eliminated.

Saturday and Sunday – All service south of 5th Ave. & South St. would be eliminated.

70 St Clair Ave. - W. 7th St. - DT St. Paul - Burns Ave. - Ruth St.

Weekday – Service west of downtown would be reduced to rush-hours only, with , eastbound trips arriving at 5th & Minnesota between 6:45 a.m. and 8:15 a.m. and between 3:47 p.m. and 6:17 p.m., and westbound trips leaving 6th & Cedar between 5:45 a.m. and 7:45 a.m., at 2:45 p.m., and between 3:43 p.m. and 5:15 p.m.. Service east of downtown would be reduced from every 30 minutes to hourly between 9:15 a.m. and 2:30 p.m. (downtown times). The trips starting at Sun Ray at 9:49 p.m. and at 5th & Minnesota at 10:17 p.m. would be eliminated.

Saturday– Service would operate from 11 a.m. to 7 p.m. rather than from 7 a.m. to 9 p.m. (downtown times)

Sunday– Service would be eliminated.

Alternate service for Highland, Cretin, St. Clair and W. 7th St. customers is available on Route 63 or Route 74. Alternate service for some customers east of downtown is available on Route 63.

71 Little Canada - Edgerton St. - DT St. Paul - Concord St. - Inver Grove Heights

Weekday – Eliminate service north of Skillman and south of Concord Exchange & Concord. Eliminate midday service to Brainerd and Edgerton and reduce service north of Cayuga and Mississippi from every 15 minutes to every 30 minutes . The trips that leave Sloan & Roselawn at 10:43 p.m. and 6th & Robert at 11:15 p.m. would be eliminated.

Saturday – Service north of Skillman and south of downtown would be eliminated. Frequency north of Cayuga & Mississippi would be reduced from every 30 minutes to hourly to Westminster & McMenemy.

Sunday – Service would begin later, starting with the southbound trip leaving Sloan & Roselawn at 9:34 a.m.

Alternate service in some areas is available on Route 68. In Inver Grove Heights, Route 68 would provide alternate service rush hours only.

74 Minneapolis - Ford Pkwy. - Randolph Ave. - DT St. Paul - 7th St. E. - Maplewood

Weekday – Rush-hour service (downtown times) would be reduced from every 10-15 minutes to every 15-20 minutes. Service between 9 a.m. and 3 p.m. (downtown times) would be reduced from every 20 minutes to every 30 minutes. Service from 9 p.m. to 11:15 p.m. (downtown times) would be reduced from every 30 minutes to hourly.

Saturday – Service between 8 a.m. and 6:45 p.m. (downtown times) would be reduced from every 20 minutes to every 30 minutes. Service between 9:30 p.m. and 11:45 p.m. (downtown times) would be reduced from every 30 minutes to hourly. The trips that leave 46th St. Station at 4:28 a.m. and 6th & Cedar at 5 a.m. would be eliminated.

Sunday – Service between 7 a.m. and 9:30 a.m. (downtown times) would be reduced from every 30 minutes to hourly.

75 DT St. Paul - Wabasha St. - Mendota Heights - Robert St. - Inver Grove Heights

Weekday – Route 75D service to Park View Plaza would be eliminated. Service to Lake Cove Apts. and Cenex would be eliminated. Route 75F rush-hour service to 54th and Alta would be reduced from every 20-50 minutes to every 60 minutes. Midday service to Livingston and Mendota would be reduced from every 30-60 minutes to every 60

minutes. All midday service south of Livingston and Mendota Rd. would be eliminated. Service would end at 6:30 p.m. rather than at 1:30 a.m.

Saturday and Sunday – All service would be eliminated.

Alternate service is available on routes 67 and 68.

- 76 St. Paul - Midway Shopping Center - Concordia Ave. - DT St. Paul**
Weekday – Service would be eliminated.

Alternate service is available on routes 16, 21, 50 and 65.

- 87 Rosedale - Fairview Ave. - Raymond Ave. - Cleveland Ave.**
Saturday – Service would be eliminated.

- 94 DT Mpls. - I-94 - DT St. Paul**
Weekday – Route 94B service to the Capitol would be eliminated. Service to River Park Plaza would be eliminated. Service would be reduced from every 15 minutes to every 20 minutes between 9 a.m. and 3 p.m.

Saturday – Route 94B service to the Capitol would be eliminated.

Sunday – Route 94B service to the Capitol would be eliminated.

Alternate service to the Capitol is available on routes 16 and 50. River Park Plaza service is available on routes 68 and 71.

- 133 38th St. E. - Chicago Ave. S. - Bloomington Ave. S. - DT Mpls.**
Weekday – These trips will be eliminated: northbound trips that leave at 6:20 a.m. and 8:27 a.m. and southbound trips that leave at 3:34 p.m. and 4:54 p.m.

Alternate service is available on routes 5 and 14.

- 135 Grand Ave. S. - 35/36th St. W. - DT Mpls. - U of M**
Weekday – Service to and from the U of M would be eliminated. Morning service would be reduced from every 15 minutes to every 20 minutes.

Alternate U of M service is available on routes 3, 16, 50 and 113.

- 144 Snelling Ave. - U of M - DT Mpls.**
Weekday – The trip that leaves Edgumbe and Snelling at 6:38 a.m. would be eliminated.

- 146 Vernon Ave. - 50th St. W. - DT Mpls.**
Weekday – Service west of Eden & Vernon would be eliminated. Service would be reduced from every 10-30 minutes to every 15-30 minutes.

- 156 56th St. W. - 60th St. W. - DT Mpls.**
Weekday – Service would be reduced from every 10-30 minutes to every 15-30 minutes. The southbound shuttle trip that leaves I-35W and Diamond Lake Rd. at 6:24PM would be eliminated. Southbound morning and northbound afternoon trips between downtown and I-35W & Diamond Lake Rd. would be eliminated.

- 219 Maplewood Mall - Century Ave. - Sun Ray Shopping Center**
Weekday – Route would be restructured with Route 234 to serve Century College West and East.

Saturday – Service would be eliminated.

- 223 Rosedale - Co. Rd. C - Little Canada - Maplewood Mall**
Weekday & Saturday – Service would be eliminated.

Alternate service is available on NEST Dial-a-Ride and new Roseville Dial-a-Ride services.

- 224 Rosedale - Snelling Ave. - Lexington Ave. - Shoreview**
Weekday – Service would be eliminated.

Alternate service is available on new Roseville Dial-a-Ride service.

- 225 Rosedale - Co. Rd. C - Northwestern College**
Weekday & Saturday – Service would be eliminated. Some service east of Snelling Ave. will become part of revised Route 227.

Some alternate service is available on new Roseville Dial-a-Ride service.

- 226 Rosedale - Co. Rd. E - Lexington Ave. - Shoreview Community Center**
Weekday – Service would be eliminated.

Some alternate services is available on new Roseville Dial-a-Ride service and revised Route 227.

- 227 Rosedale - Victoria St. - Lexington Ave.**
Weekday – Service would be combined with portions of Route 225 to operate hourly between Target (Shoreview) and Rosedale. Current route service between Rosedale and Victoria & Co. Rd. C would be eliminated.

Alternate service is available on new Roseville Dial-a-Ride service.

Saturday – Service would be eliminated.

- 234 Century College - Maplewood Mall**
Weekday – Service would be eliminated and replaced by Route 219.

- 250 95th Ave. P & R Co. Rd. H P & R - DT Mpls.**
Weekday – There would be no service north of 95th Ave. Park & Ride. There would be less service on Naples between 95th and Lake Dr. These trips would be eliminated: northbound trips that leave at 9:16 p.m. and 11:16 p.m. and southbound trips that leave at 5:06 p.m., 6:41 p.m. and 10:07 p.m. The 6:19 a.m. northbound and 8:02 a.m. southbound trips would no longer stop at Wells Fargo. Service to downtown Minneapolis would be reduced from 4-15 minutes to 7-15 minutes southbound between 5:30 a.m. and 8:00 a.m. and from 4-30 minutes to 8-30 minutes northbound between 2:45 p.m. and 7:00 p.m. and operated with articulated buses.

- 260 Rosedale - University Ave. - DT Mpls.**
Weekday – Service would be eliminated between 9:50 a.m. and 2:50 p.m. (7th St. times). Service arriving 7th & Marquette between 6:30 a.m. and 8 a.m. would be reduced from every 5-15 minutes to every 8-20 minutes. The trips now leaving 7th & 2nd Ave. S. at 8:41 p.m. and Rosedale at 9:18 p.m. would be eliminated.

Alternate service to Rosedale is available on Route 84 with transfers from Route 16, 50 or 94; customers along University & 4th St. SE would transfer from Route 6.

262 Shoreview - Rice St - DT St Paul

Weekday – Service will travel on Hodgson Rd. and Rice St. between Shoreview Community Center and downtown St. Paul. Service north of Tanglewood Dr. would be eliminated. Also, would be reduced to three trips morning and three trips afternoon.

265 White Bear Lake - Maplewood Mall - DT St. Paul

Weekday – Service north of Maplewood Mall would be eliminated. These trips would be eliminated: southbound trips arriving at 6th & Cedar at 8:07 a.m., 9:06 a.m. and 10:02 a.m., and the trip leaving 5th & Minnesota at 5:44 p.m. Northbound morning and southbound afternoon service also would be eliminated.

Alternate service from White Bear Lake to Maplewood Mall is available on Lake Area Bus Dial-a-Ride, and between Maplewood Mall and downtown St. Paul on Route 64.

270 Mahtomedi - Maplewood Mall - DT Mpls.

Weekday – Service northeast of Maplewood Mall would be eliminated. Frequency of service to downtown Minneapolis would be reduced by one trip in the morning and one in the afternoon, and times adjusted.

Alternate service to Birchwood, Willernie and Mahtomedi is available on Lake Area Bus Dial-a-Ride.

275 Centerville Rd. - White Bear Lake - DT St. Paul

Weekday – Reduce to operate two trips morning and afternoon between Lino Park and downtown St. Paul.

294 Stillwater - Hwy. 5 - 3M - DT St. Paul

Weekday – Service east of the St. Croix Park & Ride lot would be eliminated. Service would serve Sun Ray Transit Center. Service would be reduced to 4 a.m. and 4 p.m. trips to/from downtown St. Paul. Two reverse commute trips in the morning and afternoon would continue.

301/304

Woodbury - Weir D. - Valley Creek Rd. - Tamarack Rd. - Radio Dr.

Weekday – Service would be eliminated.

Alternate service is available on routes 352, 353 and 355 from Park & Ride lots.

302 Woodbury - Woodlane Dr. - Tower Dr.

Weekday – Service would be eliminated.

Alternate service is available on routes 352, 353 and 355 from Park & Ride lots.

303 Woodbury - Afton Rd. - Valley Creek Rd.

Weekday – Service would be eliminated.

Alternate service is available on routes 352, 353 and 355 from Park & Ride lots.

322 Cottage Grove - 80th St. - Jamaica Ave.

Weekday – Service would be eliminated.

Alternate service available on Routes 361, 364 and 365 from Park & Ride lots.

- 350 Maplewood - McKnight Rd. - DT St. Paul**
Weekday – Route would be replaced by a Maplewood shuttle route connecting with Route 294 at Sun Ray Transit Center. There would be no service on Upper Afton or Londin Lane.
- 361 Cottage Grove - St. Paul Park - Newport - DT St. Paul Express**
Weekday – Eliminate midday service between 8 a.m. and 3 p.m., and after 6 p.m. and adjust schedule with elimination of Route 362.
- 362 Cottage Grove - DT St. Paul**
Weekday – Service would be eliminated. Alternate service is available on Route 361 from the Cottage Grove Park & Ride.
- 415 Mendota Heights - Eagan - Mall of America**
Weekday – Service would be eliminated.
- Alternate service to some destinations is available on MVTA Route 446 or on DARTS Dial-a-Ride.
- 417 Mendota Heights - DT St. Paul**
Weekday – Service would be eliminated.
- Alternate service is available on DARTS Dial-a-Ride.
- 452 Mendota Heights - West St. Paul - DT Mpls.**
Weekday – These trips would be eliminated: the westbound trips arriving at 7th & Hennepin at 6:51 a.m. and 7:50 a.m. and the eastbound trips leaving 6th & Hennepin at 4:31 p.m. and 5:48 p.m.. Other trip times may be adjusted slightly. Service to the U of M would be eliminated.
- 515 Southdale - 66th St. - Richfield - VA Hospital - Mall of America**
Saturday – Service would be reduced from every 15 minutes to every 30 minutes between 8:30 a.m. and 11 a.m. eastbound, and between 8:30 a.m. and 10 a.m. westbound. Service would be reduced from every 15 minutes to every 30 minutes between 7 p.m. and 8:30 p.m. eastbound, and between 6:30 p.m. and 8 p.m. westbound.
- 535 Bloomington – I-35W – Richfield – Minneapolis – DT Mpls.**
Weekday – Service leaving downtown after 8 p.m. would be eliminated.
- Alternate service is available on Route 18.
- 538 Edina - Southdale - York Ave. - 86th St. - Mall of America**
Weekday – Service would be reduced from every half hour to hourly between 8 a.m. and 4 p.m. Service after 7:00 p.m. would be reduced from every 30 minutes to hourly.
- Saturday – All service after 6:30 p.m. would be eliminated.
- Sunday – Morning service would start later – at 8:30 a.m. rather than at 6 a.m. – and evening service would end earlier – at 7 p.m. rather than at 10 p.m.
- 539 Best Buy – Normandale College – Old Shakopee Rd. - Mall of America**
Sunday – Morning service would start later – at 8 a.m. rather than at 6 a.m. Evening service would end earlier – at 6:30 p.m. rather than at 10 p.m.
- 540 Edina Industrial Park - 76/77th St. - Mall of America**
Weekday – Service leaving Mall of America after 7 p.m. would be eliminated.

Saturday – Service leaving Mall of America after 6 p.m. would be eliminated.

Sunday – Service leaving Mall of America before 9 a.m. and after 6 p.m. would be eliminated.

542 Normandale Lakes Office - American Blvd. - Mall of America

Weekday – Shuttle service between 9 a.m. and 3 p.m. and service after 6 p.m. would be eliminated.

553 Bloomington - Richfield - 102nd St. - Portland Ave. - DT Mpls.

Weekday – Service south of 98th St. would be eliminated. Service would be reduced from every 20 minutes to every 30 minutes.

554 Bloomington - Richfield - Nicollet Ave. - DT Mpls.

Weekday – Service would be reduced from every 20 minutes to every 30 minutes.

557 Richfield - Lyndale Ave. - DT Mpls.

Weekday – Route would be extended on Lyndale Ave. to South Bloomington Transit Center, replacing Route 597A service. Service frequency would not change.

576 Richfield - Penn Ave. - 76th St. - DT Mpls.

Weekday – Service would be reduced from every 10 minutes to every 15 minutes.

578 Edina - Southdale - DT Mpls.

Weekday – Service south of Southdale would be eliminated. These trips would be eliminated: southbound trips that leave at 6:22 a.m. and 7:22 a.m. and northbound trips that leave at 4:19 p.m. and 5:06 p.m.

Alternate service is available on Route 6.

587 Edina - Valley View Rd. - DT Mpls.

Weekday – The northbound trip that leaves at 6:05 a.m. would be eliminated.

Alternate service is available on Route 6.

588 Edina - Cahill Rd. - Benton St. - DT Mpls.

Weekday – Service would be eliminated.

Alternate service is available on Route 578 from the Southdale Park & Ride.

589 Bloomington - Normandale Rd. - Bloomington Ferry - DT Mpls.

Weekday – Service would be restructured to combine Route 589C service on Old Shakopee Rd. with Route 589A service on Nesbitt Ave. and 84th St. Route 589B service would be combined with Route 597. Service would be reduced from every 15 minutes to every 30 minutes. Morning trips to Bloomington and afternoon trips to downtown Minneapolis would be eliminated.

597 Bloomington - Old Shakopee Rd. - DT Mpls.

Weekday – Service would be reduced from every 10-15 minutes to every 15-20 minutes. Route 597B service would be combined with Route 589 on 98th and 102nd streets. Route 597A service would be replaced by Route 557.

604 St Louis Pk. - Wayzata Blvd. - Louisiana Ave. - Excelsior Blvd.

Weekday – Service would be eliminated.

Alternate service is available on routes 9 and 12.

- 605 Hopkins - St Louis Pk. - 5th Ave. - Walker St. - Wooddale Blvd. - Excelsior Blvd.**
Weekday & Saturday – Service would be eliminated.

Alternate service is available on Route 17 and Hopkins Hop-a-Ride.

- 612 Minnetonka – Co. Rd. 101 - Excelsior Blvd. - Main St. - Hopkins**
Weekday & Saturday – Service would be eliminated.

Alternate service is available on Hopkins Hop-a-Ride and Minnetonka Dial-a-Ride..

- 614 Minnetonka - Wayzata Blvd. – Co. Rd. 73 - 12th Ave. - Hopkins**
Weekday & Saturday – Service would be eliminated.

Alternate service is available on Hopkins Hop-a-Ride and Minnetonka Dial-a-Ride.

- 641 Minnetonka Blvd. – Hwy. 7 – Co. Rd. 101 - Plymouth Rd. - Ridgedale**
Weekday – Service would be eliminated. Alternate service is available on new Dial-a-Ride service.

- 661 Eden Prairie - Shady Oak Rd. – Hwy. 62 - Opus II - 11th Ave. - Hopkins**
Weekday – Route would be eliminated.

Alternate service is available on route 12 and 665.

- 664 Minnetonka - Excelsior Blvd. - Main St. - Hopkins - St. Louis Pk. - DT Mpls.**
Weekday – Service east of Hopkins would be combined with Route 665, offering three morning and three afternoon trips. Service west of Hopkins would be combined with Route 670, offering four morning trips and four afternoon trips.

- 665 Opus II - 11th Ave. - Hopkins - DT Mpls.**
Weekday – Combine with Route 664 to travel on Excelsior Blvd, Hwy. 100 and I-394, offering three morning trips and three afternoon trips.

- 667 Co. Rd. 101 - Minnetonka Blvd. - 36th Ave. - DT Mpls.**
Weekday – Service between on Co. Rd. 101 between Porter & Hutchins and Minnetonka Blvd. would be eliminated. Route 667E service would be combined with Route 671 to provide service on Minnetonka Blvd. west of Co. Rd. 101. These trips would be eliminated: the eastbound trips arriving at 7th & Nicollet at 6:09 a.m and 9:46 a.m. and the westbound trips that leave 8th & Nicollet at 8:06 a.m. and 6:20 p.m. Departure and arrival times on Route 667B and 667E trips would be adjusted.

- 668 Hopkins - Texas Ave. - Walker St. - Lake St. - DT Mpls.**
Weekday – Service on Library Lane would be eliminated.

- 670 Orono – Co. Rd. 19 – Hwy. 7 - Hopkins - DT Mpls.**
Weekday – Service would operate current routing between Spring Park and Porter/Hutchins, traveling on Excelsior Blvd, Shady Oak Rd, Mainstreet, 5th Ave., Hwy. 7, and express to downtown Minneapolis. Service on Hwy. 7 between Hwy. 101 and 5th Ave. would be eliminated. There would be four morning and four afternoon rush-hour trips.

- 671 Co. Rd. 19 - Minnetonka Blvd. - Plymouth Rd. - DT Mpls.**
Weekday – Service would be eliminated. Route 667E would be rerouted to operate on Minnetonka Boulevard west of County Road 101. East of County Road 101 service would

continue along Minnetonka Boulevard to Highway 100 and then Highway 100 to I-394 to downtown. There will be no service along Plymouth Road.

Alternate service is available on routes 672, 675 and 677 from Plymouth Rd. Transit Center.

- 674 Orono - North Shore Dr. - Brown Rd. - Wayzata Blvd. - Carlson Pkwy. - DT Mpls.**
Weekday – Service west of the Wayzata Park & Ride lot would be eliminated.
- 675 Mound - Co Rd 15 - Wayzata Blvd. - Ridgedale - Louisiana Ave Transit Center - DT Mpls.**
Weekday – Rush-hour service west of Wayzata Park & Ride would be eliminated. Service along Shoreline Dr. and to Mound Transit Center is available with a transfer to Route 677. Midday service west of the Plymouth Rd. Transit Center would be eliminated. Service to Wayzata Park & Ride and along Shoreline Dr. is available on revised Route 678.
- 678 Mound - Wilshire Blvd. - Spring Park**
Weekday – Route 678 would replace Route 675 west of Plymouth Road Transit Center. Route 678 would connect with Route 675 at Plymouth Road Transit Center every two hours between 8:52 a.m. and 3:55 p.m. and would provide current Route 675 service to Co. Rd. 15 & Co. Rd. 19 before becoming a flex route (as it does today).
- 712 U of M - Brookdale - 36th Ave. – W. Broadway - Washington Ave.**
Weekday – Service would be eliminated.
- Alternate service is available via local and express service to downtown with a transfer to Routes 3, 16 and 50 on 4th Street.
- 715 Brooklyn Park - Broadway - Winnetka Ave. - 42nd Ave. - Robbinsdale**
Saturday – These trips will be eliminated: the northbound trips that leave at 6:15 a.m. and 7:15 a.m. and the southbound trip that leaves at 6:37 a.m.
- 716 Brooklyn Park - Zane Ave. – W. Broadway - 42nd Ave. - Robbinsdale**
Saturday – These trips would be eliminated: the northbound trip that leaves at 8:15 p.m. and the southbound trips that leave at 7:37 a.m. and 7:45 p.m.
- 723 85th Ave. P & R - 85th Ave. - Zane Ave. - Brooklyn Blvd. - Brookdale**
Saturday – These trips would be eliminated: northbound trips that leave Brooklyn Center Transit Center at 6:36 a.m., 7:34 a.m., and 8:34 a.m., and southbound trips that leave North Hennepin Community College at 5:48 a.m., 7 a.m., and 7:58 a.m.
- 755 Winnetka Ave. - Golden Valley Rd. - Douglas Dr. – Hwy. 55 -DT Mpls.**
Weekday – Route 755C service would be eliminated. Route 755A service would be reduced to four trips during rush hours. There would be no rush-hour service on 36th Ave., Louisiana Ave., 32nd Ave. or Olympia Ave. Between 8 a.m. and 4 p.m. and after 6 p.m., buses would travel on Winnetka Ave. between Louisiana Ave. Transit Center and 45th Ave. & Xylon Ave. There would be no midday service on Golden Valley Rd., Douglas Dr., Olson Hwy. or Glenwood Ave.
- 756 Boone Ave. - Mendelssohn Dr. - Golden Valley Rd. - Douglas Dr. – Hwy. 55 -DT Mpls.**
Weekday – Rush-hour express service would be reduced to two trips. There would be no rush-hour service between 69th & Magda and Boone Ave. & 42nd Ave., on 10th Ave. or on Golden Valley Rd. west of Winnetka. Midday service would be eliminated.

- 758 Crystal - Douglas Dr. - Duluth St. - DT Mpls.**
Weekday – Service would be combined with Route 765 to provide service north of 42nd Ave. along Douglas Dr., W. Broadway and 63rd Ave. to 67th & Idaho. Service south of 42nd Ave. would not change. Service on 41st Ave., Brunswick Ave. and 42nd Ave. would be eliminated.
- 761 Brooklyn Park - Noble Ave - Shingle Creek Pkwy - Xerxes Ave- 49th Ave - DT Mpls**
Weekday – These trips would be eliminated: the southbound trips that arrive at 6:38 a.m. and 7:30 a.m. at 7th & Marquette and the northbound trip that leaves at 3:39 p.m. at 7th St. & 2nd Ave S. The Route 762 trip arriving 7th & Marquette at 7:48 a.m. and departing 7th St. & 2nd Ave S. at 4:41 p.m. would operate to Brooklyn Center Transit Center.
- 762 Crystal - 65th Ave. - Bass Lake Rd. - Humboldt Ave. - 49th Ave. - DT Mpls.**
Weekday – Downtown service would be consolidated with Route 761 and shuttle trips and service north of Brooklyn Center Transit Center would be eliminated. The 7:48 a.m. trip that arrive at 7th & Marquette and the 4:41 p.m. trip that leaves 7th St. & 2nd Ave S. would begin or end at Brooklyn Center Transit Center.
- Alternate service is available on routes 724 or 760. Would retain the two downtown trips as a part of Route 761.
- 763 85th Ave. - Brookdale Dr. - Humboldt Ave. - 66th Ave. - DT Mpls.**
Weekday – These trips would be eliminated: the southbound trips that leave at 6:42 a.m. and 7:14 a.m. and the northbound trip that leaves at 6:10 p.m. Morning service would be operated with articulated buses.
- 764 New Hope - Broadway Ave. - Winnetka Ave. - 42nd Ave. - DT Mpls.**
Weekday – These trips would be eliminated: the southbound trip that leaves at 7:09 a.m. and the northbound trip that leaves at 5:32 p.m.
- 765 Crystal - 63rd Ave. - W. Broadway - Douglas Dr. - 36th Ave. - DT Mpls.**
Weekday – Service on Douglas Dr. south of 36th Ave. would be replaced by Route 758. Service on 36th Ave would be eliminated. The northbound trip that leaves at 6 p.m. would be eliminated.
- Alternate service is available on Route 19.
- 766 Champlin - W. River Rd. - Noble Ave. - 97th Ave. - Hwy. 252 - DT Mpls.**
Weekday – Northbound service on W. River Rd. would be reduced from every 20 minutes to every 30 minutes between 4 p.m. and 5 p.m. Some morning and evening reverse commute service southbound before 10:00 a.m. and northbound after 3:30 p.m. and all service to Target North Campus would be eliminated.
- 801 Brooklyn Center - Brookdale - Columbia Heights - Sliver Lake Village - Rosedale**
Weekday – Service would be eliminated.
- 805 Anoka - Main St. - Northdale Blvd. - Egret Blvd. - University Ave. - Northtown**
Weekday – Service would be consolidated with Route 818, following the current Route 805 between Northtown and Northdale & 119th. Buses would travel on Northdale Blvd. to 124th Ave., then follow current Route 818 routing to the Riverdale shopping areas and downtown Anoka. Service to Rum River Human Services, 119th Ave., Riesling Dr., Wedgewood Dr., Main St. east of 7th Ave., and west of downtown Anoka would be eliminated.
- Saturday – Service would be replaced by new routing. The route would operate between downtown Anoka and the Riverdale shopping areas only. Buses would travel on 3rd Ave.,

Monroe St., 1st Ave., Madison St., 4th Ave., Grant St., 9th Ln., and North St. to Riverdale Village, Riverdale Crossing and Riverdale Commons.

Alternate service would be provided by Anoka Traveler Dial-a-Ride.

- 818 Anoka - 4th Ave. - Riverdale Crossing - Riverdale Commons**
Weekday & Saturday – Route would be combined with Route 805.

- 824 Northtown - University Ave. - DT Mpls.**
Weekday – Service north of 53rd & University would be eliminated.

Alternate service is available on Routes 10, 831 and 854.

- 827 DT Mpls. – E. River Rd. - Fridley - Coon Rapids Blvd. - Anoka - Main St.**
Weekday – Route would be replaced by revised Route 852. Service south of I-694 would be eliminated. Hourly service on E. River R. north of I-694 would be available on Route 852. Rush-hour service north of Foley Park & Ride would be available on Route 850, with limited service every 30 minutes to Anoka Metro Center and Anoka Hennepin Technical College. Service beyond Anoka Metro Center along 7th Ave., Bunker Lake Blvd. and Round Lake Blvd. would be eliminated.
Alternate service south of St Anthony Pkwy. is available on Route 11. Alternate service north of Anoka Metro Center is available on Route 851.

- 829 Coon Rapids - University Ave. - Central Ave. - DT Mpls.**
Weekday – Service north of Hwy. 10 would be eliminated. Service would end at Northtown.

Alternate service between University & 117th and Northtown is available on Route 831.

- 831 Blaine - University Ave. - Polk St. - Northtown**
Saturday – Service would be eliminated.

Alternate service is available on Anoka Traveler Dial-a-Ride.

- 850 Coon Rapids - Hanson Blvd. - Coon Rapids Blvd. - Foley P & R - DT Mpls.**
Weekday – Service on the 850N and 850R branches would be eliminated. Rush hour service at Foley Park and Ride would be reduced southbound between 6:30 and 9:00 a.m. from 3-18 minutes to every 5-18 minutes. Northbound service would be reduced from 2-11 minutes to 4-15 minutes between 3:15 and 5:00 p.m. Service would be reduced north of Foley to every 30 minutes rather than every 20 minutes. North of Foley, select trips would be restructured to include Route 854 service to Paul Parkway. Service beyond the Anoka Metro Center would be eliminated.

Alternate service on Northdale and Robinson is available on Route 805. Service beyond Anoka Metro Center is available on Route 851.

- 852 DT Mpls. - East River Rd. - Fridley - Coon Rapids Blvd. - Anoka - Main St.**
Weekday – Route 852 would be combined with Route 827 to provide hourly service on Coon Rapids Blvd. and limited service to Anoka Metro Center and Anoka Hennepin Technical College. Service beyond Anoka Metro Center on 7th Ave., Bunker Lake Blvd., and Round Lake Blvd. would be eliminated.

Saturday – Service south of Northtown would be eliminated.

Alternate service north of Anoka Metro Center is available on Route 851. Alternate service between Northtown and downtown Minneapolis is available on Route 10.

Alternate service between Northtown and I-694 is available on Anoka Traveler Dial-a-Ride.

- 854 Coon Rapids - Blaine - University Ave. - Northtown - DT Mpls.**
Weekday – All service north of Northtown would be eliminated. Route 854C service north of 105th to Paul Pkwy. would be combined with Route 850.

Dial-a-Ride reductions:

246 Stillwater, Bayport, and Oak Park Heights.

Weekday – Service would be reduced to provide less service to current area. One bus would serve the same area and hours.

300 Woodbury

Weekday – Service would be reduced to provide less service to current area. One bus would serve the same area and hours.

320 Cottage Grove, St. Paul Park, Newport

Weekday – Service would be reduced to provide less service to current area. One bus would serve the same area and hours.

641 Navarre, Tonka Bay, Shorewood, Excelsior, Deephaven

Weekday – Service would be eliminated.

Metro Mobility and other ADA services:

Pick-ups and drops would be available within one mile of a remaining regular bus route that provides primarily, all-day, fixed route service. Under the proposal, the service area would no longer follow municipal boundaries. The one-mile service area remains well within the federal guideline, which requires that service be delivered only within ¾-mile of a regular bus route.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

6

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

4/8/05
Date

Board Action Requested

Authorize the Chair of the RCRRA to sign and transmit letter to the State Review Board regarding the National Register Nomination of RCRRA right of way.

ACTION IS REQUESTED

Request Justification

See attached:

- 1) Proposed resolution
- 2) Memorandum from K. DeSpiegelaere dated 4/11/05
- 3) Map of RCRRA right of way
- 4) Copy of Minnesota Historical Society letter
- 5) Draft letter to State Review Board

Budgeting and Accounting

County Attorney

Risk Management

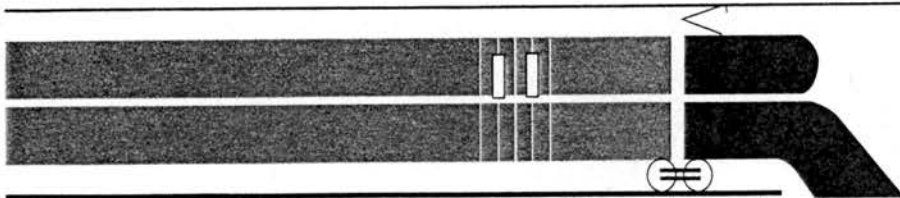
Documentation certified complete for:

April 19, 2005

Board Date

Kristine A. Longhenny
Signature

April 11, 2005
Date



Ramsey County Regional Railroad Authority

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

MEMORANDUM

To: Ramsey County Regional Railroad Authority Commissioners
David Twa, County Manager

From: Kathryn DeSpiegelaere, Director

Subject: Authorize Chair to Sign and Transmit Letter to State Review Board
Re National Register Nomination

Date: April 11, 2005

The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood (6.5 miles), was acquired by RCRRA from Burlington Northern (BN) on December 27, 1992. It was acquired to preserve the property as an option for a future light rail transit line. RCRRA has granted the City of St. Paul an easement for construction, operation, and maintenance of the Bruce Vento Regional Trail from the northern city limits south to East 7th Street (see **Attachment 1**).

The Ramsey County Regional Railroad Authority (RCRRA) received a letter (see **Attachment 2**) informing us that a portion of our right of way is being considered for nomination to the National Register of Historic Places as part of the Theodore Hamm Brewing Company District. The Friends of Swede Hollow organization hired an architect to put together the nomination form, which the Minnesota Historical Society has reviewed. This site is being considered for nomination to the National Register by the State Review Board at their May 24, 2005, meeting. If the Board feels the site meets the criteria, they forward the nomination to the National Register offices in Washington, D.C. where it would be evaluated.

RCRRA staff met with staff from the Minnesota Historical Society and learned that the RCRRA right of way is included in the Hamm Brewing Company District because it goes between the main brewery buildings to the east of RCRRA right of way and 2 former brewery buildings to the west of RCRRA right of way (current police station and charter school), and because the former brewery used the railroad to transport its product. Minnesota Historical Society Staff could not give assurances that the designation on the National Register would be a barrier

to the implementation of future rail or transit in this corridor, but didn't see how it would be a barrier. Because of the uncertainty, the enclosed letter (see **Attachment 3**) has been drafted to the State Review Board outlining RCRRA's concerns.

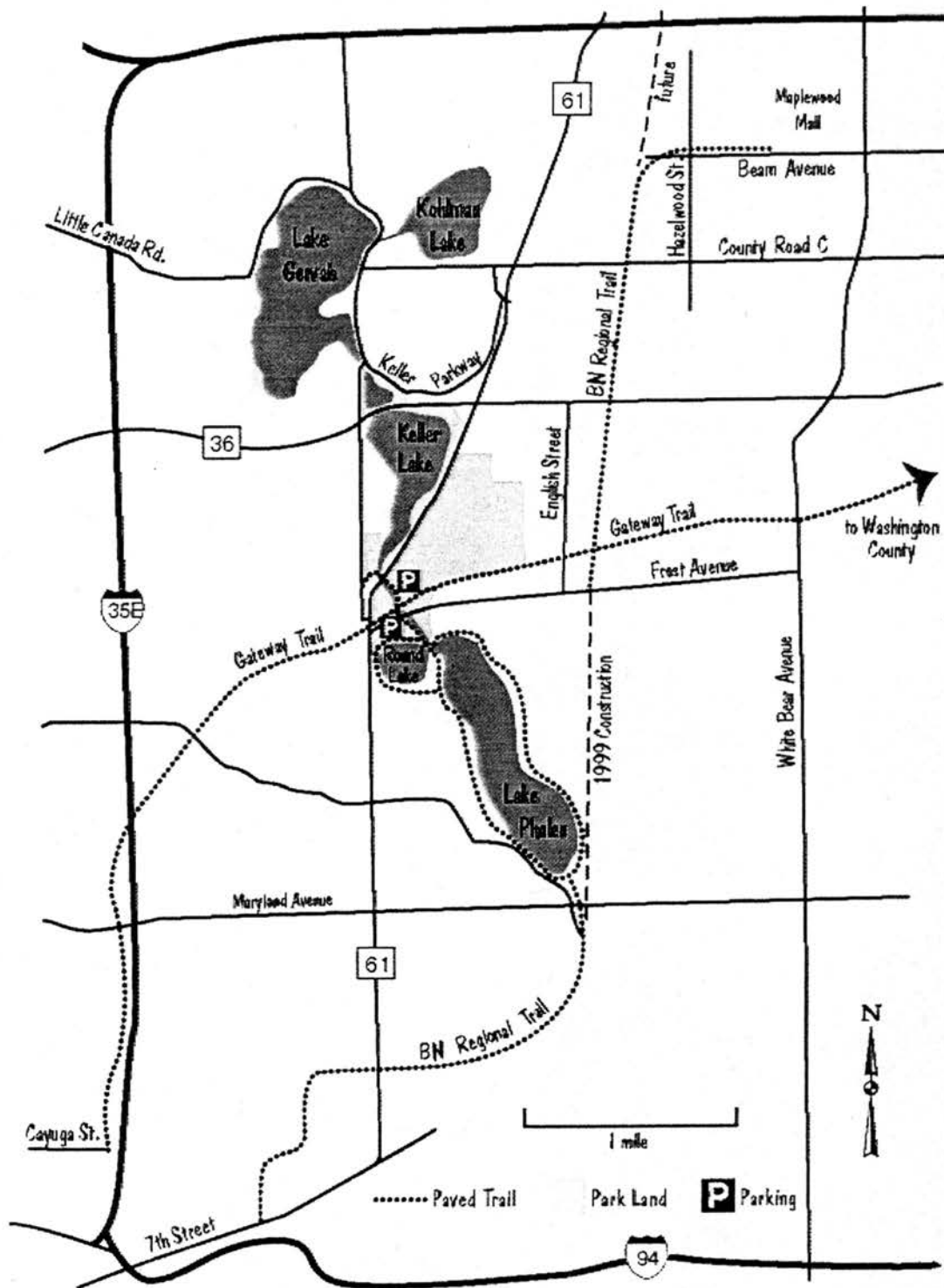
Recommendation:

Consider authorizing the Chair to sign and transmit the attached letter to the State Review Board regarding the National Register Nomination of Ramsey County Regional Railroad Authority right of way.

Attachments

- Attachment 1: Map of RCRRA Right of Way
- Attachment 2: Minnesota Historical Society Letter
- Attachment 3: Draft Letter to State Review Board

Bruce Vento Regional Trail





MINNESOTA HISTORICAL SOCIETY

March 16, 2005

Ramsey County Board of Commissioners
220 Ramsey County Courthouse
15 Kellogg Boulevard West
St. Paul, MN 55102

Dear Commissioners:

RE: Theodore Hamm Brewing Company, (Bruce Vento Recreational Trail), Minnehaha Avenue East Between Payne Avenue and Stroh Drive, St. Paul, Ramsey County

We are pleased to inform you that the above referenced property, which includes a portion of the trail the county owns, will be considered by the State Review Board for nomination to the National Register of Historic Places. The National Register of Historic Places is the Federal government's official list of historic properties worthy of preservation. Listing in the National Register provides recognition and assists in preserving our Nation's heritage.

Listing of this property provides recognition of its historic importance. Federal and State agencies are required to consider effects of their projects on historic properties. In addition, units of government are required to complete a State Environmental Assessment Worksheet (EAW) prior to permitting the destruction of a property listed in the National Register. If the property is listed in the National Register, certain Federal investment tax credits for rehabilitation and other provisions may apply.

Listing in the National Register does not mean that limitations will be placed on the property by the Federal government. Public visitation rights are not required of owners. The Federal government will not attach restrictive covenants to the properties or seek to acquire them.

You are invited to attend the State Review Board meeting on Tuesday, May 24, 2005, at which the nomination will be considered. The Preservation Office staff will make an informational presentation on program activities at 7:00 p.m. The meeting will be called to order and the nominations will be presented at 7:30 p.m. The meeting will be held in the Cargill Commons, MacMillan Education Center, Minnesota Historical Society History Center, 345 Kellogg Boulevard West, St. Paul, MN 55102. A sign language interpreter is available with one weeks notice, and auxiliary aids are available with two weeks notice. Call 651/296-5434, or TTY 800/627-3529.

Enclosed please find a notice that explains, in greater detail, the results of listing in the National Register and describes the rights and procedures by which an owner may comment on or object to listing in the National Register. If you wish to comment in writing on whether the property should be nominated to the National Register, please send your comments to Secretary, State Review Board, State Historic Preservation Office, 345 Kellogg Blvd. W., St. Paul, MN 55102-1906, before the State Review Board considers this nomination on Tuesday, May 24, 2005. Any correspondence received after the State Review Board meeting, but before final action is taken by the Keeper of the National Register, will be forwarded to the National Register. A copy of the nomination and information on the National Register and Federal tax provisions is also available from our office upon request.

Should you have any questions about this nomination before the State Review Board meeting, please contact Susan Roth, National Register Historian, at 651/215-0118, susan.roth@mnhs.org, or 345 Kellogg Boulevard West, St. Paul, MN 55102-1906.

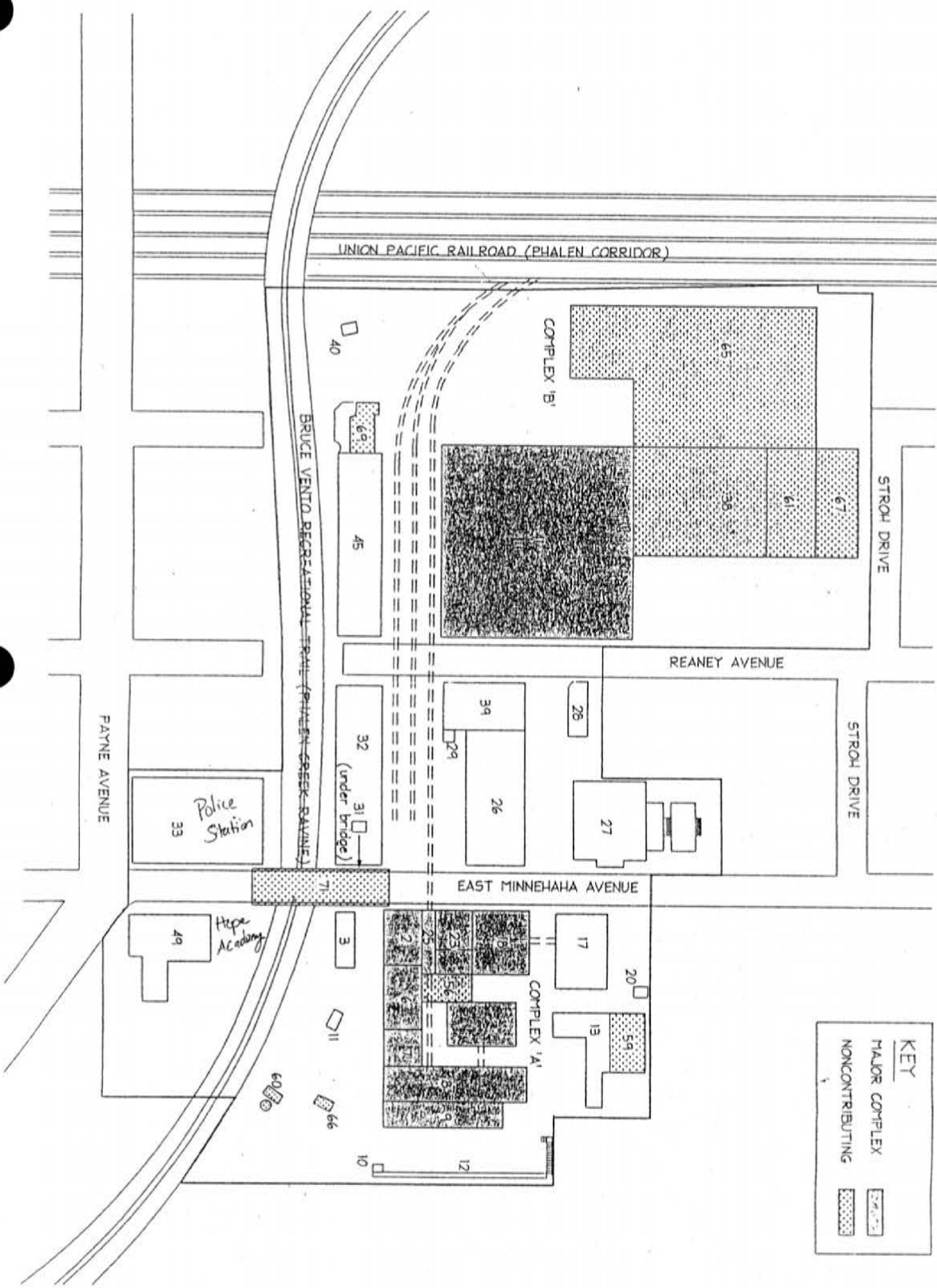
Sincerely,



Britta L. Bloomberg
Deputy State Historic Preservation Officer

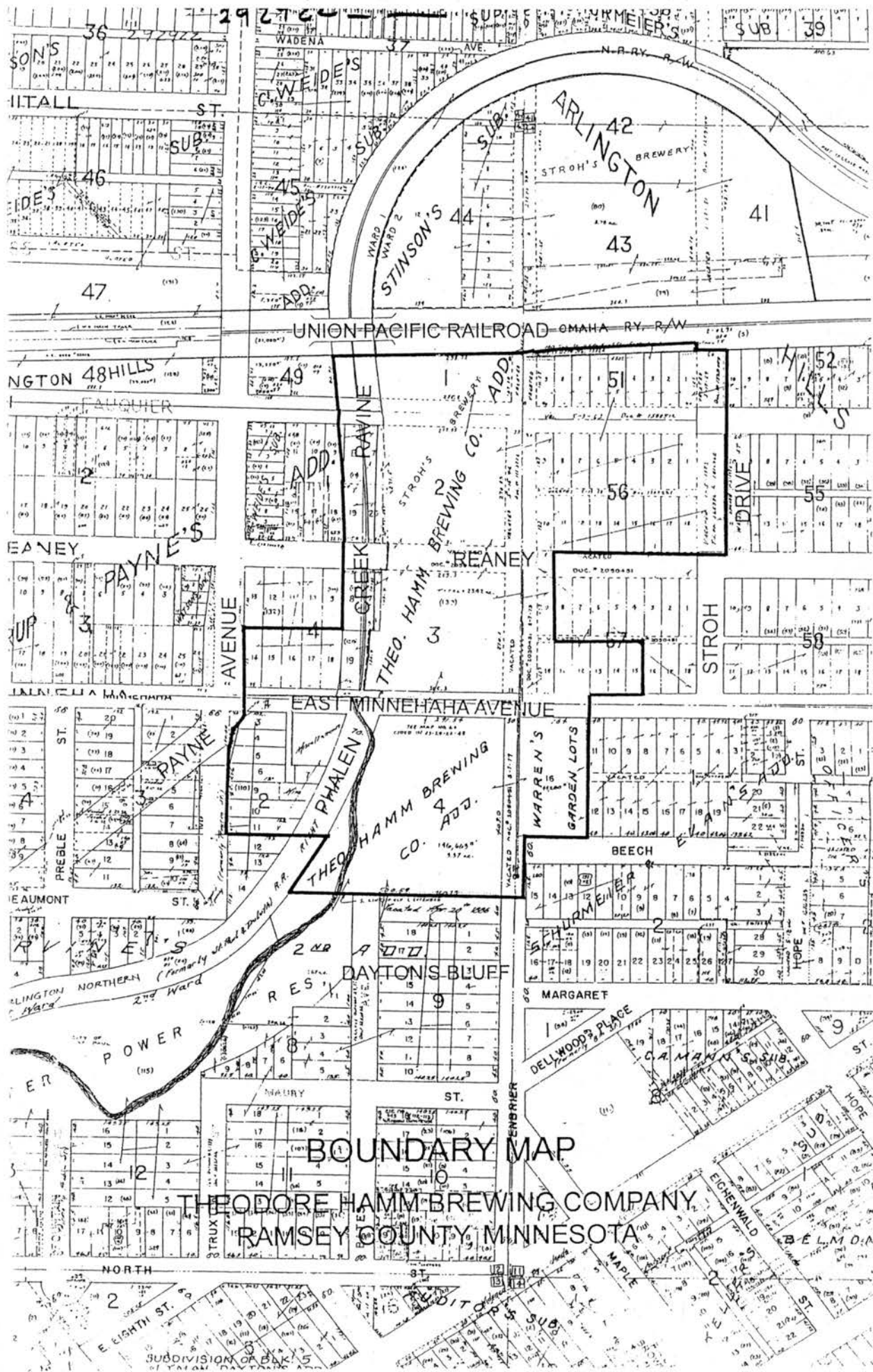
enc: National Register Criteria for Evaluation
Rights of Owners to Comment and/or to Object to Listing in the National Register
National Register Program Sheet
National Register District Map

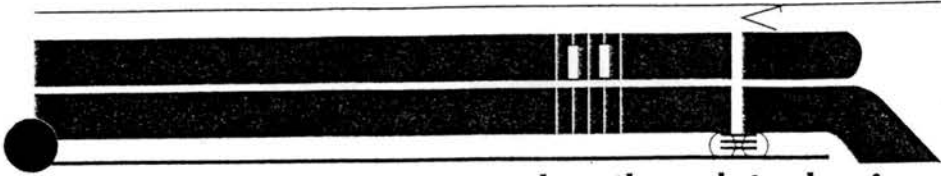
cc: Mr. Rafael Ortega, Chair, Ramsey County Regional Railroad Authority, 50 Kellogg Blvd. W., Ste. 665 RCGC-West, St. Paul, MN 55102
Ms. Kathryn DeSpiegelaere, Director, Ramsey County Regional Railroad Authority, 50 Kellogg Blvd. W., Ste. 665 RCGC-West, St. Paul, MN 55102



THEODORE HAMM BREWING COMPANY
 RAMSEY COUNTY, MINNESOTA NO SCALE







Rafael E. Ortega, Chair

Ramsey County Regional Railroad Authority

220 Courthouse, St. Paul, Minnesota 55102 651/266-2762 / FAX 266-2761

April 19, 2005

Secretary
State Review Board
State Historic Preservation Office
345 Kellogg Boulevard West
St. Paul, MN 55102-1906

Dear State Review Board Members:

I am writing on behalf of the Ramsey County Regional Railroad Authority (RCRRA) in response to a March 16, 2005, letter notifying RCRRA that a portion of our right of way is being considered for nomination to the National Register of Historic Places as part of the Theodore Hamm Brewing Company District. RCRRA owns a 6.5 mile corridor from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood.

This right of way was acquired to preserve the property as an option for a future light rail transit line. The City of St. Paul and Ramsey County Parks and Recreation have constructed a trail, the Bruce Vento Trail, on our right of way, and RCRRA future plans include transit and trail co-existing in the same right of way.

While there are no immediate plans for the return of rail service in this corridor, nor is there a timeline of when rail service could return, the corridor was purchased by RCRRA for that express purpose. It is also possible that a different type of transit line, rail or bus, could be built on this right of way.

Again, RCRRA would like to go on the record to express our concerns that whatever action taken by your Board take into account the future intention of the RCRRA regarding our right of way. We look forward to working together with you to cooperatively resolve this important issue.

Sincerely,

Rafael E. Ortega, Chair

cc: Ramsey County Regional Railroad Authority
Kathryn DeSpiegelaere, RCRRA Director

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

7

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY
<u>K. Spiegelbauer</u>
Authorized Signature
<u>4/8/05</u>
Date

Board Action Requested

Metro Transitways Development Board

DISCUSSION ONLY

Request Justification

A summary of the meeting will be provided by Commissioner McDonough

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 19, 2005
Board Date

Kristine A. Longhurry
Signature

April 11, 2005
Date

8

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Longhenry
Authorized Signature

4/8/05
Date

Board Action Requested

Corridor updates (Red Rock, Rush Line)

DISCUSSION ONLY

Request Justification

Alicia Vap will provide corridor updates at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 19, 2005

Board Date

Kristine A. Longhenry
Signature

April 11, 2005
Date

9

Date _____

Central Corridor Update

April 13, 2005

The Central Corridor is currently at the project development stage depicted in the top diamond of the attached FTA flow chart. Components involved are shown in the following table. Changes since the last report are shown in **BOLD**.

Submit Draft AA/DEIS to FTA	Complete.
Phase I Cultural Resources Report	Draft received; 30 day SHPO review complete.
AA/DEIS submitted to FTA with Revisions	Revised AA/DEIS submitted to FTA on February 3 for their review.
FTA Approval of AA/DEIS for Hearings	FTA is requesting preliminary New Starts information prior to AA/DEIS publication. FTA provided verbal approval of the model on March 4. Written FTA approval of the model has not been received but work is underway.
AA/DEIS Released to Public	
Develop Project Management Plan	Draft Complete
Conduct Additional Design and Community Outreach Work	Contracts approved and signed. Work is underway. Project Management Team being reactivated. Meetings being held with stakeholders. Several meetings have been scheduled with community groups to update them on the project.
Conduct Phase II Cultural Resources Work	RFP Issued. Proposals for Phase II Cultural Resources work received. SHPO has requested some additional work. Contract signed. Draft report received. Discussions are underway with state approval authorities.
Public Hearings Held by Coordinating Committee	CCCC meetings underway. Next meeting is scheduled for April 21.
Select Locally Preferred Alternative	
Submit New Starts Criteria to FTA	Much of the New Starts Criteria information has been assembled. Many of the components depend upon the modeling.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

10

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Halpern
Authorized Signature

4/8/05
Date

Board Action Requested

Legislative update

DISCUSSION ONLY

Request Justification

John Choi will attend the meeting to report on legislative items.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 19, 2005

Board Date

Kristine A. Longhenny
Signature

April 11, 2005

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

April 12, 2005
Date

Board Action Requested

Property acquisition by RCRRA as discussed
at the executive session.

ACTION IS REQUESTED

Request Justification

Information will be provided at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 19, 2005
Board Date

Kristine A. Longhenry
Signature

April 12, 2005
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

(Page 1 of 2)

WHEREAS, Ramsey County Regional Railroad Authority has adopted a vision for Union Depot that reestablishes the former track level located between Kellogg Boulevard and Warner Road as the location for passenger railroad tracks and platforms, and adding to them tracks for Central Corridor light rail transit, and platforms and access for Metro Transit buses and intercity buses; and

WHEREAS, two properties in the area needed to implement the full vision for Union Depot have been the subject of negotiations by the St. Paul Port Authority on behalf of Ramsey County Regional Railroad Authority; Now Therefore, Be It

RESOLVED, That

- (1) The Ramsey County Regional Railroad Authority hereby determines that it is in the public interest and is necessary for purposes of proceeding with the proposed project that it acquire through negotiation with the property owners or by eminent domain the real property described in the proposed purchase agreements; and
- (2) The purchase agreements between Ramsey County Regional Railroad Authority and PAK Investment Holdings are approved; and
- (3) The purchase of real property pursuant to purchase agreements between Ramsey County Regional Railroad Authority and PAK Investment Holdings is approved; and
- (4) The Chair of the Ramsey County Regional Railroad Authority is authorized to execute the purchase agreements and any other documents necessary to complete the transactions; and
- (5) The Rail Authority authorizes up to \$50,000 in survey costs, closing costs, title insurance and taxes for the purchase of the properties; and
- (6) The Rail Authority authorizes \$10,000 in earnest money to PAK for the purchase of the properties; and
- (7) The Rail Authority authorizes \$5,280,000 in purchase price to be paid to PAK; and
- (8) The Rail Authority authorizes its director to make the appropriate budget adjustments for these purchases.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

(Page 2 of 2)

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary

Rush Line Corridor Update



April 19, 2005

- ◆ Corridor extends northeast from downtown St. Paul along Highway 61 and I-35/I-35E through Ramsey, Washington, Chisago, and Pine Counties to Hinckley, 80 miles



Rush Line Corridor Task Force

- ◆ Joint powers organization was created in 1999 and includes:

- | | |
|------------------|-----------------------|
| ▶ Chisago Co RRA | ▶ Ramsey Co RRA |
| ▶ Forest Lake | ▶ Rush City |
| ▶ Harris | ▶ Washington Co RRA |
| ▶ Hugo | ▶ White Bear Lake |
| ▶ Little Canada | ▶ White Bear Township |
| ▶ Maplewood | ▶ Wyoming |
| ▶ North Branch | ▶ Wyoming Township |
| ▶ Pine County | |

April 19, 2005



Rush Line Corridor Task Force

- ◆ Task Force Chair is Ramsey County Commissioner Victoria Reinhardt
- ◆ Ramsey County Regional Railroad Authority Role in Task Force is staffing, legislative support and lobbying at state and federal level, assisting with project administration, and general support

April 19, 2005



Right of Way in Corridor

- ◆ Ramsey Co RRA owns right of way from Kellogg Blvd in St. Paul to Beam Ave in Maplewood
- ◆ Active rail from Beam Ave to Hugo
- ◆ Washington Co RRA owns right of way from Hugo to north county line
- ◆ Chisago Co RRA owns from south county line to North Branch
- ◆ Active rail from North Branch to Hinckley

April 19, 2006



Rush Line Transit Study (2001)

- ◆ Goal of the study was to identify and recommend short-term and long-term transit improvements
- ◆ Examined current and future travel in the corridor
- ◆ Short-term improvements recommended are park and pool and park and ride lots, as well as increased bus service
- ◆ Longer-term improvements recommended to implement at a later time included busway and commuter rail

April 19, 2006



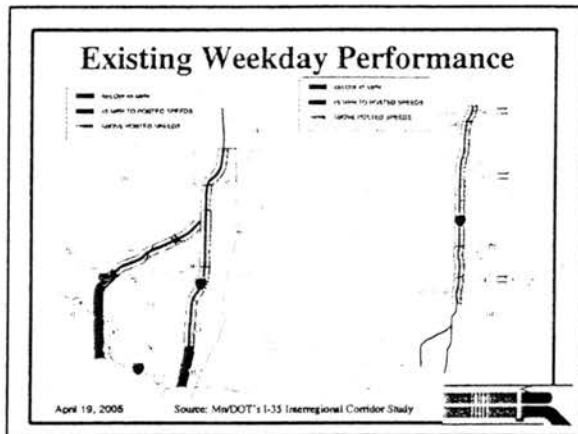
Rush Line Corridor

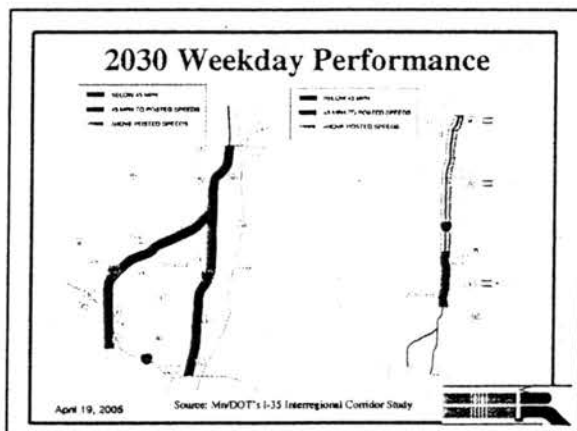
- ◆ Traffic on I-35 and I-35E is projected to increase
 - o Up to 65% between I-694 and I-35 split
 - o Up to 96% just north of North Branch on I-35
 - o "Congested" sections (speeds below 45 mph) now are only on I-35W portion¹
 - o "Congested" sections projected along most of corridor to Forest Lake by 2030¹

¹Source: MnDOT's I-35 Interregional Corridor Study

April 19, 2006







I-694/I-35E Reconstruction

- "Unweave the Weave", major reconstruction of I-694/I-35E commons
- Bulk of project will be 2006 and 2007
- Currently 3 lanes in each direction—will be 6 lanes in each direction and eliminate most of weaving conditions
- Will cause significant delays in traffic
- No plans at this time for increased transit service

April 19, 2006

Rush Line Corridor Projects

- ◆ Rush Line Corridor received two federal appropriations of \$500,000 each, totaling \$1 million
- ◆ Rush Line Corridor recently received \$500,000 in the State Bonding Bill
- ◆ List of currently funded projects follows

April 19, 2005



Rush Line Corridor Projects

- ◆ Maplewood Mall Park and Ride, \$188,000, constructed and opened in late 2004
- ◆ Two vanpool vans, \$37,542, to be used in the corridor; vans will be marketed and begin service soon
- ◆ Rock Creek Park and Pool Lot, \$97,000; sited at Hwys 70 and 361 adjacent to a community center

April 19, 2005



Rush Line Corridor Projects

- ◆ Forest Lake Transit Center, \$489,458, located on Hwy 61 south of Hwy 97, joint use development, including housing, retail, library, and North Washington Co Service Center, construction may begin 2006
- ◆ Lent Township Park and Pool Lot, \$188,000; sited at proposed CSAH 17/I-35 interchange and adjacent to current trail/former railroad tracks

April 19, 2005



What Does the Future Hold and Challenges of Corridor

- ◆ Rush Line is not requesting any federal funds at this time, largely because the need for park and pool lots has been met
- ◆ Unsure if Rush Line will request bonding funds from Legislature
- ◆ Need for Corridor now is transit operating funds
- ◆ Next logical project would be express bus service from Forest Lake if operating funds were available

April 19, 2005



What Does the Future Hold and Challenges of Corridor

- ◆ Another challenge of Corridor is low % of transit riders in downtown St. Paul versus downtown Minneapolis, and how to increase the % of transit riders to St. Paul
- ◆ Future project for Rush Line could be bus rapid transit on I-35 or dedicated right of way if the issue of operating funds is resolved in the region

April 19, 2005



Red Rock Corridor Update



April 19, 2006

- ◆ 30 mile corridor from Hastings to downtown St. Paul, continuing onto downtown Minneapolis along Hwys 61 and I-94



Red Rock Corridor Commission

- ◆ Joint powers organization was created in 1998, and amended and restated in 2004, and includes:

- ▶ Cottage Grove ▶ Newport
- ▶ Dakota Co RRA ▶ Ramsey County RRA
- ▶ Denmark Township ▶ St. Paul
- ▶ Hastings ▶ St. Paul Park
- ▶ Hennepin Co RRA ▶ Washington Co RRA

April 19, 2006



Red Rock Corridor Commission

- ◆ Task Force Chair is Washington County Commissioner Myra Peterson
- ◆ Ramsey County Regional Railroad Authority Role in Commission is staffing, legislative support and lobbying at state and federal level, technical analysis for studies, assisting with project administration, and general support

April 19, 2006



Commuter Rail Feasibility Study

- ◆ Study was completed in 2001
- ◆ Assumed the BNSF-South alignment
- ◆ Daily ridership of 5,900 in 2020
- ◆ Travel time highlights (on BNSF South):
 - o 63 min -- Hastings to Downtown Minneapolis
 - o 27 min -- Hastings to Downtown St. Paul
 - o 10 min layover at St. Paul Union Depot
 - o 26 min -- Downtown St. Paul to Downtown Minneapolis

April 19, 2006



Commuter Rail Feasibility Study

- ◆ Capital Costs highlights:
 - o \$421.8 million (2010 \$)
 - o Railroads have expressed concerns that the capital costs are too low
 - o As part of the St. Paul Union Depot analysis, LTK recommended grade separating the passenger and freight tracks near Dayton's Bluff—this plus other work in this phase was \$72.2 million (2003 \$)

April 19, 2006



Alternatives Analysis (AA)

- ◆ An Alternatives Analysis (AA) Study has begun
- ◆ An AA studies the benefits, costs and impacts of transit alternatives to meet the transportation needs
- ◆ An AA is required if federal funds will be used to construct the project
- ◆ Analysis/comparison of multiple alternatives including various modes and routes, not just focused on commuter rail, and will narrow the range of options

April 19, 2006



Alternatives Analysis (AA)

- ◆ The AA will include application of FTA's cost effectiveness index (CEI) on all alternatives
- ◆ The CEI could result in elimination of all stations between downtown St. Paul and downtown Minneapolis
- ◆ FTA may tighten the thresholds of the CEI and make it more stringent

April 19, 2005



Schedule & Conclusions from AA

- ◆ Study has been on hold due to the regional model availability; likely to resume soon and work completed by end of year
- ◆ Likely to select one preferred commuter rail alignment between the downtowns
- ◆ Several alignments and modes will be eliminated
- ◆ A handful of alternatives will be recommended for analysis in the Draft Environmental Impact Statement phase

April 19, 2005



Decision Making in the AA

- ◆ Technical Group makes recommendations to the RRCC Executive Committee
- ◆ The newly created RRCC Executive Committee (established by updated Bylaws, which RRCC is anticipated to adopt within a few months) will make recommendations to the RRCC—Executive Committee membership is the four Regional Railroad Authorities
- ◆ The RRCC will then act
- ◆ Decisions may be ratified by the Regional Railroad Authorities

April 19, 2005



High Speed Rail

- ◆ High speed rail from Chicago to St. Paul would operate on the same railroad tracks as Red Rock commuter rail trains
- ◆ This 18-miles of common track is an opportunity for cost sharing
- ◆ Minnesota (through Mn/DOT) is involved with the Midwest Regional Rail Initiative, which includes this route

April 19, 2005



High Speed Rail

- ◆ Mn/DOT is participating financially in a 3-year effort to study:
 - Programmatic Environmental Impact Statement (PEIS)—are looking at routes, confirming locations and technology
 - Conducting a cost/benefit analysis of network
 - Analyzing economic benefit to cities to quantify the benefits to the cities

April 19, 2005



Red Rock Funding

- ◆ Red Rock has received \$1.7 million in federal funds for the AA/DEIS studies
- ◆ Red Rock has requested \$1 million in federal funds for station area planning and continued environmental analysis, but has not received funds to date for these requests
- ◆ Red Rock received \$500,000 in the bonding bill for station area planning and further analysis

April 19, 2005



Current Bus Service

- The Cottage Grove Park and Ride has 494 spaces, and just over 200 cars park there now; was constructed adjacent to existing railroad tracks
- Metro Transit has three routes from Cottage Grove that use Hwy 61/I-94—one express and one local/express to downtown St. Paul; one express to downtown Minneapolis

April 19, 2006



What Does the Future Hold and Challenges of Corridor

- Another challenge of Corridor is low % of transit riders in downtown St. Paul versus downtown Minneapolis, and how to increase the % of transit riders to St. Paul
- Need for operating funds for bus service

April 19, 2006



CONTINGENT PURCHASE AGREEMENT

RELATING TO

KELLOGG BOULEVARD – EAST PARCEL,
SAINT PAUL, MINNESOTA

Dated as of April 11, 2005

1. **Parties and Recitals.** The parties to this purchase agreement ("Agreement") are:

a. (i) **PAK Investment Holdings, Inc.**, or its assignees, a Minnesota corporation, whose address is 350 St. Peter Street, Suite 252, St. Paul, MN 55102, Phone (651) 224-6901; Fax (651) 224-6902; email: rpakonen@pakproperties.net ("Seller");

(ii) **Ramsey County Regional Railroad Authority, through the Port Authority of the City of Saint Paul, acting as its agent for this transaction,** whose address is 1900 Landmark Towers, 345 St. Peter Street, Saint Paul, Minnesota 55102, Attention: William Morin, Phone (651) 224-5686; Fax (651) 223-5198; email: wmm@sppa.org ("Buyer"); and

(iii) This Agreement sometimes refers to **Seller** or **Buyer**, as a "Party" or to **Seller** and **Buyer**, collectively, as the "Parties".

b. The term "Property" as used in this Agreement, means the parcel of land located in Saint Paul, Ramsey County Minnesota legally described on **Exhibit A** attached hereto and made a part hereof and all improvements, if any, located on the land, and all hereditaments and appurtenances to the land.

c. **Buyer** is a public entity that has the power of eminent domain.

2. **Purchase and Sale.** **Seller** agrees to sell and **Buyer** agrees to purchase the Property pursuant to the terms and conditions as set forth herein.

3. **Personal Property.** No personal property is included in this Agreement.

4. **Earnest Money.** **Seller's** execution of this Agreement acknowledges **Buyer's** deposit of earnest money in the amount of \$5,000.00 (the "Earnest Money").

Buyer will deposit the Earnest Money with LandAmerica, Commonwealth Title (the "Earnest Money Agent" or "Title"). The Earnest Money Agent will hold the Earnest Money in escrow pursuant to the terms hereof. The Earnest Money will remain the property of **Buyer** until paid to **Seller** pursuant to the provisions of **Section 8**. All interest which the Earnest Money earns will inure to the party that is entitled to the Earnest Money under the terms of this Agreement.

5. **Purchase Price.** The purchase price of the Property is Two Million Six Hundred Forty Thousand and 00/100's Dollars (\$2,640,000.00).

6. **Payment Terms.** On the Date of Closing, **Buyer** shall tender the Purchase Price to **Seller** by check or wire transferred funds, less the amount of any adjustments or prorations as herein provided.

7. **Conveyance.** On the Date of Closing, **Seller** shall execute and deliver a Limited Warranty Deed in recordable form conveying good, marketable and indefeasible fee title to the Property to **Buyer**, free of all liens and encumbrances except the following:

- a. Reservations of minerals or mineral rights by the State of Minnesota, if any;
- b. Easement for bridge in favor of the City of St. Paul as set out in Doc. No. 2080644;
- c. Easements in favor of the City for a sewer pumping station and a communications ingress and egress easement in favor of Burlington Northern (BNSF Railway Company) reserved in Special Warranty Deed filed as Doc No. 2263023;
- d. Building and zoning ordinances and state and federal laws and regulations, including without limitation, subdivision laws; and
- e. The lien of real estate taxes and installments of special assessments which are payable in the year 2005 and all subsequent years;
- f. **Parking Agreement with Allright Parking;**
- g. **Rights of CitiCargo & Storage, Inc. pursuant to a month to month lease;**

(collectively, the "Permitted Encumbrances").

8. **Closing.** After the Board of **Buyer** has approved this transaction as per Section 13a hereof, **Seller** and **Buyer** will meet at the offices of **Buyer's** attorney in St. Paul, Minnesota or at another location mutually acceptable to **Seller** and **Buyer** on May 26, 2005 or an earlier date mutually agreeable to **Buyer** and **Seller** (the "Date of Closing") at which time:

- a. **Seller** must:
 - (i) execute and deliver to Title, with copies to **Buyer**, and make arrangements to have Title record or file in the appropriate county land records, any documents necessary to establish the marketability of **Seller's** title to the Property, subject only to Permitted Encumbrances to the extent **Seller** has made a unilateral decision to cure title under Paragraph 9 of this Agreement;

(ii) execute and deliver a Limited Warranty Deed to **Buyer** conveying all of Seller's rights, title interest in and to the Property free and clear of all encumbrances except the Permitted Encumbrances;

(iii) execute and deliver to Title a Minnesota Uniform Conveyancing Form Affidavit of **Seller** evidencing the absence of bankruptcies, judgments, tax liens or marriage dissolution proceedings involving parties with the same or similar names as the **Seller** and evidencing the absence of mechanic's lien rights for work ordered by the **Seller** or any other parties except **Buyer** or **Buyer's** agents;

(iv) execute and deliver to **Buyer** a non-foreign affidavit in recordable form containing the information required under Internal Revenue Code Section 1445(b)(2) and any regulations relating thereto;

(v) execute and deliver to Title a Federal Tax Reporting Form 1099;

(vi) execute and deliver to Title, with a copy to **Buyer**, a completed Minnesota Department of Health Well Disclosure Certificate or include on the Warranty Deed the statement "The **Seller** certifies that the **Seller** does not know of any wells on the described real property, with the exception of the environmental reports **Seller** has provided to **Buyer**";

(vii) execute and deliver to **Buyer** an Assignment and Assumption of the Parking Agreement with Allright Parking and the trailer lease;

(viii) deliver to **Buyer**, if the Property is Abstract property, the original abstract of title for the Property, if the original Abstract is in **Seller's** possession;

(ix) provide Title with all information necessary to allow Title to complete a Certificate of Real Estate Value and execute the Certificate of Real Estate Value;

(x) pay or provide evidence of payment of the following: the fees due upon the recording any documents necessary to place record title in the condition provided for in this Agreement to the extent **Seller** has elected to cure any objection or is required to satisfy a lien; state deed tax, real estate taxes due and payable in the year 2004 and all preceding years, its pro-rata share of 2005 real estate taxes pursuant to the provisions of **Section 10**; and one-half of Title's fee to conduct the closing of this transaction.

(xi) such documents as **Buyer** or Title may reasonably require relating to the organization of **Seller**. Authority of **Seller** to convey the property and an indication of the individual authorized to execute documents on behalf of **Seller**.

b. **Buyer** must:

(i) tender the Purchase Price to **Seller** pursuant to the provisions of **Sections 5 and 6** less the Earnest Money previously paid;

(ii) execute and deliver to **Seller** an Assignment and Assumption of the Parking Agreement with Allright Parking;

(iii) pay or provide evidence of payment of the following: the premium for **Buyer's** owner's policy of title insurance, if any; its pro-rata share of 2005 real estate taxes pursuant to the provisions of **Section 10**; the fees due upon recording the Limited Warranty Deed; and one half of Title's fee to conduct and insure the closing of this transaction.

9. **Evidence of Title.**

a. **Title Commitment.** **Buyer** acknowledges that it will obtain a commitment for an Owner's Title Insurance Policy issued by Title under its File No. 205863 covering the Property ("Commitment"). A copy of the Commitment will be delivered to **Seller**. At its sole discretion, **Seller** may decide whether to comply with the requirements set forth in the Commitment and may undertake any title clearing measures necessary to deliver title to the Property in a condition required by **Section 7** of this Agreement, including any encumbrances or liens that are not Permitted Encumbrances. **Buyer** shall pay the cost of the Commitment.

b. **Survey.** **Seller** shall provide any surveys of the Property or any portion thereof which are in **Seller's** possession. **Buyer** may, at its sole cost and expense, update any survey provided by **Seller** or obtain its own survey of the Property ("Survey").

c. **Objections.** Within fifteen (15) days after receiving the Title Commitment, **Buyer** must make written objections relating to title and/or survey ("Objections") to the form and/or contents of the Title Evidence (Commitment and Survey) excluding the Permitted Encumbrances. **Buyer's** failure to make objections within such time shall constitute waiver of the objections. If **Seller** decides to cure at its sole discretion, **Seller** will have ten (10) days after receipt of the objections to cure the objections, unless said objection constitutes a lien caused by **Seller**, in which case payment at closing shall be acceptable. If **Seller** chooses to cure, then **Seller** shall use reasonable efforts to correct the objection. **Seller** has no obligations to cure the objections unless **Seller** chooses to do so or such objection constitutes a lien caused by **Seller**. If the objections are not cured within said ten (10)-day period, **Buyer** will have the option: (i) to terminate this Agreement and receive a refund of the Earnest Money and interest accrued on the Earnest Money; or (ii) waive the objections and proceed to close. **Seller** shall pay any costs related to curing the objections. If **Buyer** waives objections made hereunder or fails to object to exceptions to the title objections such exceptions shall be deemed Permitted Encumbrances in addition to those set out in Section 7(a).

10. **Real Estate Taxes and Special Assessments.** The Parties will pay the real estate taxes (which term, as used in this Agreement, will include service charges assessed against real

property on an annual basis pursuant to Minn. Stat. § 429.101) and special assessments as follows:

- a. **Buyer** shall assume all special assessments or similar governmental impositions levied, pending or deferred as of the Date of Closing.
- b. **Seller** shall pay all delinquent taxes and penalties of interest thereon on or before the date of Closing.
- c. **Seller** and **Buyer** shall pro-rate the real estate taxes which are payable in the year of closing (2005), including those which are not yet due.
- d. **Buyer** will pay all real estate taxes due and payable in the years following the year of closing.

11. **Seller's Representations.** **Seller** makes the following representations to **Buyer**:

- a. The individual(s) executing this Agreement on behalf of **Seller** have the legal authority to execute this Agreement on behalf of **Seller** and to bind **Seller**. **Seller** has the legal and entity authority to enter into this Agreement to sell the Property.
- b. There are no unsatisfied judgments of record against **Seller**.
- c. There are no state or federal tax liens filed against **Seller**.
- d. There has been no labor or materials ordered by **Seller** and furnished to the Property for which payment has not been made.
- e. To the best of **Sellers** actual knowledge, there are no unrecorded mortgages, contracts, acquisition agreements, options, leases, easements or other agreements or interest relating to the Property except those interests described as Permitted Encumbrances.
- f. To the best of **Seller's** actual knowledge there is no action, litigation, governmental investigation or administrative proceeding of any kind pending against **Seller** or involving any portion of the Property, and no third party has threatened **Seller** with commencement of any such action, litigation, investigation or administrative proceeding.
- g. To the best of **Seller's** actual knowledge, there are no wells or septic systems located on the Property except as set forth on **Exhibit B** attached hereto.
- h. To the best of **Seller's** actual knowledge, the square footage of the Property is according to the existing survey.
- i. Except as set forth in the environmental documentation previously delivered to **Buyer**, **Seller** has no knowledge of underground or aboveground storage tanks of any size or type located on the property or of there being any hazardous

substances located on the property. For purposes of this Agreement, the term "Hazardous Substance" includes but is not limited to substances defined as "hazardous substances," "toxic substances" or "hazardous wastes" in the Comprehensive Environmental Response Compensation Liability Act of 1980, as amended, 42 U.S.C. §9601, et seq., and substances defined as "hazardous wastes," "hazardous substances," "pollutants, or contaminants" as defined in the Minnesota Environmental Response and Liability Act, Minn. Stat. §115B.02. The term "hazardous substance" will also include asbestos, polychlorinated biphenyls, petroleum, including crude oil or any fraction thereof, petroleum products, heating oil, natural gas, natural gas liquids, liquified natural gas, or synthetic gas useable for fuel (or mixtures of natural gas and synthetic gas). At **Buyer's** request, **Seller** will authorize the Javelin Group to provide any environmental information to **Buyer** that they may have with respect to the Property.

If, at any time prior to the Date of Closing, **Seller** acquires actual knowledge of events or circumstances which render the representations set forth in this **Section 11** inaccurate in any respect, **Seller** must immediately notify **Buyer**, in writing. The warranties set forth above survive the closing of this transaction and **Seller's** delivery of the Limited Warranty Deed to **Buyer**.

11A. Patriot Act Representation. **Seller** and **Buyer** hereby represent to the other that as of the date hereof and as of the Closing Date, the following statements are and shall be true, correct and complete without material misrepresentation or omission: (i) it is not a Prohibited Person (as defined below), (ii) it is in compliance with the Anti-Terrorism Laws (as defined below), (iii) it does not conduct any business or engage in any transaction or dealing with any Prohibited Person, or deal in, or otherwise engage in any transaction relating to, any property or interests in property blocked pursuant to Executive Order 13224 (as defined below), and (iv) it has established policies and procedures designed to prevent and detect money laundering, including processes to meet all applicable anti-money laundering requirements of the USA Patriot Act (as defined below). For purposes of the foregoing representations: (1) "Anti-Terrorism Laws" are any laws related to terrorism or money laundering, including Executive Order 13224 and the USA Patriot Act, and any regulations promulgated under either of them, (2) "Executive Order 13224" is defined as Executive Order Number 13224 on Terrorism Financing, effective September 24, 2001, (3) "Prohibited Person" is defined as (a) a person or entity subject to the provisions of Executive Order 13224; (b) a person or entity owned or controlled by, or acting for or on behalf of, an entity that is subject to the provisions of Executive 13224; (c) a person or entity with whom Purchaser or **Seller** is prohibited from dealing by any of the Anti-Terrorism Laws; (d) a person or entity that commits, threatens or conspires to commit or supports "terrorism" as defined in Executive Order 13224; (e) a person or entity that is named as a "specially designated national and blocked person" on the most current list published by the U.S. Treasury Department's Office of Foreign Assets Control; or (f) a person or entity who is affiliated with a person or entity described in clauses (a) through (e) immediately above, and (4) "USA Patriot Act" is defined as the Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act of 2001, H.R. 3162, Public Law 107-56, as may be amended from time to time.

12. Seller's Disclosures and Buyer's Inspection. **Seller** has or will deliver to **Buyer** any and all environmental assessments or reports relating to the Property; a copy of an Owner's

Title Insurance Policy or marked up Title Commitment that Seller received in connection with acquiring the Property. At any time before the Date of Closing, **Buyer** and its agents have the right, upon reasonable written notice to **Seller** to go upon the Property to survey and inspect the Property and to determine the condition of the Property, including specifically the presence or absence of hazardous substances, petroleum products and asbestos in, on, or about the Property and the condition of the Property's soils and subsoils. **Seller** agrees to cooperate with **Buyer** in this regard. **Buyer** agrees to indemnify and defend **Seller** from and to hold **Seller** harmless against any and all claims, causes of action or expenses, including attorneys fees, relating to or arising from **Buyer's** presence on the Property prior to the Date of Closing. Except for the representations and warranties made in **Section 11**, of this Agreement by **Seller**, **Buyer** is relying on its investigation of the Property and is purchasing the Property in its "AS IS WHERE IS" condition.

13. **Buyer's Contingencies.** **Buyer's** obligations under this Agreement are contingent on:

- a. Approval by **Buyer's** Board of **Buyer's** acquisition of the Property at its regularly scheduled Board meeting on April 5, 2005;
- b. **Seller's** timely performance of each of **Seller's** obligations under this Agreement;
- c. **Buyer's** determination that the representations set forth in **Section 11** are true, when made, and remain true as of the Date of Closing; and
- d. **Buyer's** determination, in **Buyer's** sole discretion, based on the information and inspections described in **Section 12** above and any other relevant information, that the physical and environmental condition of the Property is acceptable to **Buyer**.

The contingencies described in this **Section 13** are conditions precedent to **Buyer's** obligation to perform its obligations under this Agreement. If one or more of the contingencies described in this **Section 13** are not satisfied on or before the Date of Closing, **Buyer** may terminate this Agreement pursuant to **Section 16**. **Buyer** may, at any time, unilaterally waive one or more of these contingencies by written notice to **Seller**. By terminating this Agreement, **Buyer** does not, in any way, waive its right to acquire the Property by eminent domain, now or in the future.

14. **Buyer Indemnification.** **Buyer** hereby indemnifies **Seller** against any claims for damages or other relief made by the Grantors under the deed placing **Seller** in title or any other party against **Seller** based on **Buyer's** acquisition of the Property under this Agreement. Such indemnity includes attorney's fees and all costs of defense, litigation and appeal. This covenant survives the closing of this transaction.

15. **Default.** If either Party defaults in the performance of any of the Party's obligations under this Agreement:

- a. If **Seller** defaults in the performance of any of its obligations under this Agreement, **Buyer** may elect to terminate the Agreement by written notice to the

defaulting party have the Earnest Money returned and pursue the remedy of specific performance. In addition, Buyer may pursue an eminent domain proceeding to conclusion at any future time.

b. If **Buyer** defaults in the performance of any of its obligations under this Agreement, the **Seller** may elect to terminate this Agreement pursuant to the procedures regarding cancellation of the contracts for the sale of real property set forth at Minn. Stat. § 559.21 as **Seller's** sole and exclusive remedy. Notwithstanding the foregoing, **Buyer** may pursue eminent domain proceedings to conclusion at any future time.

16. **Termination of this Agreement.** Various sections of this Agreement allow the **Buyer** and **Seller** to terminate this Agreement under certain conditions. The following procedures will govern the Parties' exercise of their termination rights:

a. A Party intending to terminate this Agreement pursuant to this Agreement (the "Terminating Party") will notify the non-terminating Party (the "Non-Terminating Party"), in writing, of the Terminating Party's intent to terminate this Agreement.

b. The Terminating Party's notice will recite the Section of this Agreement that authorizes the Terminating Party's termination of this Agreement and will describe the facts and circumstances which the Terminating Party asserts justify termination under the referenced Section.

c. The Terminating Party's notice of termination will be effective as of the date the Terminating Party deposits the notice of termination with the United States Postal Service, with all necessary postage paid, for delivery to the Non-Terminating Party via certified mail, return receipt requested at the address set forth in **Section 1** above. If the Terminating Party delivers a notice of termination in a different manner than described in the preceding sentence, the notice of termination will be effective as of the date the Non-Terminating Party actually receives the notice of termination. The Terminating Party will also mail a copy of the notice of termination to the Parties respective attorneys, if applicable, as provided for in **Section 25** below.

d. If the Non-Terminating Party disputes the Terminating Party's right to terminate this Agreement, the Non-Terminating Party will so notify the Terminating Party, in writing, within three (3) business days of the Non-Terminating Party's receipt of the Terminating Party's notice of termination.

e. If the Non-Terminating Party does not dispute the Terminating Party's right to terminate the Agreement, **Buyer** will execute and deliver to **Seller** a recordable quit claim deed conveying the Property to **Seller**, and on the receipt of such a quit claim deed, **Seller** will return or instruct the Earnest Money Agent to return the Earnest Money and any interest which the Earnest Money has earned to **Buyer**.

f. If the Parties dispute the validity of an attempted termination of this Agreement, either Party may initiate a civil action in the Ramsey County District Court to determine the status of this Agreement, and the Party that prevails in any such action will

be entitled to recover the costs and reasonable attorneys' fees which such Party incurs in the action from the non-prevailing Party.

17. **Special Provisions Relating to Eminent Domain and Relocation.**

a. The **Buyer** is an "acquiring authority" within the meaning of Minn. Stat. § 117.50-117.56 and **Buyer** is acquiring the Property in lieu of eminent domain. **Buyer** may be required to provide certain relocation assistance, services, payments and benefits to **Seller** pursuant to Minn. Stat. § 117.52 and to any occupant of the Property.

b. **Seller** is aware of the types and amounts of relocation assistance, services, payments and benefits for which an owner may be eligible under state and federal law and based on such knowledge, **Seller** agrees that **Seller** is not eligible for and has no right to any relocation benefits in connection with this transaction. In the alternative, to the extent that **Seller** may be eligible for any such benefits, **Seller** agrees that it has been compensated for any such relocation payments or benefits by receiving the acquisition price.

c. It shall be the **Buyer's** responsibility to determine the identity of the occupants of the Property. To the extent that said occupants have any right to relocation benefits, **Buyer** shall be solely responsible to such parties to pay such benefits, if any.

18. **Time.** Time is of the essence for all provisions of this Agreement.

19. **Survival of Terms.** The Parties' obligations under this Agreement and the representations and warranties which the Parties recite in this Agreement survive **Seller's** delivery of the Warranty Deed to **Buyer** and the closing of this transaction. The Parties' obligations under this Agreement are binding on the parties and the parties' personal representatives, heirs, devisees, successors and assigns.

20. **Notices.** All notices provided for in this Agreement shall be in writing. The notice shall be effective as of the date two days after the Party sending such notice deposits the notice with the United States Postal Service with all necessary postage paid, for delivery to the other Party via certified mail, return receipt requested, at the address set forth in **Section 1** above. If Party delivers a notice provided for in this Agreement in a different manner than described in the preceding sentence, notice shall be effective as of the date the other party actually receives the notice. The Party sending the notice should also mail a copy of the notice to the Parties' respective attorneys via first class United States mail at the addresses set forth below:

Attorney for **Buyer**:

Daniel J. Cole, Jr.
Briggs and Morgan, P.A.
W-2200 First National Bank Bldg.
332 Minnesota Street
Saint Paul, MN 55101
Phone: (651) 808-6617
Fax: (651) 808-6450
Email: dcole@briggs.com

Attorney for **Seller**:

Song Lo Fawcett
Kelly & Fawcett, P.A.
2350 USBancorp Piper Jaffray Plaza
444 Cedar Street
St. Paul, MN 55101
Phone: (651) 224-3781
Fax: (651) 223-8019
Email: sfawcett@kellyandfawcett.com

21. **Full Agreement.** The Parties acknowledge that this Agreement represents the full and complete agreement of the Parties relating to the purchase and sale of the Property and all matters related to the purchase and sale of the Property. This Agreement supersedes and replaces any prior agreements, either oral or written, and any amendments or modifications to this Agreement must be in writing and executed by both Parties to be effective.

22. **Brokers.** Each party represents to the other that neither is or has been represented by a broker in this transaction and neither **Buyer** nor **Seller** shall pay or be responsible for any real estate brokerage commissions or fees in this transaction. Each party shall indemnify the other against any and all claims for real estate brokerage commissions or fees in connection with this transaction made by a party claiming through an indemnifying party.

23. **Governing Law.** This Agreement has been made under the laws of the State of Minnesota and such laws shall control its interpretation.

24. **Offer Only.** This contract constitutes an offer to purchase only until executed by both parties and such offer will be deemed withdrawn unless accepted by **Seller** by executing this Agreement within 5 days of receipt thereof.

25. **Confidentiality.** **Seller** agrees that it will not discuss the terms and conditions of this Agreement with the previous owner or provide the previous owner a copy of this Agreement without **Buyer's** consent or unless required to do so by legal process. **Buyer**, being a governmental authority, cannot keep the terms, conditions of this Agreement confidential to the extent that this Agreement constitutes a public document.

(Signatures appear on following pages)

Dated: _____, 2005

SELLER:

PAK INVESTMENT HOLDINGS, INC.



By: _____

Its: President

(Separate signature page to Purchase Agreement relating to
_____*Minnesota.)*

Dated: _____, 2005

BUYER:

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY

By: _____

Its: _____

(Separate signature page to Purchase Agreement relating to

Minnesota.)

EXHIBIT A

(Legal Description)

Parcel 2:

All that part of Blocks 68, 69, 70, 72, 73, 76 and 84, Kittson's Addition, Lots 1, 2, 3 and 4, Ewing and Chutes Subdivision of Lot 5 of said Block 69, vacated alleys in said Blocks 68, 69, 70 and vacated Willius Street (College Street), Neill Street, Kittson Street, First Street and Water Street lying within the following described lines:

Commencing in the Northeasterly line of Block 4, Hopkins Addition, which line is also the Southwesterly line of vacated Broadway Street in said City of St. Paul and bears South 34 degrees 05 minutes 48 seconds East from a point therein distant 54.12 feet from the Northerly corner of said Block 4; thence North 63 degrees 39 minutes 00 seconds East along the Southerly line of vacated Broadway Street (being the Southerly line of Water Street produced Westerly) for 40.37 feet to the center line of said vacated Broadway Street; thence North 34 degrees 05 minutes 48 seconds West along said center line of vacated Broadway Street for 14.42 feet; thence North 77 degrees 07 minutes 25 seconds East 327.77 feet; thence North 69 degrees 58 minutes 15 seconds East 480.15 feet; thence North 62 degrees 49 minutes 05 seconds East 379.76 feet; thence along a curve to the left having a radius of 946.37 feet, and to which the last described course is tangent for 14.00 feet, delta angle 0 degrees 50 minutes 53 seconds, a long chord of 14.00 feet bears North 62 degrees 23 minutes 29 seconds East to the point of beginning of the lines to be herein described; thence continuing along a curve to the left 104.14 feet, delta angle of 6 degrees 18 minutes 17 seconds, a long chord of 104.08 feet bears North 58 degrees 49 minutes 04 seconds East for 348.92 feet; thence along a curve to the left having a radius of 398.86 feet, to which the last described course is tangent, 261.40 feet, delta angle of 37 degrees 32 minutes 59 seconds, a long chord of 256.75 feet bears North 36 degrees 53 minutes 25 seconds East to a point of compound curve; thence Northerly along a curve to the left having a radius of 622.44 feet, delta angle of 27 degrees 44 minutes 23 seconds, a long chord of 298.42 feet bears North 4 degrees 14 minutes 42 seconds East a distance of 301.35 feet to the Southeasterly line of Kellogg Boulevard (Third Street); thence South 55 degrees 52 minutes 11 seconds West along said Southeasterly line 880.92 feet; thence South 34 degrees 07 minutes 49 seconds East 313.34 feet to the point of beginning, according to the recorded plat thereof, and situate in Ramsey County, Minnesota.

Abstract Property.

(PIN NO. 32-29-22-34-0011)

EXHIBIT B

MINNESOTA WELL DISCLOSURE STATEMENT

Minnesota Law requires that before signing an agreement to sell or transfer real property after June 30, 1990, the seller must disclose information in writing to the buyer about the status and location of all known wells on the real property. This requirement is satisfied by delivering to the buyer either a statement by the seller that the seller does not know of any wells on the real property, or a disclosure statement indicating the legal description and county and a map showing the location of each well. In the disclosure statement the seller must indicate, for each well, whether the well is in use, not in use or sealed.

A seller who fails to disclose the existence of a well at the time of sale and knew of, or had reason to know of, the existence of a well is liable to the buyer for costs relating to the sealing of the well and reasonable attorney's fees for collection of costs from the seller, if the action is commenced within six (6) years after the date the buyer closed the purchase of the real property where the well is located.

Instructions for completion of this form are on the reverse side.

1. LEGAL DESCRIPTION

Street address: _____
City _____ County _____

2. LEGAL DESCRIPTION

3. WELL DISCLOSURE STATEMENT

(Check the appropriate box.)

☐ The seller certifies that the seller does not know of any wells on the above described real property. If this option is checked, then skip to the last line and sign and date this statement.

☐ The seller certifies that the following wells are located on the above described real property.

	Unique Number	Well Depth	Year of Const.	Well Type	IN USE	NOT IN USE	SEALED
Well 1	_____	_____	_____	_____	☐	☐	☐
Well 2	_____	_____	_____	_____	☐	☐	☐
Well 3	_____	_____	_____	_____	☐	☐	☐

4. SEALED WELL INFORMATION

For each well designated as sealed above, complete this section.

When was the well sealed? _____

Who sealed the well? _____

Was a Sealed Well Report filed with the Minnesota Department of Health? _____ No _____ Yes _____

5. MAP

Complete the attached map showing the location of each well on the real property.

6. CERTIFICATION BY SELLER

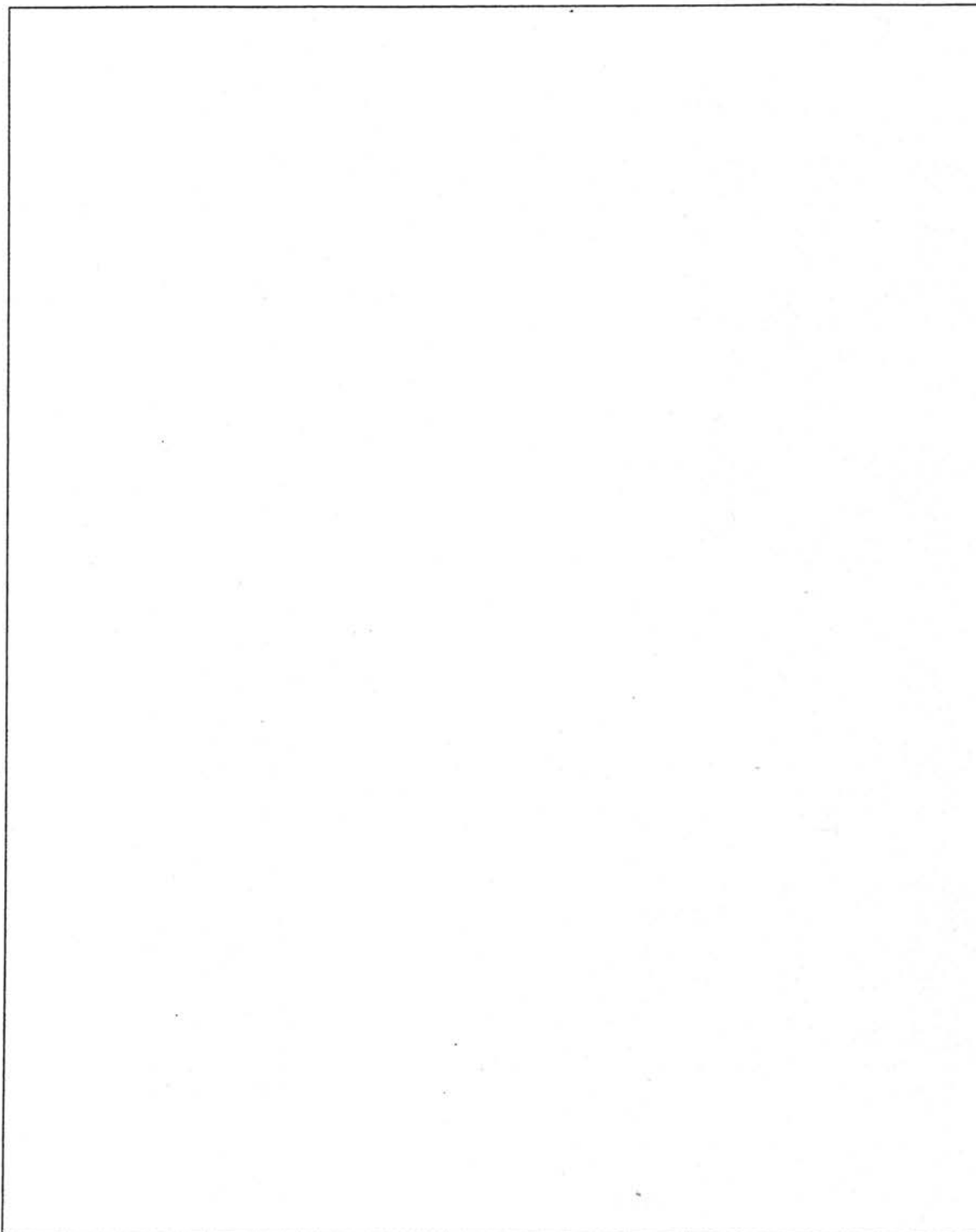
I certify that the information provided above is accurate and complete to the best of my knowledge.

Seller or Designated Representative

Date: _____, 200__

MAP

Please use the space below to sketch the real property being sold and the location of EACH well on the real property. Include distances from fixed reference points such as streets and buildings.



ATTACH ADDITIONAL SHEETS AS NEEDED

INSTRUCTIONS FOR COMPLETING THE WELL DISCLOSURE STATEMENT

DEFINITION A "well" means an excavation that is drilled, cored, bored, washed, driven, dug, jetted, or otherwise constructed if the excavation is intended for the location, diversion, artificial recharge, or acquisition of groundwater.

MINNESOTA UNIQUE WELL NUMBER All new wells constructed AFTER January 1, 1975 should have been assigned a Minnesota unique well number by the person constructing the well. If the well was constructed after this date you should have the unique well number in your property records. If you are unable to locate your unique well number and the well was constructed AFTER January 1, 1975, contact your well contractor. If no unique well number is available, please indicate the depth and year of construction for each well.

WELL TYPE Use one of the following terms to describe the well type.

WATER WELL A water well is any type of well used to extract groundwater for private or public use. Examples of water wells are: domestic wells, drive-point wells, dug wells, remedial wells, and municipal wells.

IRRIGATION WELL An irrigation well is a well used to irrigate agricultural lands. These are typically large diameter wells connected to a large pressure distribution system.

MONITORING WELL A monitoring well is a well used to monitor groundwater contamination. The well is typically used to access groundwater for the extraction of samples.

DEWATERING WELL A dewatering well is a well used to lower groundwater levels to allow for construction or use of underground spaces.

INDUSTRIAL/COMMERCIAL WELL An industrial/commercial well is a nonpotable well used to extract groundwater for any nonpotable use including groundwater thermal exchange wells (heat pumps and heat loops).

WELL USE STATUS

Indicate the use status of each well. CHECK ONLY 1 BOX PER WELL.

IN USE A well is "in use" if the well is producing sufficient water to meet its intended use and is being operated on a regular basis.

NOT IN USE A well is "not in use" if the well is inoperable and not in use or the well is disconnected from a power supply and is not sealed.

SEALED A well is "sealed" if the well has been sealed by a licensed contractor and there is a Sealed Well Report on file at the Minnesota Department of Health. A properly sealed well has been sealed by a licensed contractor by pumping grout throughout the entire borehole from the bottom of the well.

NOTE: If a well is inoperable and not in use or disconnected from a power source, it must be sealed by a licensed well contractor or a well owner must obtain a maintenance permit from the Minnesota Department of Health and pay an annual maintenance fee. If a well is operable and properly maintained, a maintenance permit is not required.