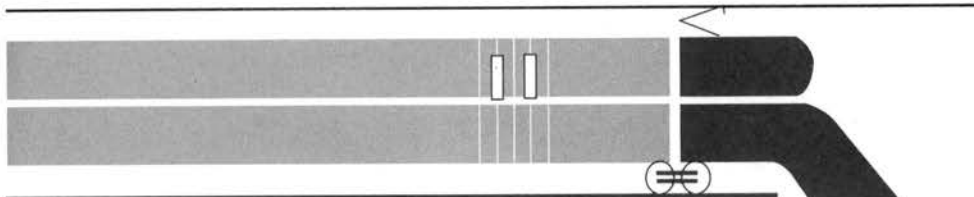




Ramsey County Regional Railroad Authority.
Records.

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Ramsey County Regional Railroad Authority

6560 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

AGENDA

Regional Railroad Authority Annual Organizational Meeting

January 2, 2007

Immediately following Housing & Redevelopment Authority (HRA) Organizational Meeting

Third Floor Council Chambers Courthouse

1. * Appoint officers for 2007 for Ramsey County Regional Railroad Authority, and members for 2007 to Metro Transitways Development Board, Rush Line Task Force, Red Rock Corridor, Robert Street Corridor, Central Corridor Partnership, Northeast Diagonal Policy Advisory Committee, LOCATE, Midwest High Speed Rail Association and the Northstar Corridor.

* Action is requested

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Kathryn Fischer
Authorized Signature

12/28/06
Date

Board Action Requested

Appoint officers for 2007 for Ramsey County Regional Railroad Authority, and members for 2007 to Metro Transitways Development Board, Rush Line Task Force, Red Rock Corridor, Robert Street Corridor, Central Corridor Partnership, Northeast Diagonal Policy Advisory Committee, LOCATE, Midwest High Speed Rail Association and the Northstar Corridor.

Request Justification

ACTION IS REQUESTED

See attached proposed resolution.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

January 2, 2007
Board Date

Angelique Taylor
Signature

12/27/06
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date January 2, 2007 No.: R07-01

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

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 2007:

Rafael Ortega, Chair
Jim McDonough, Vice-Chair
Tony Bennett, Secretary
Toni Carter, Treasurer

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Metro Transitways Development Board for 2007:

Jim McDonough, Member
Rafael Ortega, Alternate

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Rush Line Task Force for 2007:

Victoria Reinhardt, Representative
Jan Parker, Alternate

And Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Red Rock Corridor for 2007:

Jim McDonough, Representative
Janice Rettman, Alternate

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Robert Street Corridor for 2007:

Rafael Ortega, Member
Jim McDonough, Alternate
Tony Bennett, Alternate

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: January 2, 2007

No.: R07-01

And Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint Rafael Ortega as the Central Corridor Partnership representative for 2007; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Northeast Diagonal Policy Advisory Committee for 2007:

Jan Parker, Member
Victoria Reinhardt, Alternate

And Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint Tony Bennett as the LOCATE representative for 2007; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint Jim McDonough as the Midwest High Speed Rail Association representative for 2007:

And Be It Finally

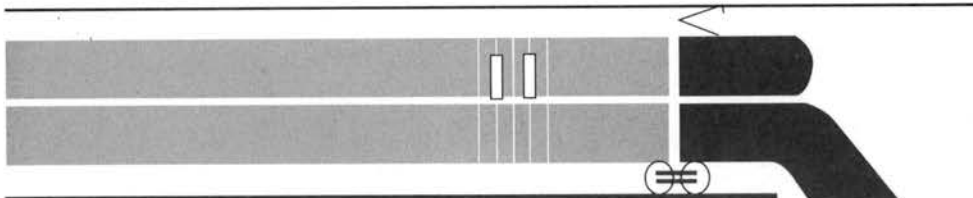
RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint Janice Rettman as the Northstar Corridor liaison for 2007.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary



Ramsey County Regional Railroad Authority

6560 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

January 9, 2007

Immediately following the County Board Meeting

Third Floor Council Chambers Courthouse

ADMINISTRATIVE

1. * Approve minutes from December 19, 2006 and January 2, 2007 meetings.
2. * Federal funding request for trails - Greg Mack.

POLICY

3. * Contract with DMJM Harris for additional work on the downtown loop LRT alignment.
 4. Communications and community outreach for Ramsey County Regional Railroad Authority – Art Coulson.
- * Action is requested

Meeting Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on December 19, 2006 in Council Chambers, Third Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega
Commissioner Tony Bennett
Commissioner Toni Carter
Commissioner Jim McDonough
Commissioner Jan Parker (arrived at 11:28 a.m.)
Commissioner Victoria Reinhardt
Commissioner Janice Rettman

OTHERS PRESENT: Kathy Fischer, Julie Kleinshmidt, Kathy Kapoun, Marsha Kurka, Kris Longhenry, Dave MacMillan, Steve Morris, Ken Smith, Angie Taylor, David Twa

Chair Ortega called the RCRRRA meeting to order at 11:26 a.m.

ADMINISTRATIVE AGENDA

1. Approve minutes from December 12, 2006 RCRRRA meeting

A motion was made by Commissioner Reinhardt, seconded by Commissioners Bennett and, to approve the minutes from the December 12, 2006 RCRRRA meeting.

Roll call vote was taken:

Ayes – 6, Nays – 0
Motion accepted.

(Commissioner Parker arrived at this time.)

2. Adopt the 2007 tax levy in the amount of \$19,938,811 and the previously approved 2007 budget in the amount of \$19,167,198 for the Ramsey County Regional Railroad Authority

A motion was made by Commissioner McDonough, seconded by Commissioner Reinhardt, to adopt the 2007 tax levy in the amount of \$19,938,811 and the previously approved 2007 budget in the amount of \$19,167,198 for the Ramsey County Regional Railroad Authority.

Roll call vote was taken; Commissioner Rettman voted no:

Ayes – 6, Nays – 1
Motion accepted.

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

WHEREAS, The Ramsey County Regional Railroad Authority adopted the County's plan to develop and implement two year budgets beginning with 2006 and 2007; and

WHEREAS, The Ramsey County Regional Railroad Authority on December 20, 2005 approved the 2007 Proposed Budget of \$19,167,198; and

WHEREAS, The 2007 approved budget hasn't changed; and

WHEREAS, The Ramsey County Regional Railroad Authority established the proposed net tax levy of \$19,938,811 by Resolution R06-61, September 12, 2006, to finance the 2007 budget; and

WHEREAS, The Ramsey County Regional Railroad Authority wishes to continue to improve access to transit services in the region with other agencies, including the Metropolitan Council and other county regional railroad authorities; Now, Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby approves that there be and hereby is levied in the year 2006 to be collected in the year 2007, a levy on all taxable properties in Ramsey County of \$19,938,811 as summarized below:

	RCRRA Operations	CIP	Debt Service	2007 RCRRA Total
Gross Budget	\$3,405,330	\$11,000,000	\$4,761,868	\$19,167,198
Less – Revenues	- 159,400	-	-	- 159,400
Less – Bond Proceeds	-	- 5,000,000	-	- 5,000,000
Subtotal	\$3,245,930	\$ 6,000,000	\$4,761,868	\$14,007,798
Plus – Fund Balance	-	+ 5,400,000	-	+ 5,400,000
Subtotal	\$3,245,930	\$11,400,000	\$4,761,868	\$19,407,798
Plus – Estimated Tax Delinquency	+ 64,920	+ 228,000	+ 238,093	+ 531,013
Total Tax Levy	\$3,310,850	\$11,628,000	\$4,999,961	\$19,938,811

The meeting adjourned at 11:30 a. m.

Meeting Minutes

RAMSEY COUNTY RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on January 2, 2007, in Council Chambers, Third Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega
Commissioner Tony Bennett
Commissioner Tony Carter
Commissioner Jim McDonough
Commissioner Jan Parker
Commissioner Victoria Reinhardt
Commissioner Janice Rettman

OTHERS PRESENT: Connie Catlin, Art Coulson, Kathy Fischer, Marion Holly, Bonnie Jackelen, Linda Jungwirth, Kathy Kapoun, David MacMillan, Jane McClure, Terry Speiker, Liz Stevens, Angie Taylor, David Twa, Mark Voerding

Chair Ortega called the meeting to order at 10:19 am.

ADMINISTRATIVE AGENDA

1. Appoint officers for 2007 for Ramsey County Regional Railroad Authority, and members for 2007 to Metro Transitways Development Board, Rush Line Task Force, Red Rock Corridor, Robert Street Corridor, Central Corridor Partnership, Northeast Diagonal Policy Advisory Committee, LOCATE, Midwest High Speed Rail Association and the Northstar Corridor

A motion was made by Commissioner Bennett, seconded by Commissioner Reinhardt, to appoint officers for 2007 for the Ramsey County Regional Railroad Authority, and members for 2007 to Metro Transitways Development Board, Rush Line Task Force, Red Rock Corridor, Robert Street Corridor, Central Corridor Partnership, Northeast Diagonal Policy Advisory Committee, LOCATE, Midwest High Speed Rail Association and the Northstar Corridor.

Roll call vote was taken:

Ayes – 7, Nays – 0
Motion accepted.

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

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 2007:

Rafael Ortega, Chair
Jim McDonough, Vice-Chair
Tony Bennett, Secretary
Toni Carter, Treasurer

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Metro Transitways Development Board for 2007:

Jim McDonough, Member
Rafael Ortega, Alternate

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Rush Line Task Force for 2007:

Victoria Reinhardt, Representative
Jan Parker, Alternate

And Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Red Rock Corridor for 2007:

Jim McDonough, Representative
Janice Rettman, Alternate

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Robert Street Corridor for 2007:

Rafael Ortega, Member
Jim McDonough, Alternate
Tony Bennett, Alternate

And Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint Rafael Ortega as the Central Corridor Partnership representative for 2007; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Northeast Diagonal Policy Advisory Committee for 2007:

Jan Parker, Member
Victoria Reinhardt, Alternate

And Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint Tony Bennett as the LOCATE representative for 2007; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint Jim McDonough as the Midwest High Speed Rail Association representative for 2007:

And Be It Finally

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint Janice Rettman as the Northstar Corridor liaison for 2007.

The meeting adjourned at 10:21 am.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Fischer
Authorized Signature

1/2/07
Date

Board Action Requested

Federal funding request for trails.

ACTION REQUESTED

Request Justification

See attached information from Greg Mack, Director of Ramsey County Parks and Recreation Department.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

January 9, 2007
Board Date

Angelique Taylor
Signature

1/3/07
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date January 9 2007 No.: R07-

WHEREAS, Ramsey County has identified a comprehensive regional trail network; and

WHEREAS, The cost to complete the remaining 44 miles of the 100-mile regional trail network is \$33 million; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports a federal appropriations request for the \$33 million for the completion of the regional trail network.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary

|

DRAFT
RAMSEY COUNTY
2007 FEDERAL LEGISLATIVE PROPOSAL

DEPARTMENT: Parks and Recreation Department

PROGRAM PROPOSAL: Ramsey County Regional Trail Network

Ramsey County has identified a comprehensive regional trail network based on the Regional Park System Plan-2030 and Beyond. In addition, the regional trail system includes existing local trails that function as regional arterials, the Gateway segment of the Willard Munger State Trail and corridor trails within selected regional parks. A study area has been included under this that encompasses the Central Corridor Route. Under this proposal, Union Depot is identified as a major commuter bike station for access to other transit options. Collectively, this trail system encompasses over 100 miles of paved trails that interconnect the municipalities within Ramsey County. Many of the trails extend beyond the borders of Ramsey County, including connections to Anoka, Dakota, Hennepin and Washington Counties. Of the 100 miles identified in the system, 56 miles have been constructed or have received funding appropriations. The project also includes development of a GIS-based trail mapping system to guide users through the network. The estimated cost of completing the remaining 44 miles is \$33 million.

FISCAL IMPACT:

The estimated cost of completing the remaining 44 miles of the 100-mile Ramsey County Regional Trail Network is \$33 million.

SPECIFICS ON WHO WILL SUPPORT OR OPPOSE THIS LEGISLATION:

The regional trail network is based primarily on the Metropolitan Council Regional Park System Plan-2030 and Beyond. Accordingly, these regional trails have been endorsed by the Metropolitan Council and the Metropolitan Parks and Open Space Commission. Additional trails have been added to the system after consultation with Ramsey County municipalities. These municipal partners support funding of the regional trail system. The proposal has the support of the Ramsey County Parks and Recreation Commission and the Friends of St. Paul and Ramsey County Parks and Trails. There is no known opposition.

DEPARTMENT CONTACT AND PHONE NUMBER:

Greg Mack, Director, 651-748-2500

**REGIONAL TRAIL NETWORK
PLANNING/ACQUISITION/DEVELOPMENT
COST ESTIMATE**

RICE CREEK NORTH

2 miles of trail	\$500,000
2 highway bridges I-35W / Hwy. 10	1,000,000
1 railroad bridge	300,000
1 creek bridge	200,000
County Road I – bridge	500,000
	<u>\$2,500,000</u>

HIGHWAY 96

1 mile; Snelling Avenue to Old 8 (done with highway construction)	\$500,000
I-35E bridge and trail between Centerville Road - White Bear Parkway	500,000
	<u>\$1,000,000</u>

B. VENTO

6 miles from Buerkle Road to North County Line	
- Acquisition of 6 miles/25 ft. width (average) 800,000 s.f. @ \$4/s.f.	\$3,200,000
- Development \$300,000/mile	1,800,000
	<u>\$5,000,000</u>

PROPOSED COUNTY ROAD C TO LONG LAKE REG. PARK

3 miles @ \$500,000/mile	\$1,500,000
--------------------------	-------------

PROPOSED LOWER AFTON ROAD

1 mile @ \$400,000/mile	\$400,000
-------------------------	-----------

PROPOSED POINT DOUGLAS ROAD

3 miles @ \$400,000/mile	\$1,200,000
--------------------------	-------------

PROPOSED TROUT BROOK/GATEWAY TRAIL

Realignment and extension through the Trillium Site	
- Acquisition	\$1,500,000
- Development (2 miles of trail and bridges)	1,500,000
	<u>\$3,000,000</u>

PROPOSED CAYUGA ST TO B. VENTO

1 mile @ \$600,000/mile	\$600,000
-------------------------	-----------

B. VENTO TO MISSISSIPPI RIVER (WARNER RD.)

0.5 miles – large bridge over railroad and Warner Rd.	\$1,500,000
---	-------------

COUNTY ROAD C/I-35W TO HENNEPIN COUNTY

1 mile	\$300,000
--------	-----------

NORTH SIDE OF WHITE BEAR LAKE

1 mile \$500,000

NORTHEAST DIAGONAL

7 miles from Lexington Ave./County Road C to Bruce Vento

- Acquisition of 7 miles/25 ft. width
924,000 s.f. @ \$4/s.f. \$3,700,000
- Development \$300,000/mile \$2,100,000

\$5,800,000

LEXINGTON AVENUE

Summit Avenue to Roselawn Avenue

- 4 miles @ \$400,000/mile \$1,600,000

WHEELOCK PARKWAY

Como Park to Phalen Park

- 4 miles @ \$400,000/mile \$1,600,000

SUMMIT AVENUE

- 4 miles @ \$400,000/mile \$1,600,000

MISSISSIPPI RIVER – WEST SIDE

- Acquisition of 2 miles/25 foot wide (average)
275,000 s.f. @ \$4/s.f. \$1,100,000
- Development, 3 miles @ \$400,000/mile \$1,200,000

\$2,300,000

CENTRAL CORRIDOR-STUDY AREA

- Design Study (Ramsey/Hennepin segments) \$ 200,000
- Development (Ramsey) \$2,200,000
5 ½ miles @ \$400,000/mile

\$2,400,000

GIS "MAP QUEST" NETWORK MAPPING

\$ 200,000

TOTAL \$33,000,000

DRAFT

RAMSEY COUNTY REGIONAL TRAIL NETWORK

- Vision: A network of regional trails provides safe pedestrian, bicycle transportation routes that link communities and neighborhoods within and adjacent to Ramsey County.
- Background: At the request of the Ramsey County Board of Commissioners and the Ramsey County Regional Rail Authority, the Department of Parks and Recreation has identified a comprehensive network of regional trails within Ramsey County. Attached is a map of the proposed trail system. The regional trail network is based on the Regional Park System Plan-2030 and Beyond. In addition, the regional trail network includes existing local trails that function as regional arterials, the Gateway segment of the Willard Munger State Trail and corridor trails within selected regional parks. A study area has been included that encompasses the Central Corridor Route. Under this proposal, Union Depot is identified as a major commuter bike station for access to other transit options. Collectively, this trail system encompasses over 100 miles of paved trails that interconnect the municipalities within Ramsey County. Many of the trails extend beyond the borders of Ramsey County, including connections to Anoka, Dakota, Hennepin and Washington Counties. Of the 100 miles identified in the system, 56 miles have been constructed or have received funding appropriations. The project also includes development of a GIS-based trail mapping system to guide users through the network. The estimated cost of completing the remaining 44 miles is \$33 million.
- Trail Partners: The regional trail network has been reviewed and endorsed by the Ramsey County Municipal Park Directors and the Ramsey County Parks and Recreation Commission. The regional trail plan is recognized as a system of arterial routes that provide an accessible network that accommodates neighborhood and municipal trail connections.
- Throughout the planning process, it has been recognized that there is a shared responsibility for implementation of the regional trail network. Regional trails identified in the system plan are owned and operated by Ramsey County, the State and municipalities. The trail system initiative focuses on connectivity and coordination of funding efforts for the acquisition and development of the regional trail system. No change in ownership or operating authority for the trail segments is contemplated by this plan. Rather, the plan envisions a unified approach for capital funding through State and Federal appropriations. Ramsey County will take the lead role in securing the appropriations and providing sub-grants

to municipal partners. Once the trails are constructed, operations and maintenance for individual trail segments will remain the responsibility of the participating partner.

Legislative Proposal: Ramsey County, along with its municipal partners, requests \$33 million to acquire and develop the remaining 44 miles of regional trails throughout the County (including a design study for the Central Corridor Route). Funding of the package will ensure safe routes for non-motorized transportation and will support healthy active living.



Ramsey County Board of Commissioners

Commissioner Jan Parker 651-266-8350
District 2, Legislative Chair

Commissioner Toni Carter 651-266-8366
District 4, Legislative Vice-Chair

Commissioner Tony Bennett 651-266-8350
District 1, County Board Chair

Commissioner Jim McDonough 651-266-8350
District 6

Commissioner Rafael E. Ortega 651-266-8350
District 5, Regional Rail Authority Chair

Commissioner Janice Rettman 651-266-8360
District 3

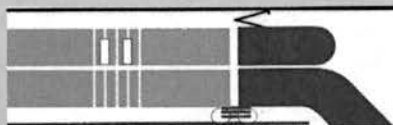
Commissioner Victoria Reinhardt 651-266-8350
District 7

Ramsey County Manager
David Twa 651-266-8000

Ramsey County Parks and Recreation
Greg Mack, Director 651-748-2500

Intergovernmental Relations
Terry Speiker 651-266-8012
Cell: 612-759-1310

Nick Riley 651-266-8032
Cell: 651-485-7601





**Ramsey
County
Trail
Proposal**

**A 100 mile
regional trail network
linking neighborhoods,
communities,
and counties**

— Draft —

January 2007



Ramsey County Regional Trail Network

The Vision

A network of regional trails that provide safe pedestrian and bicycle transportation routes linking communities and neighborhoods within and adjacent to Ramsey County.

Ramsey County's proposed comprehensive regional trail system includes connecting the existing 56 miles of trails with the proposed 44 new miles of trail to create a network that will:

- connect every city and township within the County
- extend beyond county borders into adjacent counties
- offer alternative modes of travel
- build exercise into daily life
- promote civic pride

The estimated cost of completing the remaining 44 miles is \$33 million.

Background

At the request of the Ramsey County Board of Commissioners and its Regional Rail Authority, the Ramsey County Parks and Recreation Department identified a comprehensive network of regional trails within the County. The trail network is based on the Metropolitan Council Regional Park System Plan - 2030 and Beyond.

The trail system includes existing local trails that function as arterials, the Gateway segment of the Willard Munger State Trail, and corridor trails within selected regional parks. Collectively this system encompasses 96 miles of paved trails that interconnect the municipalities within Ramsey County. Many of the trails extend beyond the borders of the County into Washington, Anoka, Dakota and Hennepin Counties.

In conjunction with the Central Corridor Light Rail Transit planning, Ramsey County will work with the cities of Saint Paul and Minneapolis to identify a bicycle/pedestrian railway that promotes non-motorized movement within that corridor.

The project also includes development of a GIS-based trail mapping system to guide users through the network.

Trail Partners

This regional trail system has been reviewed and endorsed by Ramsey County municipalities and the County's Parks and Recreation Commission.

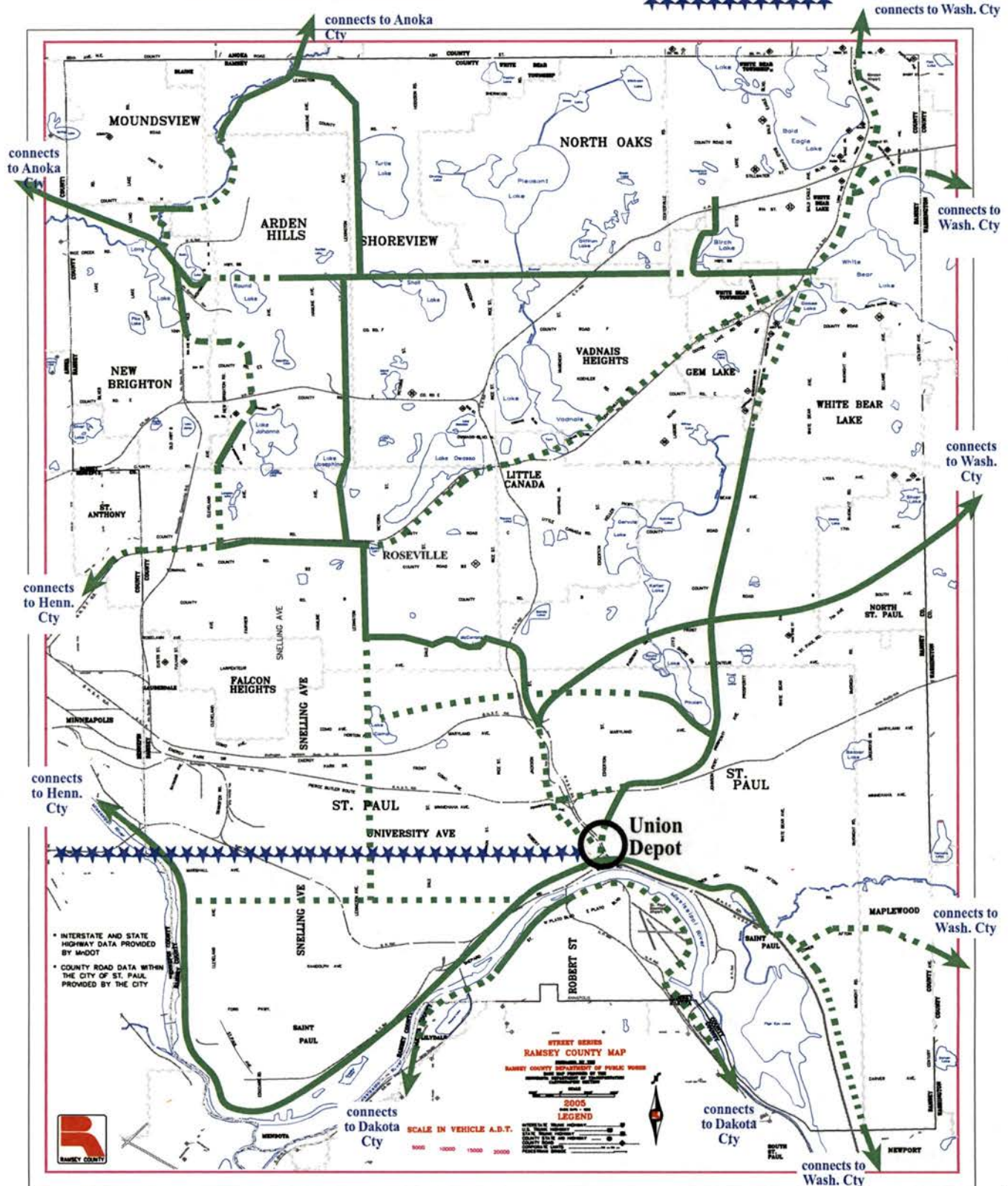
Throughout the planning process, the shared responsibility for implementation of the trail system was recognized. Regional trails identified in the plan are owned and operated by Ramsey County, the State of Minnesota, and individual municipalities. This initiative focuses on connecting and coordinating funding efforts for the acquisition and development of the regional trail system. No change in ownership or operating authority for the trail segments is contemplated. The implementation of the trail corridors is a joint effort with Ramsey County and all the participating partners. Ramsey County will take the lead role in securing the appropriations and providing sub-grants. Once the trails are constructed, operations and maintenance for individual trail segments will remain the responsibility of the participating partner.

Request

Ramsey County, along with its municipal partners, requests \$33 million to plan, acquire, and develop the remaining 44 miles of regional trails throughout the County.

RAMSEY COUNTY REGIONAL TRAIL NETWORK

STATE AND REGIONAL TRAILS
FUTURE STATE AND REGIONAL TRAILS
TRAIL CORRIDOR UNDER STUDY



10

3

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Fischer
Authorized Signature

1/3/07
Date

Board Action Requested

Contract with DMJM Harris for additional work on the downtown loop LRT alignment.

ACTION REQUESTED

Request Justification

Information is being prepared and will be distributed to Commissioners as soon as it becomes available.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

January 9, 2007
Board Date

Angelique Taylor
Signature

1/3/07
Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

R. Fischer
Authorized Signature

1/3/07
Date

Board Action Requested

Communications and community outreach for
Ramsey County Regional Railroad Authority

DISCUSSION ONLY

Request Justification

Information is attached that will be discussed at the meeting.

Budgeting and Accounting

County Attorney

Bill MacNeil

Risk Management

Documentation certified complete for:

January 9, 2007
Board Date

Angelique Taylor
Signature

1/3/07
Date

Rail Authority Communications Office Update

1. 2006 highlights
2. 2007 strategies and goals
3. Update on Central Corridor public outreach efforts and collaboration with Met Council/other partner agencies

Attachment: Met Council strategic communications plan draft

Central Corridor Light Rail Transit

*Improving
mobility*

*Easing
congestion*

*Strengthening
our communities*

Communications & Public Involvement Strategic Plan

January 2007

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ACKNOWLEDGEMENTS

The Central Corridor LRT Communication and Public Involvement Strategic Plan was developed through a collaborative effort that included the following Central Corridor Communication Steering Committee members:

- Jeanne Aamodt, Minnesota Department of Transportation
- Melvin Carter, City of St. Paul Mayor's Office
- Robin Cauffman, Metropolitan Council
- Art Coulson, Ramsey County Regional Rail
- Steven Dornfeld, Metropolitan Council
- Bob Gibbons, Metro Transit
- Joan Grzywinski, Central Corridor Partnership
- Lucy Kender, Minnesota Department of Transportation
- John Knudsen, Hennepin County
- Jan Morlock, University of Minnesota
- Sarah Penman, Ramsey County Regional Rail
- Clara Perrin, City of Minneapolis
- Gail Plewacki, City of Minneapolis
- Karri Plowman, Central Corridor Partnership
- Amy Reasoner, University of Minnesota
- Teresa Schafer, Hennepin County
- Va-Megn Thoj, City of St. Paul Mayor's Office

1.0 INTRODUCTION

The Central Corridor light rail transit (LRT) line is an exciting opportunity for the Twin Cities metropolitan area to provide a fast, safe, new transportation choice that will help ease traffic congestion and improve access to key destinations along the corridor. It will be built along University Avenue, a heavily traveled thoroughfare connecting downtown St. Paul and downtown Minneapolis. Public involvement and support – within the corridor and the region as a whole – will be critical to its success.

This project is part of the Metropolitan Council's 2030 plan to expand the bus system and develop a network of bus and rail "transitways" to help improve mobility, build transit ridership and slow congestion growth. These dedicated corridors will give transit a travel time advantage over single-occupant autos, improve transit service reliability and boost the potential for transit-oriented development.

The Central Corridor project has the opportunity to build upon the success of the region's first light rail line. In its first full year of operation, the Hiawatha LRT line attracted 7.8 million riders, exceeding pre-construction estimates by 58 percent. In a 2005 on-board customer survey for Metro Transit, 93 percent of the line's riders expressed satisfaction with its service.

Not surprisingly, the Hiawatha line has generated considerable public support for additional rail transit service. In a 2005 survey of metro area residents by the Metropolitan Council, 60 percent of the respondents said they believe expanding the region's commuter and light rail system is "very important" for meeting the region's long-range transportation needs.

At the same time, there is a strong expectation for community involvement in the project, which will pass through the University of Minnesota's Minneapolis campus, the historic State Capitol complex, both downtowns, and a number of neighborhoods and commercial areas in-between.

This **Strategic Plan** for communications and public involvement is critical to the success of the project. The objectives of the plan are:

- To build broad public awareness of, and support for, the project as an essential means to improve our transportation system and maintain regional competitiveness.
- Target key community, business, racial and ethnic groups within the corridor, maximize opportunities for public involvement and education during the design and construction process, and build public "ownership" of the project.
- Prepare project-area residents, businesses and commuters for what to expect during construction, listen to their concerns, and develop plans to minimize harmful or disruptive effects.
- Reduce the danger of costly project delays.

1.1 COMMUNITY PROFILE

The Central Corridor has more than 87,000 residents living in more than 37,000 households, as well as 280,000 employees working within a half mile of the planned LRT stations.

Table 1: Central Corridor Demographics

Category	Estimated within ½ mile of station areas
Employment*	280,000
Households*	37,000
Population*	87,000
Youth (<20 years)**	26,000
Elderly (65+ years)**	7,800

* Source: FTA New Starts Application, within ½ mile of station areas

** Estimates based on St. Paul's demographic analysis of 2000 Census Data showing 30% of the population was <20 years and 9% were 65+.

In developing communication and public involvement strategies the Communication Steering Committee and the project partners will need to consider the needs of a diverse population, including those with disabilities, cultural differences, language barriers, and mobility and age related constraints. The following highlights some of these considerations.

1.2 Languages

Light rail transit in the Central Corridor will serve a large number of people of racial and ethnic minorities including Asian, African, Hispanic, and European immigrants and refugees, and African American and American Indian communities. The Central Corridor's population is more diverse than the overall region and the state. According to the 2000 Census, minorities comprise 44 percent of the people living within a half mile of the Central Corridor stations compared to 18 percent of the region's population.

Languages spoken along the corridor include Amharic, Hmong, Khmer, Korean, Oromo, Russian, Spanish, Somali, Vietnamese, and English. As the project proceeds, key materials will be translated into multiple languages to facilitate communication with immigrant communities within the corridor.

Table 2: Language other than English spoken in the home.

St. Paul Neighborhoods	Percent
Thomas/Dale/Frogtown	50%
Summit/University	18%
Hamline Midway	13%
St. Anthony Park	14%
Lexington-Hamline/Snelling-Merriam	12%
Downtown	15%
Minneapolis Neighborhoods	Percent
Cedar Riverside	59%
Elliot Park	50%
Prospect Park	18%
Downtown	32%

Poverty

Compared with the regional average of 6.4 percent of all households below poverty level, nearly 25 percent of the households within a half mile of the proposed Central Corridor stations are below the poverty level. These proportions are particularly high around the West Bank/Cedar Riverside stations; the East Bank and Stadium Village stations serving the University of Minnesota, and the Rice Street Station.

Depend on Transit

According to a City of St. Paul analysis of the 2000 Census Data, a significant percentage of the City's population that will be served by the Central Corridor LRT depends on transit. More than 50 percent of the households have access to only one or no automobile and 33 percent of the population commutes to work using public transit.

Based on the 2000 Census Data and the City of Minneapolis' demographic profile analysis of the neighborhoods along the corridor, 79 percent of the households have access to only one or no automobile. Almost 29 percent of the workers walked to work and another 17 percent of the workers commuted to work using public transit.

Table 3: Central Corridor Work Commute Modes

Work Commute Mode	Percent of Corridor Workers Minneapolis*	Percent of Corridor Workers St. Paul**
Automobile	47%	44%
Public transportation	17%	33%
Walked	29%	7%
Worked at home	3%	9%
Other means	4%	7%

* Source: Demographic profiles of neighborhoods along the Corridor (www.ci.minneapolis.mn.us/citywork/planning/Census2000/index.asp)

**Source: City's demographic analysis of City Council Districts along the Corridor based on 2000 Census Data

1.3 ORGANIZATIONAL STRUCTURE

As the federal grantee for the Central Corridor LRT project and the region's Metropolitan Planning Organization, the Metropolitan Council will ensure that LRT facilities in the metropolitan area are planned, developed, constructed, operated and maintained in an efficient, cost-effective manner and coordinated with buses and other transportation modes and facilities.

In the planning design and construction of the line, the Council will work closely with the Minnesota Department of Transportation and other project partners – Ramsey and Hennepin Counties, the cities of St. Paul and Minneapolis, and the University of Minnesota. The project will utilize several advisory committees to provide for policy input from policy makers, government entities and community groups, businesses and citizens. These committees include:

Central Corridor Management Committee (CCMC): This 13-member committee is headed by the chair of the Metropolitan Council and includes representatives from each of the project

partners, as well as the business community and public. It provides policy input to the Metropolitan Council on key planning, design and construction issues.

Community Advisory Committee (CAC): The CAC is the primary avenue for citizen and community involvement in the design and construction of this project. The CAC will advise the Central Corridor Management Committee and provide input and feedback to Central Corridor Project Office staff on issues related to the planning, design and construction of the Central Corridor LRT project. The composition and role of the CAC are described more fully later in this plan. The CAC will report to the Central Corridor Management Committee's at the CCMC monthly meeting.

Central Corridor Project Office (CCPO): The CCPO team includes staff members from Metropolitan Council and the Minnesota Department of Transportation, complemented by experienced members of a Project Management Consultant (PMC) team, Ramsey County, Hennepin County, and the cities of St. Paul and Minneapolis. The CCPO is responsible for the preliminary engineering, design and construction phases of the project.

Central Corridor Partnership (CCP): The CCP is a business-initiated and led coalition. Its mission is to provide a collective voice for businesses along the corridor. The CCP's goals include advocating for Central Corridor LRT funding and support, and securing long-term regional transportation funding. The CCP provides input to the CMC and the CCPO.

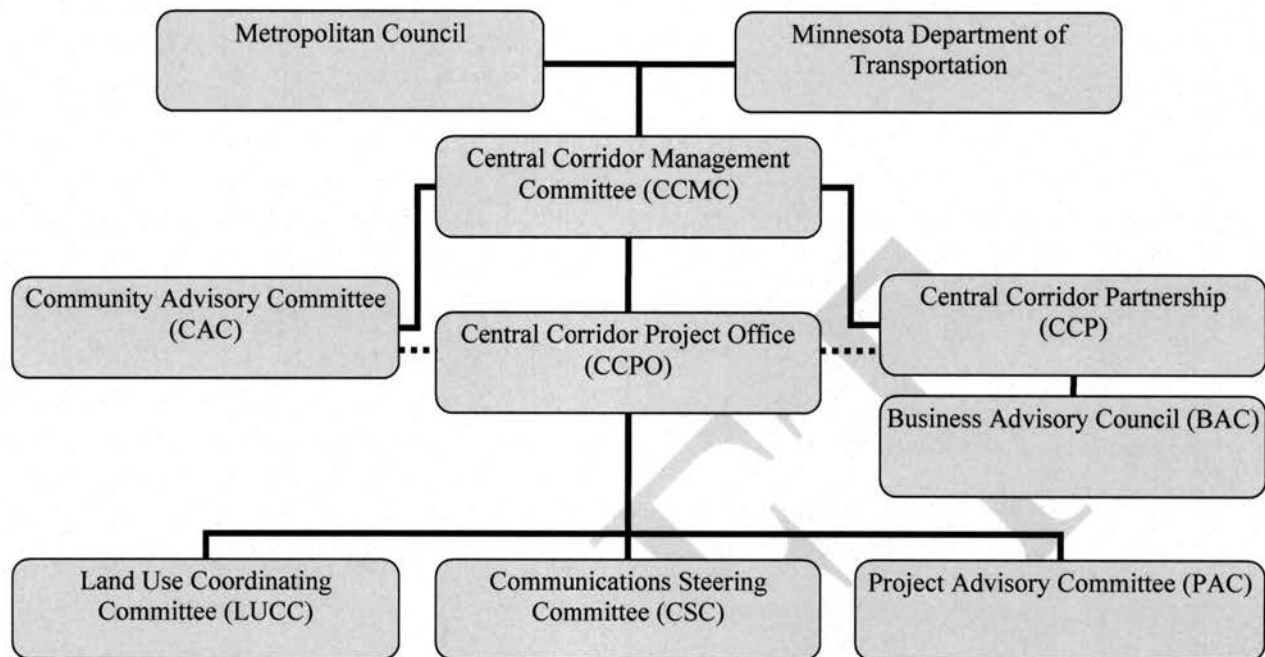
Central Corridor Business Advisory Council (BAC): The BAC will be formed under the guidance of the CCP. Members will represent businesses along the corridor. The BAC provides input to the CMC and CCPO on project design and construction mitigation.

Land Use Coordinating Committee (LUCC): The LUCC ensures coordination between the Metropolitan Council, the CCPO and local entities (the cities of St. Paul and Minneapolis, the University of Minnesota and the State Capitol Area Architectural and Planning Board) leading local land use planning processes. The LUCC includes professional land use staff representatives from each of the local entities and is chaired by the Metropolitan Council's Director of Metropolitan Transportation Services.

Project Advisory Committee (PAC): The PAC includes the senior level public works or engineering staff from each of the project partners, and will provide advice to the Central Corridor Project Office (CCPO) and its director during preliminary engineering, design and construction. The PAC is chaired by the Central Corridor Project Director.

Communication Steering Committee (CSC): The CSC includes communication and public affairs staff from the Metropolitan Council, Minnesota Department of Transportation, Metro Transit, Ramsey County, Hennepin County, St. Paul, Minneapolis, University of Minnesota and the Central Corridor Partnership. The purpose of the CSC is to establish and implement a coordinated communications and public involvement effort for the Central Corridor Light Rail Transit Project. The CSC is responsible for reviewing and updating this Communications and Public Involvement Strategic Plan and is chaired by the Metropolitan Council's Director of Public Affairs.

Figure 1: Organizational Chart



1.4 PUBLIC INVOLVEMENT

The benefits of involving the community in the planning process are many. It increases the prospects for early identification and resolution of issues that could impede the project. It provides a mechanism for different neighborhoods and constituencies to contribute ideas concerning issues such as station placement, access, design and art, construction impacts mitigation, and parking. It promotes public acceptance and support for the project, despite inconveniences during the construction phase. And it enhances the chances for success of the project.

The Central Corridor has numerous civic, business, racial and ethnic groups that have a history of active involvement in the community, including eight district councils in St. Paul that provide regular input into municipal decision-making. St. Paul city officials have said they see LRT as an opportunity to attract new investment in the corridor, but also have expressed concern about possible “dislocation of households, businesses and gentrification.” The Mayor of St. Paul has appointed two task forces to prepare a land use and development strategy for the St. Paul segment of the corridor – one for the University Avenue section and another for the downtown area.

The Central Corridor also will pass through Minneapolis neighborhoods with well established community and business groups, including Prospect Park, Elliot Park, Cedar Riverside, Marcy-Holmes and Stadium Village.

The project will have two committees that will help facilitate communication with residents, businesses and organized groups in the corridor:

The **Community Advisory Committee (CAC)** is the primary avenue for citizen and community involvement. The CAC advises the Central Corridor Management Committee and provides input and feedback to Central Corridor Project Office staff on issues related to the planning, design and construction of the Central Corridor LRT project, including station design, feeder bus service, public art, traffic and parking, station/pedestrian access and construction impacts on both residential and business communities in the corridor. The CAC's monthly meeting provides an important vehicle for involving community groups in the design process, addressing project area concerns, facilitating public awareness and identifying ways to mitigate construction impacts. It also provides a way for the CCPO and project partners to share information about the project and address community concerns.

By design, the CAC is a large, diverse and inclusive. Over 70 organized groups that represent the district councils, neighborhood groups, business representatives, advocacy groups, educational institutions, ethnic communities and religious organizations in the corridor were invited to nominate a representative to serve on the CAC.

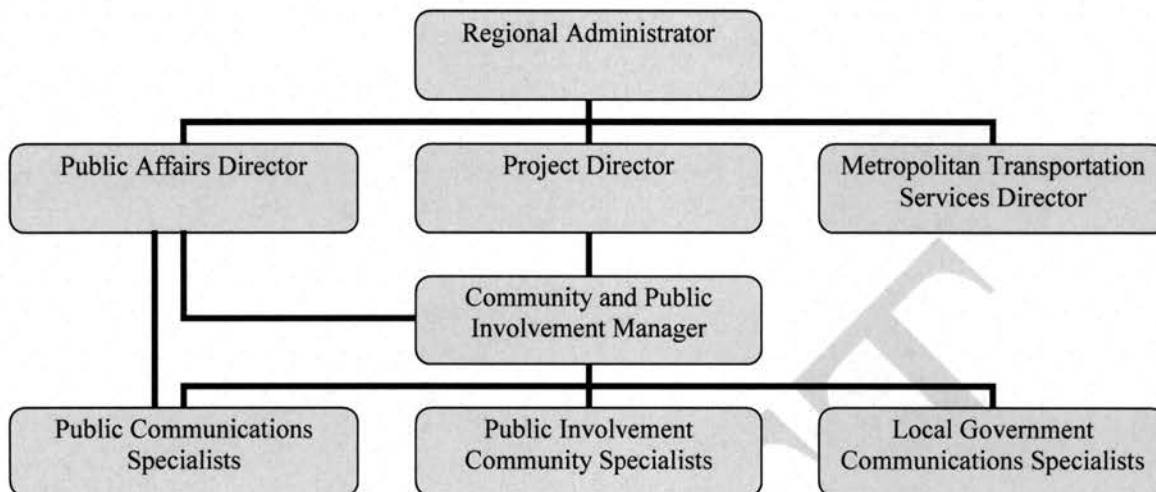
The CAC meets on the third Thursday of every month and is led by two co-chairs – a member of the Metropolitan Council and a member of the community. The CAC will likely establish subgroups that will meet to discuss select issues such as parking, safety, station design and public art.

The **Business Advisory Council (BAC)** includes representatives of businesses located within the corridor. The BAC advises the CCP, the Central Corridor Management Committee and provides input and feedback to Central Corridor Project Office staff on the full range of issues that have a direct impact on the business community, including station design and accessibility, traffic, parking and construction impacts. It also provides an opportunity for the CCPO to share and disseminate information about the project and construction plans.

The project's **Communications Office** supports the work of these committees and exercise responsibility for public relations, education and marketing activities. It is led by the project's Public Involvement Manager, who works closely with the Metropolitan Council's communications staff and has access to that staff for web, graphics and other support.

The Communications Office staff will consist of a Public Involvement Manager, Local Government Communications Specialists, Community Involvement Specialists, and Communications Specialists. Figure 1, Public Involvement Chart, graphically describes the organization of the public involvement and communications staff.

Figure 2: Public Involvement Chart



1.5 STRATEGIC FRAMEWORK

This plan recognizes the need to communicate with multiple audiences within the corridor and the region as a whole. The CCPO and project partners must develop broad public understanding and support of the project as an essential element of the Metropolitan Council's 2030 plan to improve transit in the seven-county metropolitan area.

In addition, the CCPO and project partners must address the special concerns of residents, businesses and transit users within the corridor and encourage their participation in the planning process. At the same time, they must manage public expectations, emphasizing that the project must meet federal cost-effectiveness requirements if it is to receive federal funding and federal approval to move into construction.

The goals of this plan are to:

- 1. Develop and maintain broad public understanding and support of the project.**
- 2. Build mutual trust and create transparency by communicating regularly with residents, businesses and groups in the corridor.**
- 3. Encourage public input into the process by providing opportunities for early and continuing public participation.**
- 4. Maintain on-going communication with project partners and ensure that key messages are consistent, clear and responsive to changing needs.**
- 5. Keep elected officials and funding partners informed about the project and its status to ensure clear understanding of the project, timing and needs.**

Key audiences that must be addressed include:

- General public – residents of the seven-county metropolitan area, especially those interested in LRT and transportation issues.
- Elected officials – both those representing constituencies in the corridor and those serving on key transportation and funding committees.
- Corridor residents – people who reside within a half mile of the line that will be served and directly affected by the Central Corridor LRT project.
- Corridor businesses – owners and employees of businesses located on or near the alignment.
- Transit users – especially those already using transit within the corridor.
- Community groups – organized groups that represent a geographic, demographic, or ethnic group that is directly adjacent to the line.
- Business groups – including the St. Paul, Minneapolis and Midway Chambers of Commerce, ethnic chambers of commerce, and business groups serving smaller geographic segments of the corridor.
- Educational institutions – the University of Minnesota and other colleges and learning centers within walking distance of the corridor.
- Media – including metro media outlets, community newspapers serving the corridor, and ethnic newspapers and radio stations serving populations within the corridor.

The CCPO and project partners understand that these key stakeholder groups are broad and encompass many subgroups. The CAC will be used to further characterize these stakeholder groups to better understand how to maximize communication efforts and public involvement strategies.

1.6 KEY MESSAGES

In our communications and public involvement efforts, the CCPO and project partners must address the sometimes-differing needs and concerns of multiple audiences. These efforts must build public understanding of the project and key decisions that must be made during the design process and provide timely information and opportunities for public involvement. The Communications Steering Committee and project partners will review and update these key messages as needs change and the project progresses.

Key Messages

Light rail transit in the Central Corridor will provide a fast, safe, new transportation choice that will help ease traffic congestion and improve mobility for everyone.

Light rail transit in the Central Corridor will provide improved access to key destinations, including downtown St. Paul downtown Minneapolis, the University of Minnesota, the Midway district, the State Capitol and many neighborhood in-between.

The Central Corridor LRT line is part of a comprehensive transit improvement plan for the entire metropolitan area, one that will build on the success of the Hiawatha LRT line by attracting new transit riders and making our region more competitive.

Light rail transit in the Central Corridor will provide opportunities for the cities to plan for growth and development around stations, enhance existing neighborhoods and create new economic opportunities.

The estimated cost of the project is substantial and will have to come down to meet federal cost-effectiveness requirements and win critical federal funding.

The project will provide substantial opportunities for the public to contribute ideas and input on critical issues such as station design and access, parking and ways to minimize disruptions during construction.

Secondary Messages

The cities of St. Paul and Minneapolis will provide opportunities for the public to contribute ideas and input on land use planning in the corridor and respond to neighborhood needs.

The corridor will continue to have Route 16 buses on University Avenue to serve riders traveling to and from locations not immediately served by rail stations, as well as express buses on I-94 between downtown Minneapolis and St. Paul.

The light rail line will be served by an expanded network of connecting bus routes to provide access to commuters traveling from outside the corridor.

The project will benefit from the experience gained on the Hiawatha line in designing a line that is attractive, safe and efficient.

The project is among more than 260 proposed transit projects around the country that are competing for critical federal funding.

1.7 STRATEGIES AND TACTICS

To achieve the goals of this plan and reach its target audiences, the Communications Steering Committee and project partners will employ multiple strategies and tactics delineated below:

Goal 1: To develop and maintain broad public understanding and support of the project.

- a. Provide information about the project using multiple print and electronic communications tools.
- Website – Include project description, timeline, map, frequently asked questions (FAQ), process for public involvement, meeting dates and agendas for CCMC and CAC, and appropriate links. Update frequently to provide the latest information.
 - Fact sheets/brochures – Include project description, map, timeline and FAQs.
 - Public feedback – Provide ways for members of the public to comment or ask questions about the project via e-mail and a telephone comment line.
 - E-mail newsletters – Target interested citizens, elected officials, business groups, etc.
 - Case studies – Document the effect on businesses and neighborhoods along the Hiawatha LRT.
- b. Maximize informed media coverage and provide communications support to the Project Office.

Tools:

- News releases – Include the metro media outlets, the community and ethnic newspapers, and radio stations serving audiences within the corridor.
- Spokespersons – Designate key spokespersons for the project.
- Media briefings – Hold regular meetings to brief the media on the project.
- Media kits – Prepare and distribute media kits.
- Editorial board meetings - Hold meetings.
- Radio and cable television programs.

- c. Seek out opportunities to make public presentations on the project and respond to questions.

Tools:

- Speakers Bureau – Advertise availability on website and in informational brochures.
- LRT PowerPoint – Produce slide show describing the project and make it widely available to project partners and staff.
- Actively solicit opportunities to speak to organized groups within the corridor.

Goal 2: To build mutual trust and create transparency by communicating regularly with residents, businesses and groups in the corridor.

- a. Use multiple communications tools to regularly update the public about meetings, decisions, and project status.

Tools:

- Website –Post meeting notices, agendas, minutes and stories about the work of the CAC and CCMC.
- Printed and e-mail newsletters - Target interested citizens, elected officials, business groups, etc. with information about the project and decisions.
- Public comment line – Establish a public comment phone line and email address.

- Bus rail hangers – Prepare and distribute informational items on buses.
- Public presentations – Prepare and present an overview of the project to residents, businesses and other organized groups in the corridor.
- Door-to-door canvassing – Visit in person with affected property and business owners.

Goal 3: To encourage public input into the process by providing opportunities for early and continuing public participation.

- a. Establish a broad and diverse Community Advisory Committee (CAC) to share information and seek community input during the design and construction process.

Tools:

- Public meetings – Hold regular monthly meetings, special meetings on topics such as parking and safety, and subgroup meetings on the design and public art for each station.
- Printed and e-mail newsletters – Target interested citizens, elected officials, business groups, etc. with information about the CAC.
- Website – Post meeting notices, agendas and minutes.
- Fact sheets – Distribute informational materials.

- b. Work with the Midway Chamber of Commerce and the Central Corridor Partnership to establish the Central Corridor Business Advisory Council (BAC), providing a vehicle for business input on construction mitigation and other issues.

Tools:

- Public meetings. Hold regular BAC monthly meetings and special meetings on topics construction mitigation.
- Printed and e-mail newsletters- Target interested citizens, elected officials, business groups, etc. with information about the BAC.
- Website – Post meeting notices, agendas and minutes.
- Fact sheets – Distribute informational materials.

- c. Provide opportunities for members of the broader public to obtain information and provide feedback.

Tools:

- Public meetings and forums – Provide information, answer questions solicit public input employing comment cards.
- Website – Provide updates and invite public comment.

- d. Send project representatives to meetings being held by other groups, such as the St. Paul task forces that are developing land use strategies for the corridor.

Goal 4: To maintain on-going communication with project partners and ensure that key messages are consistent, clear and responsive to changing needs.

- a. Establish a communications steering committee.

Tools:

- Hold regular committee meetings.
- Monitor CAC, BAC and community meetings.
- Monitor media coverage, letters to the editor and talk radio.
- Distribute electronic news releases and other information.
- Designate key spokespersons for the project and keep project partners up to date on who these people are.
- Use the website to post meeting notices, agendas and minutes.
- Prepare and maintain fact sheets and other informational materials.

Goal 5: To keep elected officials and funding partners informed of the project and status to ensure clear understanding of the project, timing and needs.

- a. Utilize the Central Corridor Management Committee (CCMC), Project Advisory Committee (PAC) and Land Use Coordinating Committee (LUCC) to share information and obtain input from project partners.

Tools:

- Regular committee meetings.
- E-mail updates.

- b. Provide regular project updates to corridor elected officials and key lawmakers.

Tools:

- Legislative briefings and tours.
- Targeted e-mail updates.

- c. Provide advance notice to project partners and elected officials about key developments ("no surprises") whenever possible.

Tools:

- E-mail updates.
- Electronic sharing of news releases and other information.

These strategies and tactics are summarized in Tables 4 and 5, on the following pages.

Table 4: Plan Goals and Activities

Activities	Goal 1: Public understanding	Goal 2: Trust & transparency	Goal 3: Public Input	Goal 4: Project Partners	Goal 5: Funding Partners
Electronic Media					
Website	X	X	X		X
Email newsletters	X	X	X		X

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Activities	Goal 1: Public understanding	Goal 2: Trust & transparency	Goal 3: Public Input	Goal 4: Project Partners	Goal 5: Funding Partners
Visual presentations	X	X		X	X
Mass Media					
News releases	X	X			
Media briefings	X				
Media Kits	X				
Editorial board meetings	X				
Cable TV programs	X	X			
Public and ethnic radio	X	X			
Print Media					
Printed newsletters	X	X	X		
Fact Sheets	X			X	
Brochures	X				
Bus rail hangers	X	X	X		
Status reports	X	X		X	
Verbal Communication					
Speakers Bureau	X	X			
Briefings	X			X	X
Public comment line	X	X	X		
Door-to-door canvassing	X		X		
Meetings					
CAC	X	X	X	X	
BAC	X	X	X	X	
Forums/open houses	X	X	X	X	

Table 5: Key Audiences and Communications/Public Involvement

Activities	General Public	Corridor Residents	Corridor Businesses	Community Groups	Business Groups	Transit Users	Elected Officials	Media
Electronic Media								
Website*	X	X	X	X	X	X		X
Email newsletters			X	X			X	X
Visual presentations	X	X	X	X	X		X	
Mass Media								
News releases	X							X
Media briefings								X
Media Kits								X
Editorial board meetings								X
Cable TV	X							X

Activities	General Public	Corridor Residents	Corridor Businesses	Community Groups	Business Groups	Transit Users	Elected Officials	Media
programs								
Radio programs	X							X
Print Media								
Printed newsletters		X	X	X	X		X	X
Fact Sheets	X	X	X	X	X	X	X	X
Brochures	X	X	X	X	X	X	X	
Bus rail hangers		X				X		
Status reports	X	X	X	X	X	X	X	X
Verbal Communication								
Speakers Bureau				X	X			
Briefings				X	X		X	
Public comment line	X	X	X	X	X	X		
Door-to-door canvassing			X					
Public Meetings								
CAC		X	X	X	X		X	
BAC			X		X			
Forums/Open Houses	X	X	X	X	X	X		X

* may contain the same information provided for print, mass and verbal communication, reformatted for the web.

1.8 KEY PROJECT DECISIONS

In 2006, several key project decisions were made. The process for making these decisions started with Ramsey County Regional Rail Authority preparation of the Central Corridor Light Rail Transit Draft Environmental Impact Statement (DEIS). The DEIS, which was finalized in April 2006 analyzed several alternative alignments. The Ramsey County Regional Rail Authority included extensive public input and involvement activities including four public hearings in May 2006. Almost 900 people provided comments on the document. On June 28, 2006, following a public hearing process and based on the information in the DEIS, the Metropolitan Council selected light rail transit on Washington and University Avenues as the locally preferred alternative. Once a key scoping decision is made, the Council will not revisit the discussion because of the potential impact on subsequent scoping decisions. The Council will publish decisions and update existing information.

The preliminary engineering phase of the project will require decisions affecting the size, design, features and cost of the project. Because these decisions have the potential for impacting and/or benefiting the communities along the corridor, the initial focus of the public involvement and communication plan will be on these key scoping decisions. Table 6 identifies the key project design and scope decisions; the general timeline for public input and decision making; and key stakeholders. Public involvement strategies for each of these decisions are described in more detail in Section 1.10 Action Plan for 2007-2008.

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Table 6: Key project design and scope decisions that require public involvement

Key Decisions	Input Date(s)	Decision Date*	Stakeholder Groups
Prelim. Engineering			
U of M alignment	Q2 -2007	Q4 -2007	UofM, Stadium Village businesses
Downtown St. Paul alignment	Q2 -2007	Q4 -2007	St. Paul, BAC, Downtown Task Force, CCP, Chamber
Capitol Area alignment	Q2 -2007	Q4 -2007	St. Paul, CAAPB, Downtown Task Force
University Ave. reconstruction	Q2 -2007	Q4 -2007	BAC, CAC, Businesses, residents, Univ. Ave. Task Force
Finalize placement of the 16 stations	Q2 -2007	Q4 -2007	BAC, CAC, businesses, residents, Task Forces
Station design and accessibility	Q4 -2007	Q1 - 2008	BAC, CAC, businesses, residents, TAAC
Traffic signals and intersections	Q4 -2007	Q1 - 2008	BAC, CAC, businesses, residents
Public art ideas	Q4 -2007	Q1 - 2008	BAC, CAC, businesses, residents
Preliminary construction mitigation plan	Q2 - 2008	Q3 - 2008	BAC, CAC, businesses, residents
Construction scheduling/sequencing	Q2 - 2008	Q3 - 2008	BAC, UofM, businesses
Parking**	Q2 - 2008	Q3 - 2008	BAC, CAC, businesses, residents
Final Design			
Detailed construction mitigation plan	Q4-2007 Q1-2008	Q3-2008	BAC, CAC, businesses, residents, Chambers
Contractor and DBE outreach	Q3-2008	Q4-2008	BAC, businesses, Chambers

* Schedule assumes FTA approval to begin Preliminary Engineering by 12/31/06.

** Includes issues related to on-street parking and "hide and ride" riders.

The strategies to involve the public in the decision for each of these key issues will be based on the level of public interest and type of input that is required. In framing the discussion of these key decisions, staff will clearly define the public's role in making the decision. Framing discussions will answer the questions below:

- What decisions related to the issue have been made and are non-negotiable?
- What level of public participation is required based on the International Association for Public Involvement public participation categories (inform, consult, involve, collaborate or empower)?
- What decisions related to the issue are negotiable and open for public discussion?
- How can the public provide input and influence the decision?

- How will the public input be used in the decision making process?

1.9 CONSTRUCTION MITIGATION

As with any major infrastructure project, construction of the Central Corridor LRT line will have short-term impacts on residents and businesses in the corridor. University Avenue is a major east-west thoroughfare connecting downtown St. Paul and downtown Minneapolis, and serving five major activity centers that together provide 280,000 jobs.

Sustaining the community's goodwill during construction will be a challenge. To meet this challenge, the project will prepare a detailed construction mitigation plan with the help of the Community Advisory Committee (CAC), the Business Advisory Council (BAC) and others. It will include regular construction update meetings in each neighborhood to prepare them for construction, provide a forum to identify concerns and answer questions, and showcase the benefits of light rail at a time when people may need a reminder about why they are being inconvenienced.

In addition to these construction update meetings, the plan will include:

- A website with regular construction updates.
- A project telephone hotline.
- Advance written notice of roadway closures, driveway closures, and utility shutoffs.
- Joint forums with business groups that provide advice on how to maintain business operations during construction.
- Special construction, open for business and directional signage.
- Regularly scheduled public meetings with the construction contractors.

1.10 PROGRAM EVALUATION

Issues and concerns about light rail will be monitored on a regular basis. The communications plan and community involvement strategies will be adjusted as the project evolves and issues change. Throughout the project, public comments and feedback will be collected through a variety of channels:

- Feedback obtained from the Communication Steering Committee, Community Advisory Committee and Business Advisory Council meetings, including comments provided by members as well as those contributed by individuals and groups attending the meetings.
- Feedback obtained from returned comment cards and feedback forms distributed at all public involvement meetings and open houses.
- Public comments and questions submitted to a dedicated e-mail address.
- Public comments and questions submitted to a public comment telephone line.

The Communication Steering Committee will solicit information regarding the effectiveness of the communications and outreach program from agency groups, project committees, technical teams and project staff.

1.11 ACTION PLAN FOR 2007-08

A significant amount of public involvement activities and communication efforts will be required in 2007 and 2008. The following tables identify an action plan for carrying out these activities, both through general on-going communication efforts such as maintaining the website, and through extensive public input opportunities surrounding specific issues such as station design, parking and accessibility. Details will be added as the project proceeds and issues become better defined.

End of 2006 to 1st Quarter 2007

The first 3 to 6 months of plan activities focus on creating general communication strategies and establishing the Community Advisory Committee (CAC) and Business Advisory Council (BAC). The first objectives of the CAC and BAC will be to prioritize the key scoping decisions and creating subcommittees around those issues.

Table 7: 1st Quarter 2007 Communication and public involvement activities

Project Activity	Community Involvement Objectives	Process/Status	Budget	Date Completed
Establish Central Corridor Home Page	Provide updated information about the project.	Homepage established with project map, timeline, fact sheet, FAQs, links, TOD handbook, and meetings.	Staff time	2006
Establish public comment line (telephone and email)	Provide way for stakeholders to comment on the project.	Public comments re: the Central Corridor will be directed to the DataCenter's phone and email comment line.	\$0	2006
Prepare project fact sheet	Provide general background about the project.	Fact sheet available online and in paper format.	In-kind staff time	2006
Prepare informational brochures	Provide general background about the project.	Creating project overview and FAQs brochures	\$3000	11/2006
Establish Speakers Bureau	Provide general background about the project.	Created speaker request form.	In-kind staff time	10/2006
Prepare adaptable Central Corridor LRT PowerPoint	Provide general background about the project.		\$500 In-kind staff time	11/14/06
Establish Communication Steering Cmte (CSC)	Provide format to share information and coordinate public involvement activities.	Held initial meeting. Charter, including list of official members, reviewed at 12/6/06 meeting.	In-kind staff time	12/06/06
Establish Community Advisory Cmte	Provide forum for public input and information sharing.	70 Invitation letters sent. Co-chairs identified. 12/8/06 deadline for nominations.	In-kind staff time	10/26/06 12/8/06 deadline

Project Activity	Community Involvement Objectives	Process/Status	Budget	Date Completed
(CAC)				
Establish Business Advisory Council (BAC)	Provide forum for public input and information sharing related to business issues.	Meeting on 11/14/06 with Chamber leads re: establishing the BAC. Jan. 1 deadline for nominations.	CCP	
Prepare quarterly newsletter	Provide update on recent activities, meetings, and decisions.	First edition prepared for FTA OK, CAC and BAC.	In-kind staff time	12/__/06
Hold initial CAC meetings	Provide overview of the project. Present roles, responsibilities and key issues that will need a decision in 2007.	First meeting tentatively scheduled for January 18.		

2nd and 3rd Quarter 2007

The communication and public involvement activities throughout the 2nd and 3rd Quarters of 2007 will focus on maintaining public information and providing extensive opportunities for residents, business representatives and members of the general public to raise concerns and comment on five key scoping decisions.

Table 8: 2007 Communication and public involvement activities

Project Activity	Community Involvement Objectives	Process/Status	Budget	Date Completed
General Communication Activities				
Hold monthly CAC meetings (6)	Obtain feedback on scope issues required in 2007. Prioritize issues.			
Hold monthly BAC meetings (6)	Obtain feedback on key scoping issues to be decided in 2007.			
Update the website weekly	Incorporate recent activities, meetings and decisions.			
Prepare quarterly newsletter	Provide updates on recent activities, meetings and decisions.			
Create ½ hour video presentation about the project	Provide an overview of the project including its history, a description of the project, next steps, and opportunities for public involvement.		\$3500	
UofM Alignment Scoping Decision				
Identify stakeholders and establish focus group	Involve UofM, Stadium Village business reps and other affected stakeholders in identifying issues and developing solutions.			
Write press release and editorials for	Notify stakeholders of meetings, issues and			

Project Activity	Community Involvement Objectives	Process/Status	Budget	Date Completed
MN Daily	decisions.			
Hold public meetings	Communicate project plans and provide opportunities for public input.			
Downtown St. Paul Alignment Decision				
Identify stakeholders and establish focus group	Involve affected stakeholders in identifying issues and developing solutions.			
Hold public meetings	Communicate project plans and provide opportunities for public input.			
Capitol Area Alignment Decision				
Identify stakeholders and establish focus group	Involve the CAAPB, hospital, and other affected stakeholders in making a decision on the Capitol area alignment.			
Hold public meetings	Communicate project plans and provide opportunities for public input.			
University Ave. Reconstruction Decisions				
Identify stakeholders and establish focus group	Involve the affected stakeholders in identifying issues and developing solutions.			
Hold public meetings	Communicate project plans and provide opportunities for public input.			
Finalize placement of the 16 Stations				
Use CAC and BAC to start discussions re: final location of the 16 new stations.	Involve residents, business reps, members of the public and other stakeholders in finalizing exact locations for the 16 new stations.			
Write press releases for local and ethnic newspapers	Notify stakeholders about meetings, issues and decisions.			
Hold public meetings	Communicate project plans and provide opportunities for public input.			

4th Quarter 2007

The Council will continue maintaining and updating information as well as seeking public involvement on the next set of key scoping decisions: station design, traffic signals and intersections, and public art. Extensive public involvement and communication strategies will provide residents, business representatives and members of the general public with opportunities to raise their concerns and comment on these three key scoping decisions.

Table 9: 4th Quarter 2007 Communication and public involvement activities

Project Activity	Community Involvement Objectives	Process/Status	Budget	Date Completed
General Communication Activities				
Hold monthly CAC meetings (3)	Obtain feedback on scoping issues to be decided 2008.			
Hold monthly BAC meetings (3)	Obtain feedback on scoping issues to be decided 2008.			
Update the website	Provide update about recent activities, meetings, and decisions.			
Prepare quarterly newsletter	Provide update about recent activities, meetings, and decisions.			
Station design and accessibility				
Establish focus group for all 16 new stations	Involve the public in designing the stations, identifying issues and developing solutions.			
Write press releases for local and ethnic newspapers	Notify stakeholders of meetings, issues and decisions.			
Hold public meetings	Communicate project plans and provide opportunities for public input.			
Traffic signals and intersections				
Identify stakeholders and establish focus group	Involve affected stakeholders in identifying issues related to signals and intersections.			
Write press releases for local and ethnic newspapers	Notify stakeholders about meetings, issues and decisions.			
Hold public meetings	Communicate project plans and provide opportunities for public input.			
Public art ideas				
Establish public art focus group	Involve members of the community in discussing potential public art.			
Hold public meetings	Involve members of the community in discussing potential public art.			

2008 Activities

In 2008, the Council will continue maintaining and updating project information as well as inviting public involvement into the next set of key scoping decisions: construction mitigation, construction timing, and parking. Extensive public involvement and communication activities will provide residents, business representatives and members of the general public with opportunities to raise concerns and comment on these three key scoping decisions.

Table 10: 2008 Communication and public involvement activities

Project Activity	Community Involvement Objectives	Process/Status	Budget	Date Completed
General Communication Activities				
Hold monthly CAC meetings (12)	Obtain feedback on scoping issues to be decided 2008.			
Hold monthly BAC meetings (12)	Obtain feedback on scoping issues to be decided 2008.			
Update the website	Provide update about recent activities, meetings, and decisions.			
Prepare quarterly newsletter (4)	Provide update about recent activities, meetings, and decisions.			
Preliminary construction mitigation plan				
Establish focus groups for sections of the corridor	Involve members of the public in identifying construction related issues and developing a mitigation plan.			
Hold public meetings	Communicate project plans and provide opportunities for public input.			
Construction scheduling/sequencing				
Identify stakeholders and establish focus group	Involve affected stakeholders in identifying issues related to timing of construction.			
Hold public meetings	Communicate project plans and provide opportunities for public input.			
Parking				
Identify stakeholders and establish focus group	Involve affected stakeholders in identifying issues and developing solutions related to parking.			
Hold public meetings	Communicate project plans and provide opportunities for public input.			



**Ramsey
County
Trail
Proposal**

A 100 mile
regional trail network
linking neighborhoods,
communities,
and counties

— Draft —

January 2007



Ramsey County Regional Trail Network

The Vision

A network of regional trails that provide safe pedestrian and bicycle transportation routes linking communities and neighborhoods within and adjacent to Ramsey County.

Ramsey County's proposed comprehensive regional trail system includes connecting the existing 56 miles of trails with the proposed 44 new miles of trail to create a network that will:

- connect every city and township within the County
- extend beyond county borders into adjacent counties
- offer alternative modes of travel
- build exercise into daily life
- promote civic pride

The estimated cost of completing the remaining 44 miles is \$33 million.

Background

At the request of the Ramsey County Board of Commissioners and its Regional Rail Authority, the Ramsey County Parks and Recreation Department identified a comprehensive network of regional trails within the County. The trail network is based on the Metropolitan Council Regional Park System Plan - 2030 and Beyond.

The trail system includes existing local trails that function as arterials, the Gateway segment of the Willard Mungef State Trail, and corridor trails within selected regional parks. Collectively this system encompasses 96 miles of paved trails that interconnect the municipalities within Ramsey County. Many of the trails extend beyond the borders of the County into Washington, Anoka, Dakota and Hennepin Counties.

In conjunction with the Central Corridor Light Rail Transit planning, Ramsey County will work with the cities of Saint Paul and Minneapolis to identify a bicycle/pedestrian railway that promotes non-motorized movement within that corridor.

The project also includes development of a GIS-based trail mapping system to guide users through the network.

Trail Partners

This regional trail system has been reviewed and endorsed by Ramsey County municipalities and the County's Parks and Recreation Commission.

Throughout the planning process, the shared responsibility for implementation of the trail system was recognized. Regional trails identified in the plan are owned and operated by Ramsey County, the State of Minnesota, and individual municipalities. This initiative focuses on connecting and coordinating funding efforts for the acquisition and development of the regional trail system. No change in ownership or operating authority for the trail segments is contemplated. The implementation of the trail corridors is a joint effort with Ramsey County and all the participating partners. Ramsey County will take the lead role in securing the appropriations and providing sub-grants. Once the trails are constructed, operations and maintenance for individual trail segments will remain the responsibility of the participating partner.

Request

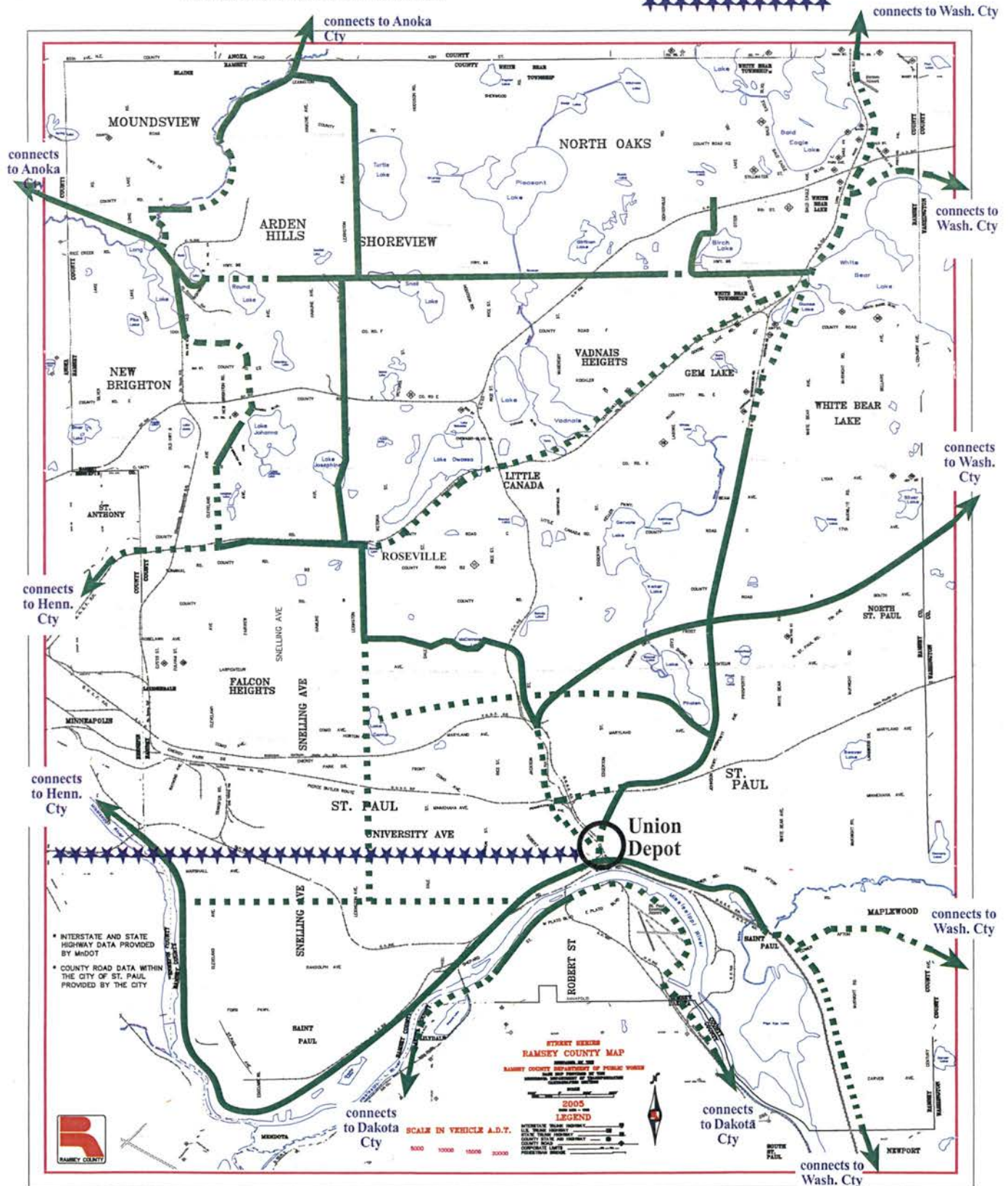
Ramsey County, along with its municipal partners, requests \$33 million to plan, acquire, and develop the remaining 44 miles of regional trails throughout the County.

RAMSEY COUNTY REGIONAL TRAIL NETWORK

STATE AND REGIONAL TRAILS

FUTURE STATE AND REGIONAL TRAILS

TRAIL CORRIDOR UNDER STUDY





Ramsey County Board of Commissioners

Commissioner Jan Parker
District 2, Legislative Chair

651-266-8350

Commissioner Toni Carter
District 4, Legislative Vice-Chair

651-266-8366

Commissioner Tony Bennett
District 1, County Board Chair

651-266-8350

Commissioner Jim McDonough
District 6

651-266-8350

Commissioner Rafael E. Ortega
District 5, Regional Rail Authority Chair

651-266-8350

Commissioner Janice Rettman
District 3

651-266-8360

Commissioner Victoria Reinhardt
District 7

651-266-8350

Ramsey County Manager
David Twa

651-266-8000

Ramsey County Parks and Recreation
Greg Mack, Director

651-748-2500

Intergovernmental Relations
Terry Speiker

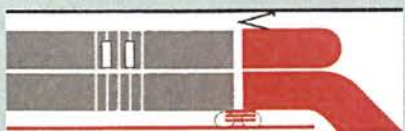
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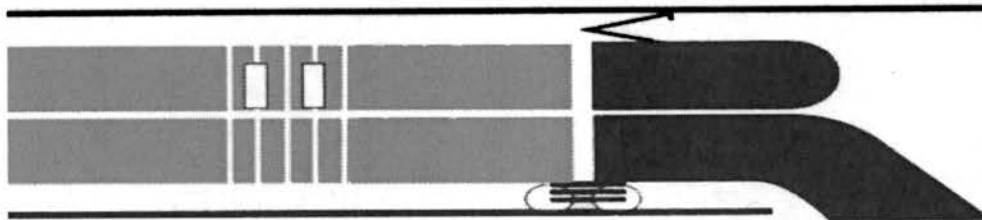
651-266-8012
612-759-1310

Nick Riley

Cell:

651-266-8032
651-485-7601





6560 Ramsey County Government Center-West, 50 W. Kellogg Blvd.
St. Paul, Minnesota 55102 (651) 266-2760 / Fax (651) 266-2761

REGIONAL RAILROAD AUTHORITY

To: Central Corridor Management Committee
From: Rafael Ortega, Chairman, Ramsey County Regional Rail
Re: Communications and Outreach Strategic Plan
Jan. 10, 2007

The Ramsey County Regional Rail Authority looks forward to working with the Metropolitan Council and other partner agencies in implementing its Strategic Communications and Public Outreach Plan. The Rail Authority strongly supports the work of the Met Council communications and public outreach staff and shares its deep belief in engaging the public as a full partner in transit projects.

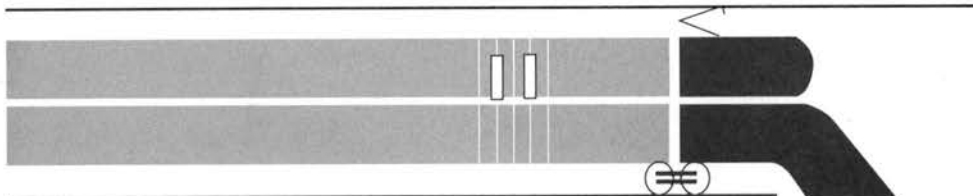
With that in mind, we would like to offer some suggestions for the draft strategic communications plan that we believe will strengthen the document:

- The communications plan should clearly spell out a mechanism for the essential internal communications between project design/engineering staff and communications/public involvement workers in direct contact with community stakeholders. There should be a regularly scheduled check-in meeting between the outreach and engineering staffs to allow pass-along of public concerns and preferences. These meetings would also facilitate sharing of information related to project design and planning issues/challenges.
- The Communication Steering Committee needs to move with some urgency to firm up plans for public meetings and other avenues of public involvement identified in the plan. When will meetings be scheduled? At what points in the process? Where? Who will convene them? We should be able to lay out for the public a comprehensive schedule of opportunities to weigh in on the many still-unanswered questions surrounding the project. Preliminary Engineering is about to begin and major project decisions will be made in a matter of weeks and months. The public must be a participant in that process.
- We should also be clear in this plan how that community input will be incorporated into the project design and implementation. The draft plan makes several references to gathering community input and encouraging public participation, but is largely silent on how that input and participation will be used by staff to make the project better.
- A small, but important point: Reference is made in the 2008 goals on page 23 to "scoping" decisions. "Scoping" has a very specific meaning to federal agencies we're

working with and seems to be misused in this context. The scoping process on the Central Corridor project concluded in December 2001 with publication of a Scoping Summary Report.

- Finally, we understand that this plan is intended to address communications and public outreach at the macro level. Our agency and others will be focusing as well on the individual contacts needed — businesses, property owners and residents — at the micro level. We will continue to meet with businesses and residents along the corridor and with those near it on an ongoing basis, with the goal of facilitating two-way, personal communication between the project partners and the public. This is the niche that the Regional Rail staff plans to fill during the next phases of the project, in addition to working with the Met Council outreach and communications staff on the broader communications strategy.

We look forward to working collaboratively with the Metropolitan Council as it enters preliminary engineering on the Central Corridor and begins the long-awaited construction of this vital transit line.



Ramsey County Regional Railroad Authority

6560 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

January 23, 2007

**Immediately following the
Housing and Redevelopment Authority Meeting**

Third Floor Council Chambers Courthouse

ADMINISTRATIVE

1. * Approve minutes from January 9, 2007 meeting.

POLICY

2. Corridor updates.
 3. * Rush Line commuter bus feasibility study contribution and contract; state and federal appropriations requests.
- * Action is requested

Meeting Minutes

RAMSEY COUNTY RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on January 9, 2007, in Council Chambers, Third Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega
Commissioner Tony Bennett
Commissioner Tony Carter
Commissioner Jim McDonough
Commissioner Victoria Reinhardt
Commissioner Janice Rettman

MEMBERS ABSENT: Commissioner Jan Parker

OTHERS PRESENT: Art Coulson, Kathy Fischer, Ken Haider, Kathy Kapoun, Julie Kleinschmidt, Greg Mack, David MacMillan, Tim Mayasich, Steve Morris, Sarah Penman, Terry Speiker, Angie Taylor, Mark Voerding

Chair Ortega called the meeting to order at 10:45 am.

ADMINISTRATIVE AGENDA

1. Approve minutes from December 19, 2006 and January 2, 2007 meetings

A motion was made by Commissioner Bennett, seconded by Commissioner Reinhardt, to approve the minutes from the December 19, 2006 and January 2, 2007 meetings.

Roll call vote was taken:

Ayes – 6; Nays – 0
Motion accepted.

2. Federal funding request for trails - Greg Mack

A motion was made by Commissioner Reinhardt, seconded by Commissioner Rettman, to approve the federal funding request for trails.

Commissioner Ortega requested that the request also include language regarding the bicycle facility and Greg Mack agreed to make the change and provide the updated version to the Board.

Roll call vote was taken:

Ayes – 6; Nays – 0
Motion accepted.

WHEREAS, Ramsey County has identified a comprehensive regional trail network; and

WHEREAS, The cost to complete the remaining 44 miles of the 100-mile regional trail network is \$33 million; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports a federal appropriations request for the \$33 million for the completion of the regional trail network.

POLICY AGENDA

3. Contract with DMJM Harris for additional work on the downtown loop LRT alignment

A motion was made by Commissioner Bennett, seconded by Commissioner Reinhardt to lay this item over.

Roll call vote was taken:

Ayes – 6; Nays – 0

Motion accepted.

4. Communications and community outreach for Ramsey County Regional Railroad Authority – Art Coulson

Art Coulson, Ramsey County Regional Railroad Authority Public Communications Manager, provided an update of the outreach activities undertaken during the last half of 2006, as well as information concerning outreach plans for 2007.

The meeting adjourned at 11:05 am.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K Fischer
Authorized Signature

1/16/07
Date

Board Action Requested

Corridor Updates.

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

January 23, 2007
Board Date

Angelique Taylor
Signature

1/17/07
Date

Major Transit Corridor Update

January, 2007

Central: The light rail project has been given permission by the Federal Transit Administration to enter preliminary engineering. Preliminary engineering is the time when variations on alignments, such as the downtown loop proposal, will be considered. A community advisory committee has been formed and will meet for the first time on January 18. The corridor begins at Union Depot and extends west to downtown Minneapolis, where it joins the Hiawatha Corridor.

Union Depot: The Post Office has indicated that it will move its operations from the Depot concourse to Eagan by December 31, 2010, freeing space for the multi modal transit center at Union Depot. The first phase for the Depot will include provisions for Central light rail transit, Amtrak, Jefferson and Greyhound Lines, and Metro Transit buses. LOCATE task force continues to guide the work on Union Depot and make recommendations to Ramsey County Regional Railroad Authority.

Rush: The Rush Line Corridor (Union Depot, St. Paul to Hinckley) is initiating a bus feasibility study that will outline how commuter buses can operate in the corridor. A federal alternatives analysis is also being initiated that will consider options for routes, staging and technology types for rail in the corridor. Meanwhile, park and ride lots have been and continue to be constructed in the corridor. Park and ride lots have opened at Maplewood Mall and in Stacy, at CSAH 17 and I-35. Another will open in spring, 2007 in Forest Lake.

Metro East: Legislators from Washington County have expressed an interest in improved transit service in the I-94 corridor from Union Depot in St. Paul to Hudson, Wisconsin. Other work may be undertaken on TH 36 or TH 5 corridors from Union Depot to Wisconsin.

Red Rock: The Red Rock Corridor (Minneapolis to Hastings) consultants are calculating transit ridership projections for the corridor. This will allow a determination of direction for transit in the corridor.

Robert Street: A feasibility study, beginning in early, 2007, will assess transit improvements and locations from Union Depot to Rosemount in the corridor area extending south of downtown St. Paul.

Northstar: The commuter rail corridor from Big Lake to downtown Minneapolis is in final design. Negotiations are occurring with the Federal Transit

Administration on a full funding grant agreement, which commits the federal share of funds for the project. Utility work has begun on 5th Street in downtown Minneapolis to extend the Hiawatha Corridor to connect with the potential Northstar Corridor. Work is beginning on the extension of the project from Big Lake to Rice.

Cambridge: A feasibility study is scheduled to begin in early, 2007, on a passenger rail line from Duluth to Minneapolis, via Isanti and Kanabec Counties. St. Louis and Anoka Counties are leading the project.

Southwest: There is a hearing on January 23 about the recommendations of the alternatives analysis for the corridor from Minneapolis to Eden Prairie. Three light rail routes are proposed for an environmental impact statement, the next step.

Cedar: Environmental and engineering work is occurring on bus rapid transit along Cedar Avenue from the Mall of America to Lakeville.

Northwest (Bottineau Boulevard): Negotiations are occurring with Burlington Northern about acquiring right of way for this corridor from Minneapolis to the northwest suburbs along County Road 81 for bus rapid transit.



Council's plan would ease traffic congestion

The long-range transportation plan developed by the Metropolitan Council calls for the construction of five new "transitways" — a combination of bus and rail lines — to help slow the growth in traffic congestion and improve mobility. The *2030 Transportation Policy Plan* (TPP) also lays out plans for improving the region's highway system to help keep pace with growth. By 2030, the seven-county area is expected to grow by nearly 1 million people, adding an additional 4 million daily trips to the region's already crowded transportation network.

"Growth is a good thing, with many benefits and positive implications for the region," said Council Chair Peter Bell. "But it also comes with challenges, as anyone who sits in rush-hour traffic can attest. Our goal is to help manage and mitigate congestion in the most cost-effective way possible."

Bell said the Council recognizes the region lacks sufficient resources to fund the transit and highway improvements called for in the plan. In the TPP, the Council says it will work with the governor, Legislature and other regional partners in an effort to secure additional resources for transportation.



The 2030 Transitway system map shows new transitways throughout the region. [SEE FULL MAP.](#)

"Our goal is to help manage and mitigate congestion in the most cost-effective way possible."

- Council Chair Peter Bell

The plan calls for construction of 5 new transitways and continued planning on three transitways.

- A commuter rail line in the Northstar corridor between Minneapolis and Big Lake.
- Bus rapid transit on I-35W between Lakeville and downtown Minneapolis.
- Bus rapid transit on County Road 81 from Minneapolis to Osseo, Dayton and Rogers.
- Bus rapid transit on Cedar Avenue from Lakeville to the Mall of America.
- Light rail transit in the Central corridor on University Avenue between downtown St. Paul and downtown Minneapolis.

The TPP also calls for planning to continue on three additional transitways — the Red Rock corridor from Hastings to downtown St. Paul and Minneapolis; the Rush Line corridor from



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- Council Chair Peter Bell

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The 2030 Transitway system map shows new transitways throughout the region. [SEE FULL MAP.](#)

The TPP, adopted in 2004 and updated in 2006, calls for the construction of the following transitways between 2005 and 2020:

- A commuter rail line in the Northstar corridor between Minneapolis and Big Lake.
- Bus rapid transit on I-35W between Lakeville and downtown Minneapolis.
- Bus rapid transit on County Road 81 from Minneapolis to Osseo, Dayton and Rogers.
- Bus rapid transit on Cedar Avenue from Lakeville to the Mall of America.
- Light rail transit in the Central corridor on University Avenue between downtown St. Paul and downtown Minneapolis.

The TPP also calls for planning to continue on three additional transitways — the Red Rock corridor from Hastings to downtown St. Paul and Minneapolis; the Rush Line corridor from

**Transitways
are a
combination
of bus and rail
lines**

downtown St. Paul through Ramsey, Washington, Chisago and Pine Counties; and the Southwest corridor from Minneapolis to Carver County.

In addition, the plan envisions significant improvements in the bus system, including new express bus routes, suburb-to-suburb service, transit stations, park-and-ride lots and other features. The goal is to increase transit ridership 50 percent by 2020 and double it by 2030.

The cost of implementing the transit plan: \$500 million in capital investments to grow the bus system and \$800 million to \$1.4 billion to build the transitways, with an additional \$120 million a year needed for operating costs by 2020.

The TPP's highway section — developed in close coordination with the Minnesota Department of Transportation — focuses on maintaining and managing the existing 657-mile metro highway system, relieving bottlenecks and adding capacity where possible. One priority is to expand the entire I-494/694 beltway to six lanes.

How far and how fast the region can go in improving the highway system hinges on the success of proposals to increase federal and state funding. Because of the political uncertainties, the plan outlines three scenarios:

Constrained Plan Scenario. Based on current funding levels, this scenario estimates about \$283.5 million a year will be provided for highway purposes. Of this total, about \$92 million will be available for major expansion projects. Based on current cost estimates, the region would be able to build by 2030 only those expansion projects previously planned for construction by 2025.

Unconstrained Plan Scenario. This scenario illustrates the magnitude of highway investments required to hold congestion on the metropolitan highway system at the same level that existed in 1998. Its implementation would require about \$1.164 billion a year, admittedly an unlikely prospect.

Constrained Plus 30% Plan Scenario. This scenario assumes a 30 percent increase in highway funding over the Constrained Plan Scenario. Of the \$368.5 million in annual resources, nearly \$200 million would be available for expansion projects. This scenario would accelerate by 10 years the improvements planned by 2030 under the Constrained Plan scenario and provide resources for new projects.

"The region is at a crossroads with respect to transportation," said Council Chair Peter Bell. "While there is no 'silver bullet' to eliminate congestion, the TPP includes policies and strategies that will help slow its growth — provided that adequate resources can be obtained."

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Mears Park Center • 230 E 5th St. • St. Paul, MN 55101

Phone: 651-602-1000 • TTY: 651-291-0904

E-Mail: data.center@metc.state.mn.us

All information on this site is available in other formats upon request.

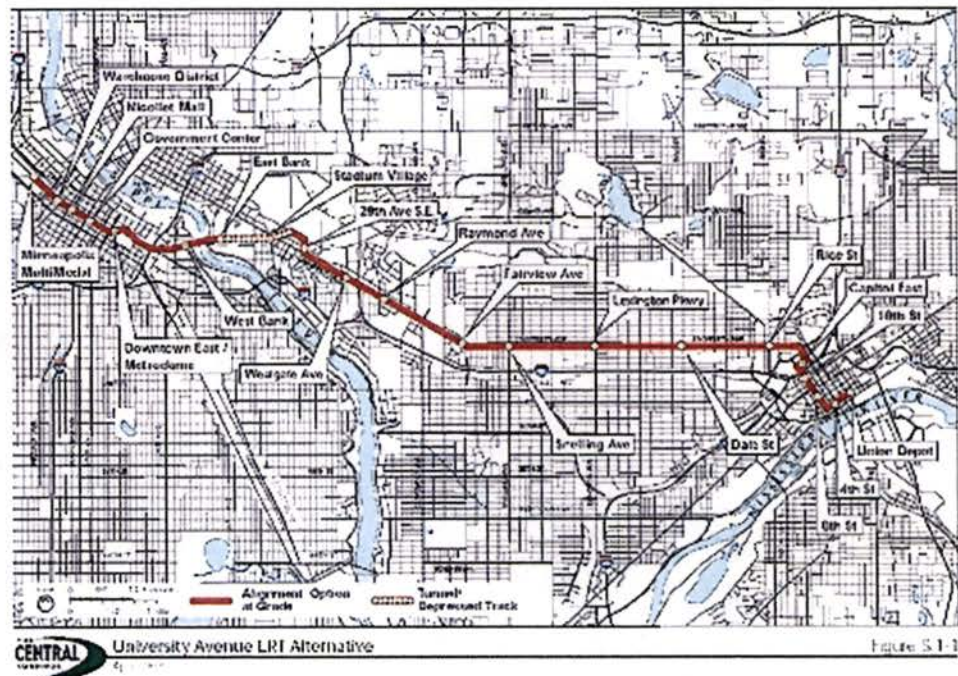
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originally posted 12/15/04; updated 10/16/06

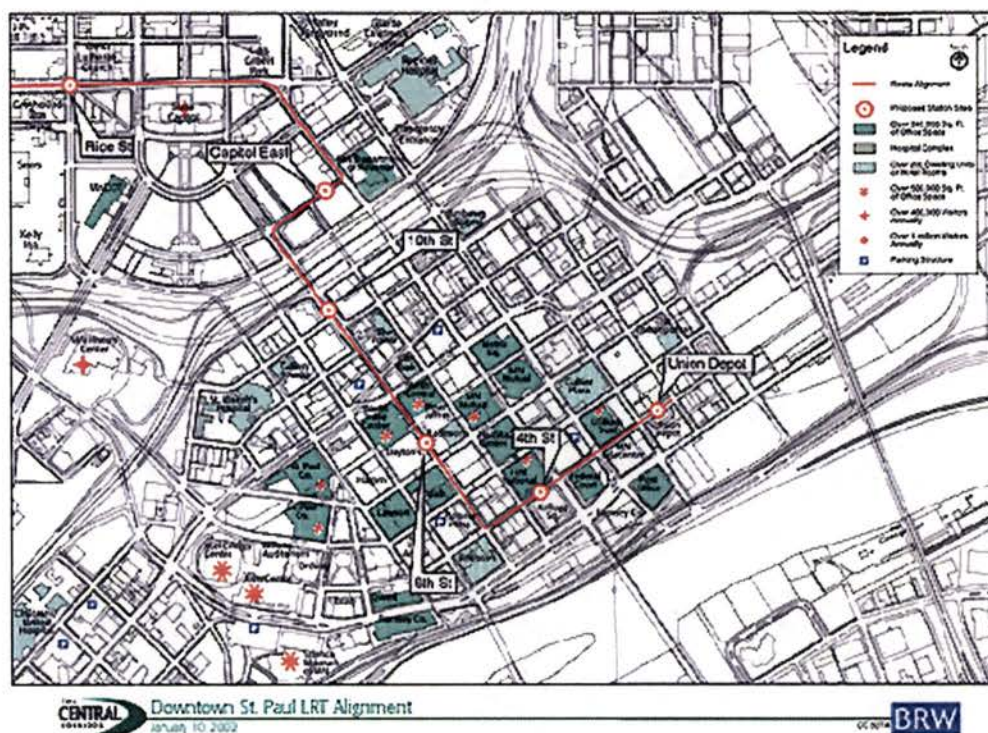
**THE
CENTRAL
CORRIDOR**MEETINGS
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Route Maps

Central Corridor Light Rail Transit Alignment



Downtown St. Paul Light Rail Transit Alignment





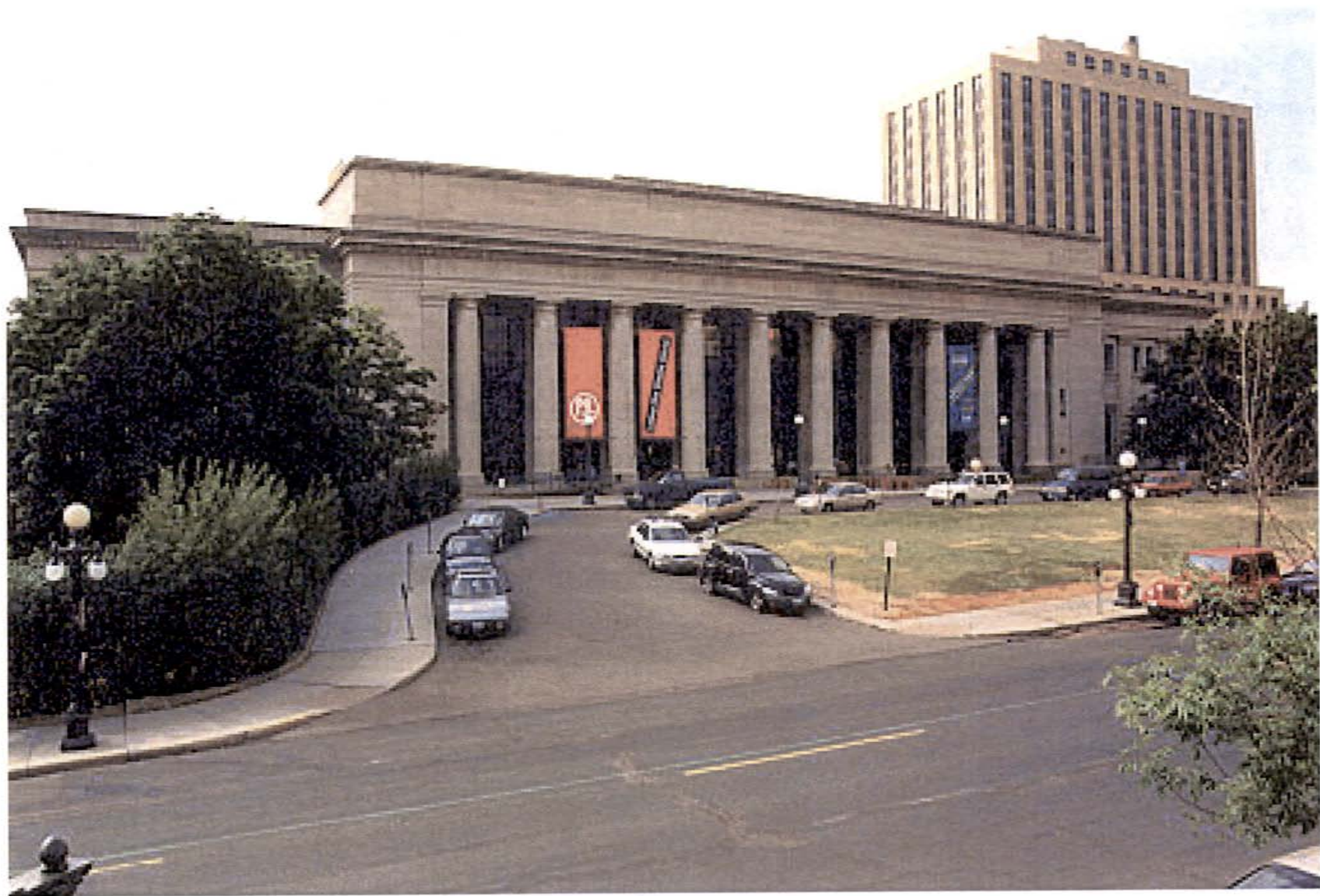


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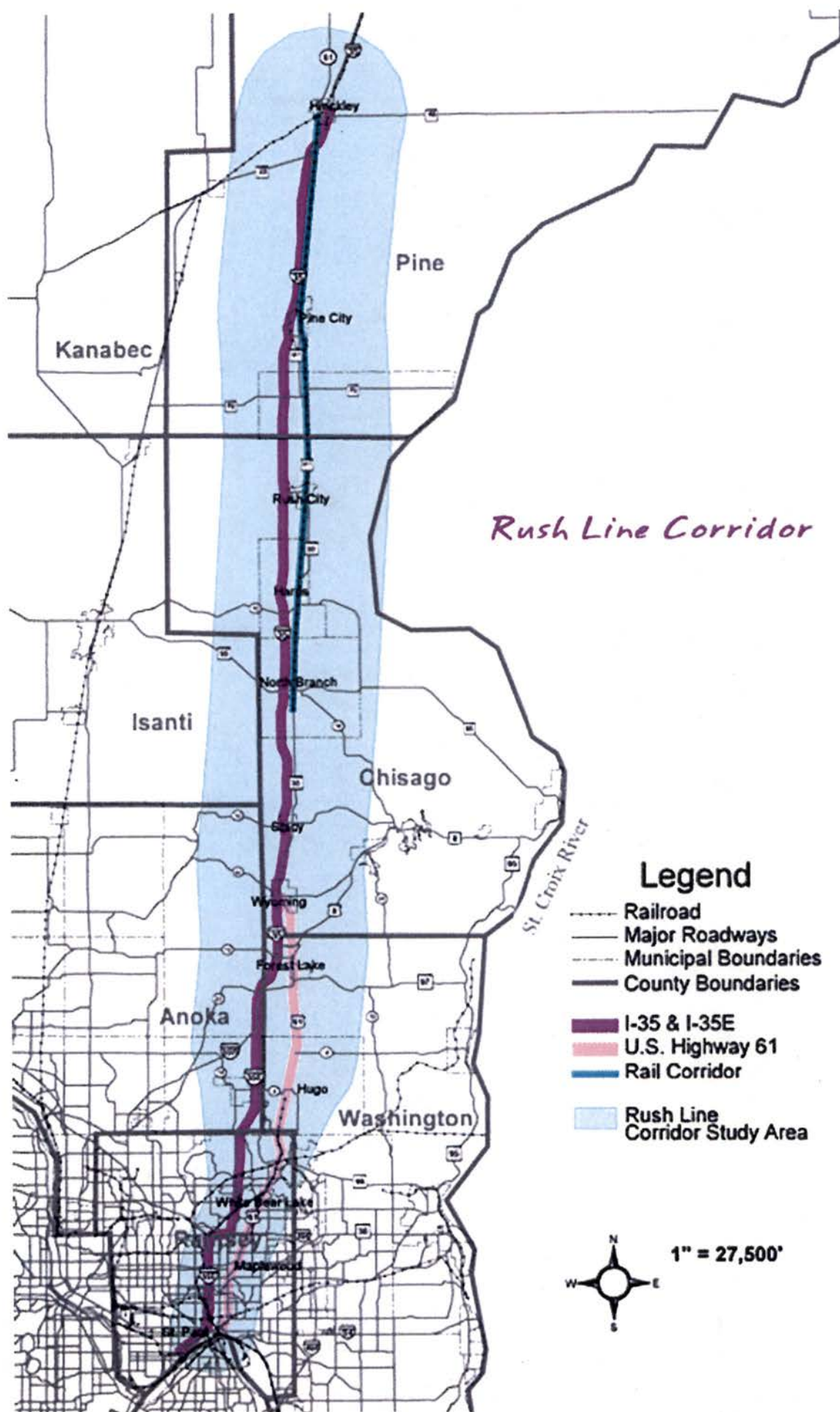
UNION DEPOT
NOW WE'RE GETTING SOMEPLACE

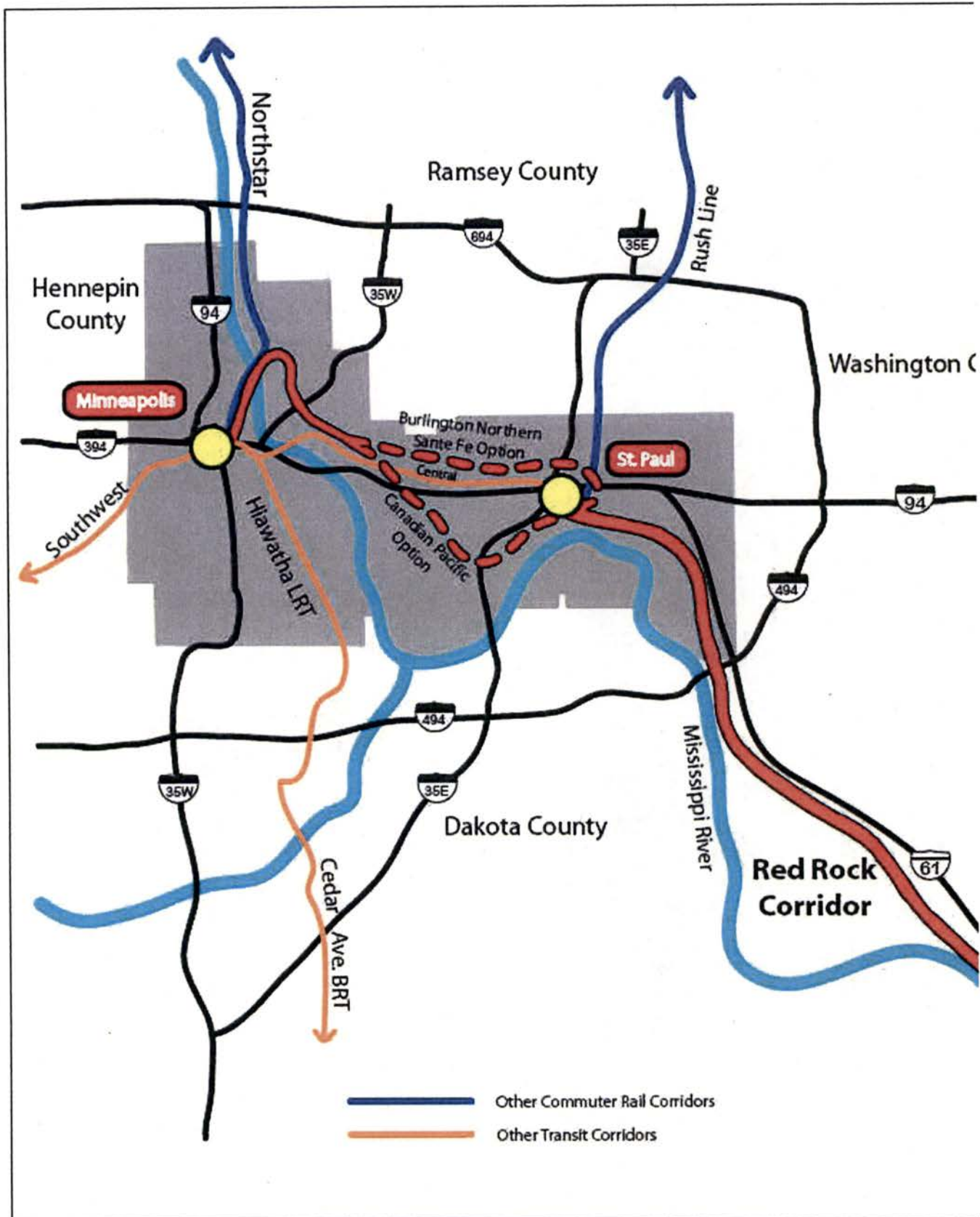




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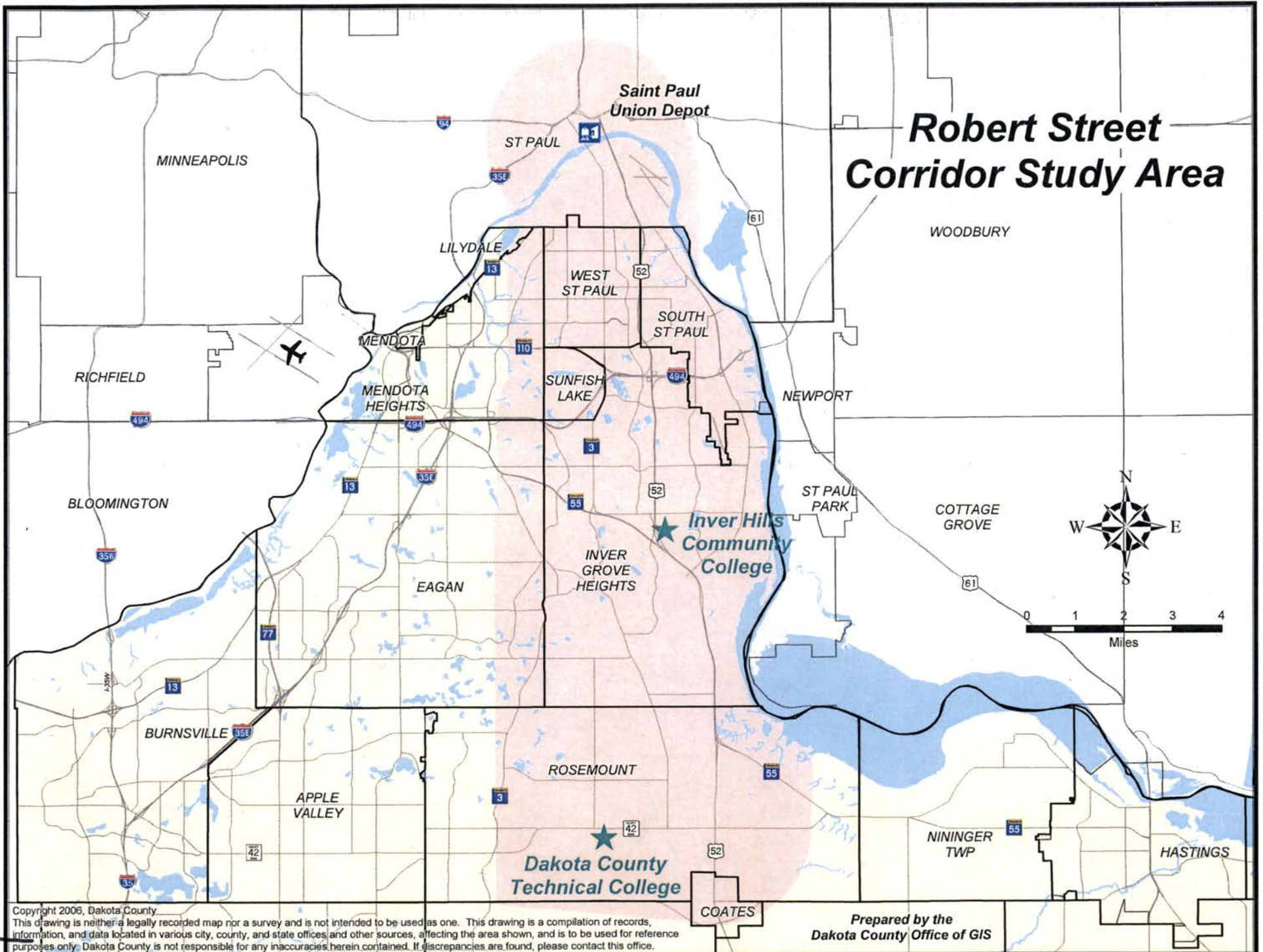






BACK

Robert Street Corridor Study Area

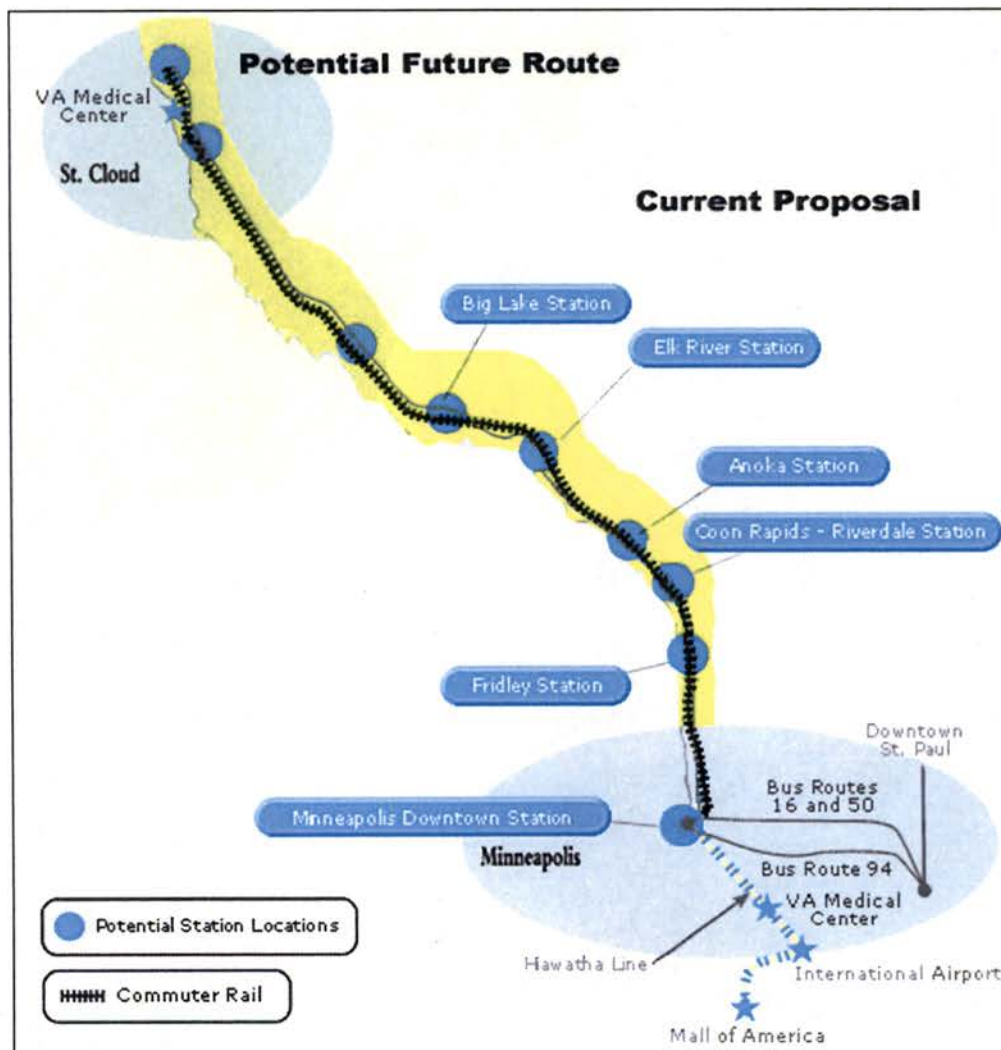


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Prepared by the
 Dakota County Office of GIS

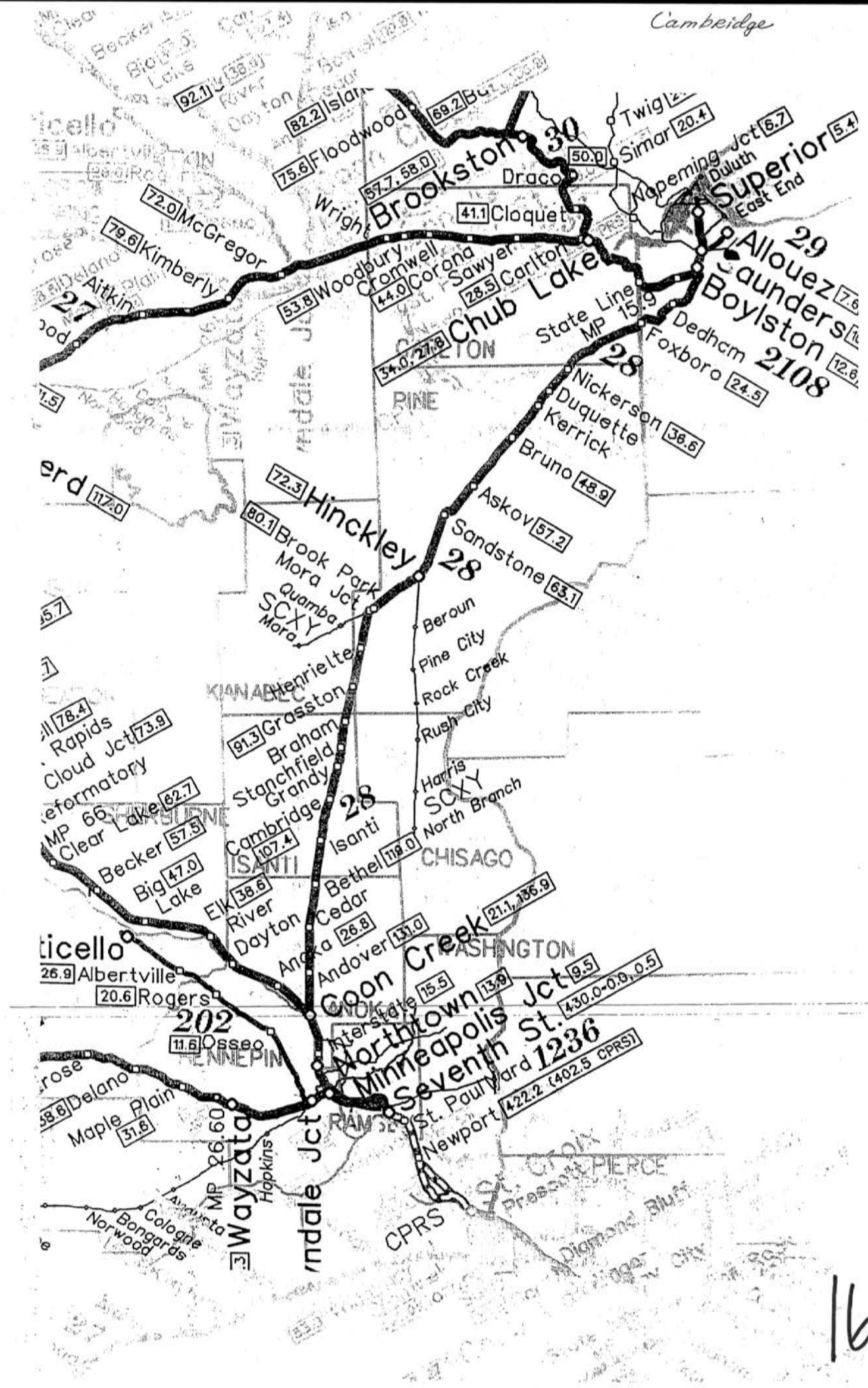

[Home](#)
[Overview](#)
[Route Map](#)
[Background Info](#)

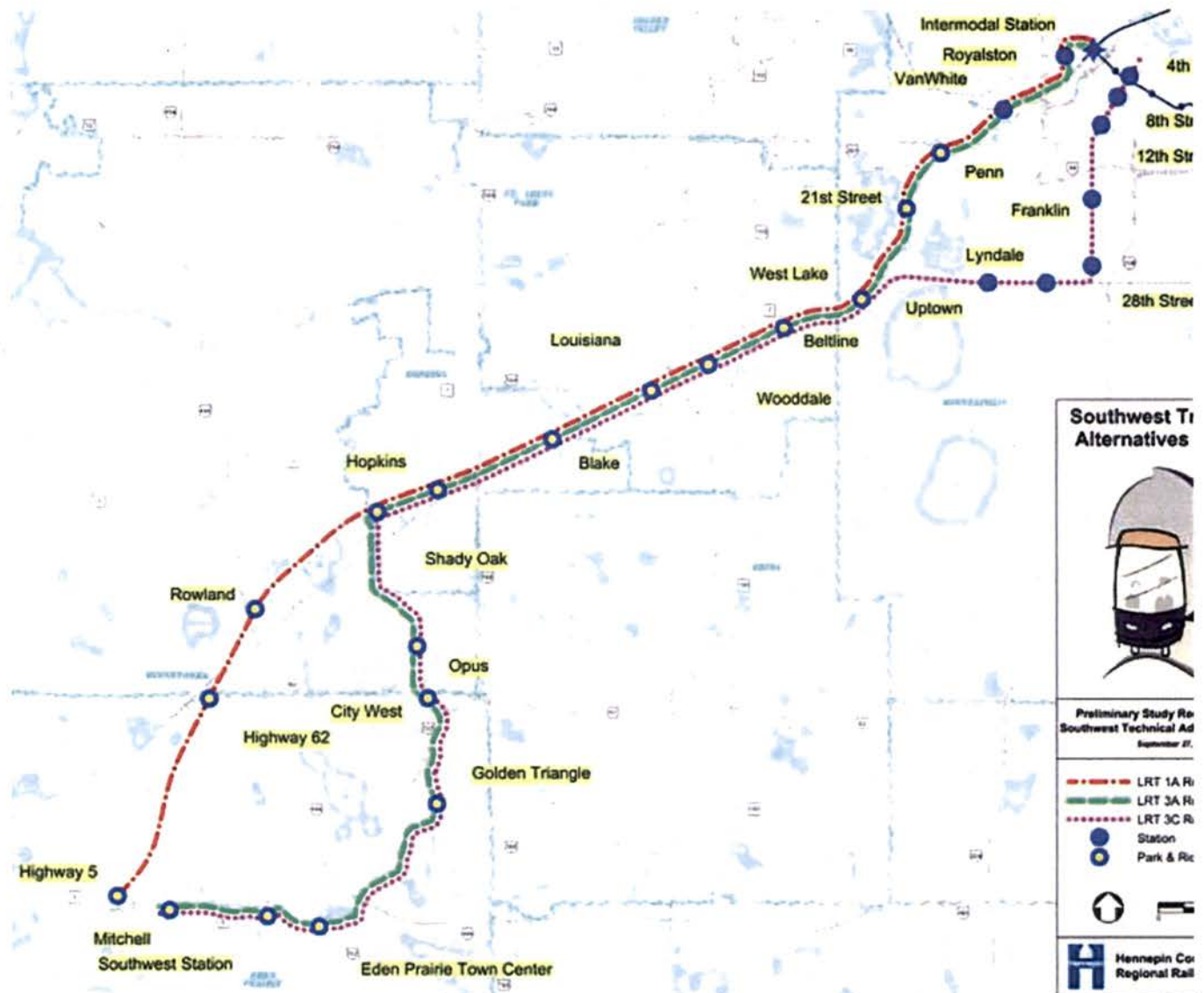
Northstar will be Minnesota's first commuter rail service, offering a new experience to many Minnesota commuters. Scroll down to see the route map and learn details about the many features that will make Northstar a premiere transportation alternative.

[Why Build Northstar](#)
[Route Map](#)
[News and Updates](#)
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Northstar will offer many amenities to help ensure that the service is easy to use and that it will be a reliable, comfortable, and for many, productive mode of transportation.

- Northstar will be on-time in any weather (a guaranteed commute of 43-minutes from Big Lake to Minneapolis) and save commuters nearly 900,000 hours in travel time every year.
- Free parking lots and safe, heated stations at each of the six stations.







CEDAR AVENUE CORRIDOR TRANSITWAY NEWSLETTER

JUNE 2006

CONTACT INFORMATION:

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PROJECT WEBSITE:

www.co.dakota.mn.us/planning/transportation/cedar/index.htm

CATCH A RIDE IN 2009

The Dakota County Regional Railroad Authority selected **Bus Rapid Transit (BRT)** as the best option for Cedar Avenue. The selection of BRT followed an extensive evaluation of transit and highway alternatives and substantial input from the public. Current activities include Preliminary Design and Environmental Review of transit and highway improvements from 138th Street to County Highway 70. Specific improvements will include BRT service, the construction of transit stations, and enhancements to existing park-and-ride facilities.

BRT: FREQUENCY, SPEED, AND RELIABILITY

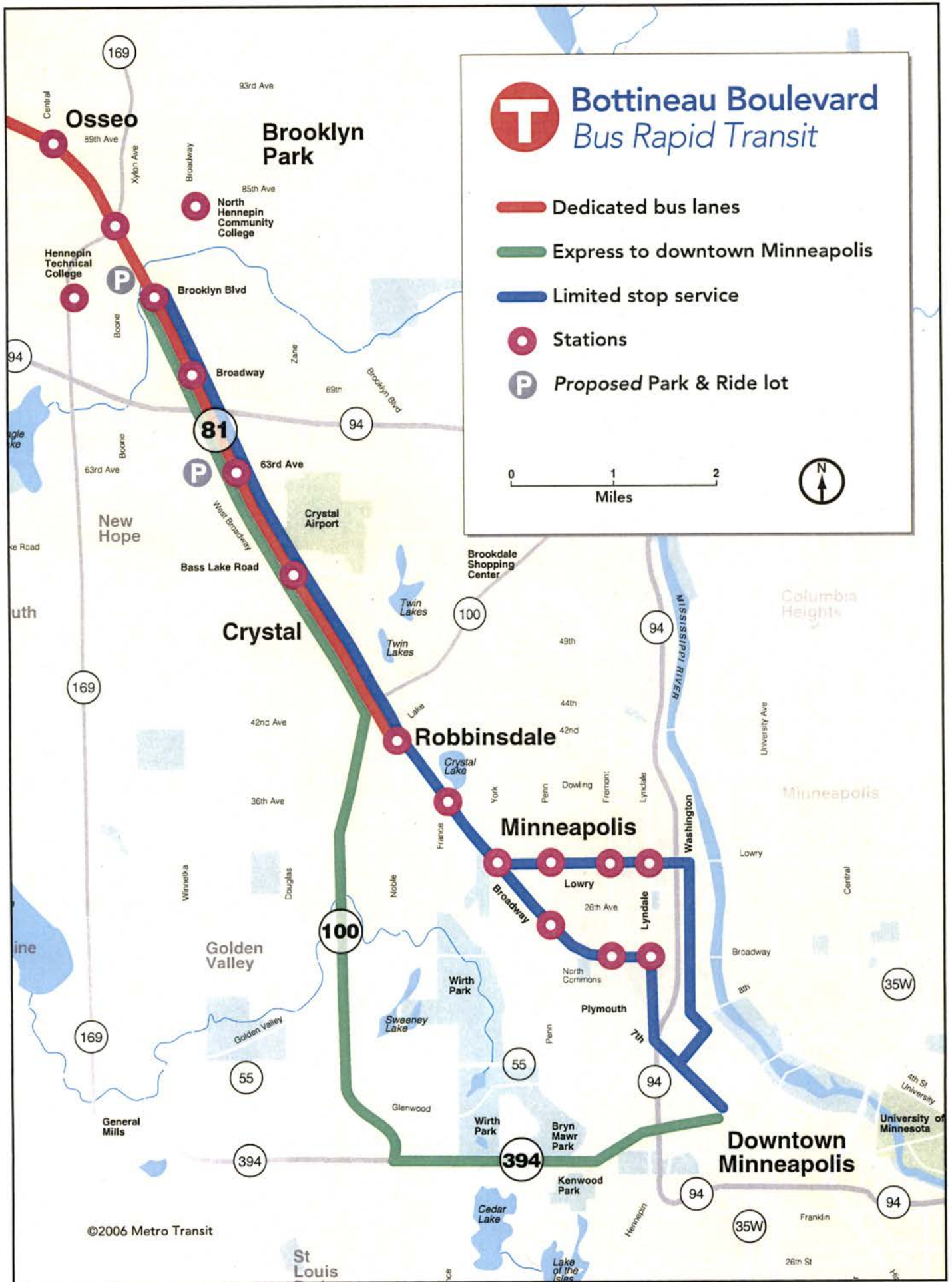
BRT combines the flexibility of buses with the frequency, speed, and reliability of light rail transit. Buses operate on existing roadways, and *BRT has the advantages of bus-only lanes, enhanced on-line stations, and traffic signal priority* to achieve a service similar to light rail transit service.



LOCAL OFFICIALS TOUR CEDAR AVENUE IN A BRT VEHICLE PROTOTYPE ON MAY 10, 2006

BELOW IS AN EXAMPLE OF ONE TYPE OF VEHICLE USED IN A BUS RAPID TRANSIT SYSTEM.





RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K Fischer
Authorized Signature

1/15/07
Date

Board Action Requested

Rush Line commuter bus feasibility study contribution and contract; state and federal appropriation requests

ACTION REQUESTED

Request Justification

See attached information: Memorandum from Kathy Fischer, dated January 15, 2007.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

January 23, 2007
Board Date

Angeline Taylor
Signature

1/17/07
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date January 23, 2007 No.: R07-

WHEREAS, Ramsey County Regional Railroad Authority is a member of the Rush Line Task Force; and

WHEREAS, The Rush Line Task Force, at its meeting on January 10 took action on a feasibility study, state and federal appropriations requests; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes a contribution of \$10,000 for its share of the feasibility study of commuter bus for the Rush Line Corridor; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes its Chair to contract with one of three potential vendors for the commuter bus feasibility study, based on recommendation of staff, in an amount not to exceed \$50,000; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority requests \$1 million in state appropriations for the Rush Line Corridor in 2007 to match federal funds for the design and construction of transit facilities; and Be It Further

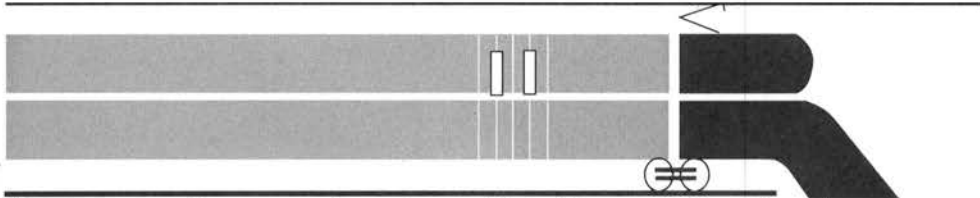
RESOLVED, That Ramsey County Regional Railroad Authority requests \$5 million in federal 2008 appropriations for the Rush Line Corridor for design and construction of stations and park and ride facilities.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary



Ramsey County Regional Railroad Authority

6560 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
From: Kathryn Fischer, Director *KF*
Subject: Rush Line Corridor Task Force Actions
Date: January 15, 2007

At its January 10 meeting, the Rush Line Task Force took the following actions:

- (1) Indicated an interest in conducting a feasibility study of commuter bus for the corridor, with a cost of \$50,000, with each county potentially contributing \$10,000 for the study. This study will augment the alternatives analysis to be conducted in the corridor with already approved funds, and will provide the potential for faster implementation of transit service in the corridor.
- (2) Increased its state appropriation request from \$500,000 to \$1 million based on a solicitation of interest for potential 2007 projects.
- (3) Requested \$5 million in federal fiscal year 2008 funds for the Rush Line Corridor for design and construction of stations and park and ride facilities.

These actions require support from Ramsey County Regional Railroad Authority.

For the commuter bus feasibility study, two actions are requested:

- (1) Authorize Ramsey County Regional Railroad Authority to contribute \$10,000 to the cost of the feasibility study, pending the contributions from the other four counties (Anoka, Washington, Chisago and Pine); and
- (2) Authorize Ramsey County Regional Railroad Authority staff to contract with one of three potential vendors for the \$50,000 feasibility study. Short proposals will be sought from SRF, URS and Short Elliott for the work, firms which have a demonstrated expertise with this type of work. The proposals will be evaluated by staff and a contract will be executed by the Chair with the firm recommended by staff in an amount not to exceed \$50,000 for the feasibility study. The scope of services is attached.

For the state appropriation, the actions requested are that Ramsey County Regional Railroad Authority:

- (1) Increase its previous state appropriation request for the Red Rock Corridor from \$500,000 to \$1 million to match federal funds for construction of transit facilities; and
- (2) Communicate to the Metro Transitways Development Board the new Rush Line state request.

For the federal 2008 appropriations request:

(1) Request \$5 million in 2008 federal appropriations for the Rush Line Corridor for design and construction of stations and park and ride facilities.

RUSH LINE CORRIDOR COMMUTER BUS STUDY

Corridor Description

The 80-mile Rush Line corridor begins in downtown St Paul and generally follows Highway 61 and I-35/35E north through Ramsey, Washington, Chisago and Pine counties. Rapidly growing traffic congestion in the corridor's major commuter routes is becoming a major concern, as the Twin Cities Metropolitan Area continues to grow and development spreads beyond its boundaries. Enhanced transit options are needed to address these current and future transportation challenges and help slow down the rate of traffic congestion increase.

Express bus service is currently provided in the corridor from Lino Lakes, White Bear Lake and the Maplewood Mall to downtown St Paul, along I-35E and to downtown Minneapolis, via Highway 36 and I-35W. Additional local regular route service and community based dial-a-ride service are also provided in portions of the corridor.

In 2001, a transit study was conducted for the Rush Line corridor to examine enhanced transit options. The study recommended both expanded commuter bus service in the short-term and the implementation of either a busway or a commuter rail line along existing railroad right-of-way in the long-term. The Rush Line Task Force, made up of local elected officials from the counties and the communities along the corridor, is pursuing implementation of the recommendations of the 2001 study.

The Rush Line corridor is also identified as a Tier 2 Transitway corridor in the Metropolitan Council's Transportation Policy Plan with a post-2020 implementation date. The transitway designation assumes either a busway or a rail alternative.

Purpose of the Commuter Bus Study

The Rush Line Task Force is seeking consultant services for the completion of a Rush Line Commuter Bus service plan that would implement the short-term recommendations of the 2001 study. If financially and operationally feasible, the goal of the Rush Line Task Force would be to provide enhanced commuter bus service to corridor communities not directly served by existing express bus routes within the next 12-18 months.

The study is to determine the appropriate level of commuter bus service to be provided, commensurate with anticipated demand, the costs and benefits of the service and a financial plan to fund the capital and operating costs of the service.

Construction of a Transit Center at Highway 61 in Forest Lake will be completed in the spring of 2007. A park-pool lot, located at CSAH 17 and I-35 in Lent Township in Chisago County, is already in operation. The proposed commuter bus service could

originate from either one or both of those sites. Service to both downtown St Paul and downtown Minneapolis should be considered in the development of the plan. Intermediate stops along the corridor can also be considered if it enhances the viability of the project.

Scope of Services

The Rush Line Commuter Bus service plan should include the following tasks:

1. Analysis and documentation of existing transit services, traffic patterns and traffic levels in the corridor
2. Analysis and documentation of existing demographic and socioeconomic data
3. Development of at least 2 service options, one originating at the Forest Lake Transit Center and another at the Hinckley transit center. Each options should have two sub-options, one destined to downtown St Paul and one to downtown Minneapolis.
4. Detailed analysis and documentation of each service option and sub-option, including but not limited to: termini, routing, intermediate stops, hours of operations, service frequency, travel times, vehicle hours and vehicle miles of operation and vehicle requirement. Connections/transfers to existing Metro Transit bus service should be analyzed.
5. Estimates of the transit ridership potential of each of the options and sub-options under consideration
6. Evaluation of the adequacy of planned and programmed transit facilities in the corridor to support the proposed service options and, if necessary, proposal of additional capital investments
7. Development of operating and maintenance costs of the proposed service options
8. Development of capital costs associated with the proposed service options, assuming two vehicle scenarios. One using lift equipped coach-style buses including comfortable seating with head and foot rest, power outlets for laptop computers, overhead reading lights and storage. The second scenario will use lift equipped regular transit buses.
9. Evaluation of the proposed service options based on their ridership potential, cost-effectiveness and other transportation and environmental impacts
10. Development of a financial plan for both the necessary capital investments and ongoing transit operations, including a proposed fare structure and other possible funding sources
11. Service plan recommendations
12. Implementation strategy and timeline

Consultant Response

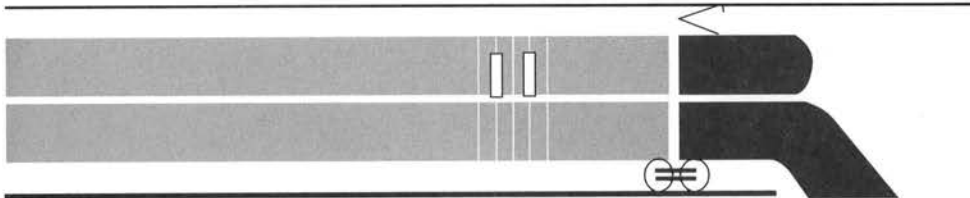
In the response to this request for services, the consultant should briefly describe how the above tasks are to be addressed (no more than 3 pages). Two tables should also be provided: one describing the role of key personnel and their level of involvement in the

study and a second table including a detailed cost proposal for the completion of the study. The cost of the proposed consultant services should not exceed \$50,000.00. The response should be submitted to Kathryn Fischer, Director, Ramsey County Regional Railroad Authority, no later than XXX, 2007.

Period of Performance

A draft final report should be completed and presented to the Task Force no later than six months from the date the consultant selected receives the notice to proceed. The consultant should also be prepared to provide at least two interim progress reports to the Task Force. Monthly progress reports should also be submitted to the Ramsey County Regional Railroad Authority staff, indicating the status and degree of completion of each of the tasks described in the scope of services.

1/23/07 Worksession



Ramsey County Regional Railroad Authority

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St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

AGENDA

Regional Railroad Authority Work Session on Transit Issues

January 23, 2007

**Room 220 Courthouse
Large Conference Room**

Immediately following regular Regional Railroad Authority Meeting

Materials will be distributed separately



More Transit Options
Fewer Highway Hassles

Metro Transitways Development Board 2007 Legislative Proposal: More Transitways, More Quickly

The Metro Transitways Development Board's (MTDB) vision encompasses a seamless multi-modal transportation **system** including roadway improvements, better bus service and a system of transitways (LRT, commuter rail and BRT) serving the region. Citizens and businesses are losing patience with growing congestion and with the failure to make the necessary infrastructure investment in roads and transit alternatives. People are asking for more rail or busways and are not willing to wait for decades for better transit service. This legislative proposal identifies the region's priorities, calls for the public investment needed to successfully meet our transportation needs, and proposes a decision-making structure that can act to meet those needs in a timely manner.

2007 TRANSPORTATION AND TRANSIT FUNDING PROPOSAL

2007 Capital Project Priorities

The Metro Transitways Development Board (MTDB) has identified the following transitway projects as priorities for the region and is requesting the 2007 Legislature to authorize funding in the amount of \$57.25 million (to match federal and local contributions) for the region's priority corridors:

~ Central	\$40.0 million for advanced engineering
~ Northstar Phase I/Fridley	\$5.0 million for construction of Fridley Station
~ Northstar Phase II/St. Cloud	\$.75 million to complete feasibility study/update documents
~ Red Rock	\$0.5 million for park and ride facilities in Red Wing, Newport and Hastings
~ Union Depot	\$9.0 million for environmental, engineering, rehabilitation, property acquisition and construction work
~ Rush Line	\$0.5 million for park and ride/pool and vans for vanpooling
~ Cambridge	\$0.5 million for a feasibility study
~ Southwest	\$1.0 million for draft Environmental Impact Statement (EIS)

Supplemental 2008 Capital Project Priorities

In addition, the MTDB supports the development of the following transitways but will not be seeking funding for those corridors until 2008. Such corridors include:

- | | |
|-----------------|--|
| ▪ Robert Street | ▪ Downtown Minneapolis Intermodal Facility |
| ▪ Cedar | ▪ Bottineau Boulevard Busway |
| ▪ 35-W Busway | ▪ 94 East to Woodbury Corridor. |

For legislative information contact Ross Kramer or Bill Schreiber at (651) 228-9757.
For general information contact Kathy Fischer at (651) 266-2762.

Transportation Funding

1. The MTDB strongly supports a \$.005 cent metro wide sales tax, as well as a gas tax increase, license tab fee adjustment and county option wheelage tax.
 - A portion of sales tax revenues must be used to cover the costs of greater transit capital investment and for the operations of the regional transitways.
 - The MTDB strongly opposes the current regional policy of requiring local property tax subsidies of operating costs for light rail transit and commuter rail.
 - Regional and state funds should cover 100% of the necessary public operating subsidy of all forms of transit.
 - Local government contribution of property taxes to the capital costs of transit projects should not exceed 10% of the total capital cost, in order to provide additional property tax relief.
 - The funding approach to transitways should be the same regardless of mode (busway, LRT, commuter rail).
2. The MTDB strongly opposes any reduction in general fund appropriations for transit operating assistance statewide and opposes the use of MVST funding to backfill current transit operating costs/deficits.
3. The MTDB supports a sales tax exemption on rail rolling stock, construction costs and rail fuel.
4. The MTDB supports statutory allocation of MVST revenues that would provide 40% to transit and 60% to roads. Of the new transit funds, 2% should be allocated to rural Minnesota and 38% to the metropolitan area upon the completion of the five-year phase in.
5. The MTDB further supports an adjustment to the boundaries of the metropolitan transit taxing district to reflect service received.

Transit Governance

The MTDB supports a change in the transit governance structure in the greater metropolitan area, in order to achieve the key objective of greater and faster investment in the development of regional transitways in areas of greatest need.

The new structure should be comprised of local elected officials, and not political appointees, in order to assure accountability to constituents, to allow for the necessary advocacy for a transit vision, funding and policy at the State Legislature and at Congress, and to provide a direct ability to identify and assess need. Members would include local elected officials from municipalities, county regional railroad authorities and counties in the seven county metropolitan area and local elected officials from adjacent jurisdictions served by a regional transitway

The new structure should have the necessary statutory authority to:

1. Undertake planning for and prioritization of capital investment in the transit system serving the greater metropolitan area.
2. Have jurisdiction, for transit capital investment purposes, over the seven county metropolitan area and surrounding counties that are served by the regional transitway system.

3. Assure coordination of transit planning and investment with appropriate state, regional and other agencies, counties and municipalities.
4. Apply for and receive federal transit capital funds.
5. Provide grants to local and regional units of government.
6. Develop biennial budget proposals to the State Legislature for allocation of MVST funds and direct the distribution of MVST transit capital funds.
7. Disburse the regional sales tax for transit purposes.

The MTDB further supports legislation that addresses the current complexities in state law relating to the construction and operations of commuter rail and light rail transit.

Who We Are

The Metro Transitways Development Board is comprised of regional railroad authority representatives from the seven-county metropolitan area.

The Metro Transitways Development Board works to provide a coordinated regional approach to rail and transit development, from policy creation to legislative proposals. Our counties represent an important source of initiative and capital financing for transitway projects. We are also key to coordinating roadway and transit improvements in our communities.

Hennepin County Commissioner Peter McLaughlin chairs the Board. The other members are Anoka County Commissioner Dan Erhart, Ramsey County Commissioner Jim McDonough (secretary), Carver County Commissioner Gary Delaney, Dakota County Commissioner Paul Krause (vice chair), Scott County Commissioner John Ulrich and Washington County Commissioner Myra Peterson.