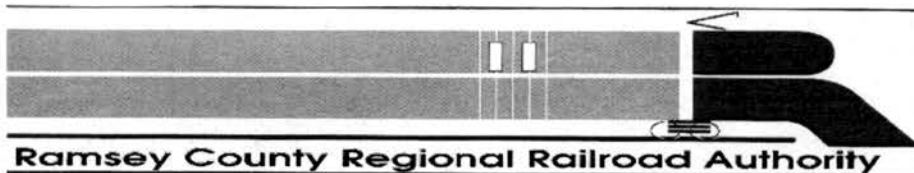




Ramsey County Regional Railroad Authority.
Records.

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

REGIONAL RAILROAD AUTHORITY MEETING

AGENDA

March 18, 2008

Immediately following the
Housing and Redevelopment Authority Meeting
Council Chambers - Third Floor Court House

.....
ROLL CALL and Call to Order

AGENDA of the March 18, 2008 Board Meeting is presented for approval.

MINUTES of the February 26, 2008 Board Meeting is presented for approval.

ADMINISTRATIVE AGENDA

- 1) **2030 Transit Master Study Presentation**
- 2) **Approve Additional Federal Fiscal Year 2009 Funding Request**
 - 1) **Approval of a \$1 million request in federal 2009 appropriations for a transit study and environmental analysis of the I-94 Corridor.**
- 3) **Ratification of Report of Contracts**

ADJOURNMENT

Meeting Minutes

RAMSEY COUNTY RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on February 26, 2008, in Council Chambers, Third Floor Courthouse.

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

OTHERS PRESENT: David Twa, Tim Mayasich, Steve Morris, Angie Taylor, Alicia Vap, Art Coulson, Gary Davis, and Mark Voerding.

Chair McDonough called the meeting to order at 11:45 AM

Commissioner Rettman stepped out of the room.

AGENDA

Commissioner Bennett moved approval of the Agenda of the February 26, 2008 Board Meeting, seconded by Commissioner Carter. Roll Call: Ayes – Bennett, Carter, Ortega Parker, Reinhardt, McDonough – 5. No vote – Rettman - 1. Nays – 0. Motion accepted.

MINUTES

Commissioner Parker moved approval of the Minutes from the February 19, 2008 Board Meeting, seconded by Commissioner Reinhardt. Roll Call: Ayes – Bennett, Carter, Ortega Parker, Reinhardt, McDonough – 5. No vote – Rettman - 1. Nays – 0. Motion accepted.

1. Presentation of Red Wing Passenger Study

Alicia Vap presented an overview of the results of the Red Wing Passenger Rail Study, which was authorized last year to study rail service from the Northstar commuter rail station, to the Union Depot, and on to Red Wing. The consulting firm, LTK, conducted the study. Alicia advised that a separate study is also underway that will analyze passenger rail from Duluth to Minneapolis. The Duluth study does not have some costs figures that are included in the Red Wing study, such as station costs, and a few other differences.

Ms. Vap continued, advising that Amtrak currently operates one daily trip between Red Wing and St. Paul, with no stops along the way. She indicated that Amtrak uses the Empire Builder, which operates as a long-haul service that connects Seattle to Chicago, with a fare structure and ticket policies that are favorable to this type of long-distance service. She went on to advise that there is a potential for things to go wrong, including delays along the route that could impact the degree of reliability of the service. Ms. Vap continued her presentation, advising that the first alignment being considered is owned and operated by Burlington Northern (BN), a portion of which is called the Midway Subdivision, north of

Interstate 94. The second alignment being studied is the current Amtrak alignment, owned by Canadian Pacific Railroad (CPR), which currently is the only option between St. Paul and Red Wing. She advised that there are some issues at Hoffman Avenue, just east of Union Depot. She further advised that in addition to the current station in place in Red Wing, additional stations would be added at Treasure Island, the existing Hastings Depot, and Union Depot.

Ms. Vap continued, advising that both options have a common segment, just west of the St. Anthony junction, near Raymond Avenue in St. Paul. The BN alignment is in better condition than the CPR alignment, but it is very congested with freight rail, and would require trains to change ends at Union Depot. The CPR alignment has less traffic, has a straight through movement at the Depot, but needs significant improvements in the area of track capacity and signaling. She went on to advise that other issues with the service to Minneapolis exist, including the need to modify the current Minneapolis intermodal station to accommodate Northstar commuter rail and passenger rail trains. Commissioner Parker asked if the Duluth to Minneapolis line is built, would the accommodations have to be made. Ms. Vap responded in the affirmative, further advising that the Duluth to Minneapolis study did not include station costs, therefore the cost of that modification was not included in their analysis.

Commissioner Reinhardt added that not only were some costs not included in the Duluth to Minneapolis study, but also that study made overly optimistic revenue estimates. She went on to state that the Red Wing study took a real, true look at the obstacles, challenges, and costs, along with a realistic approach on what can be expected. Ms. Vap continued, advising that based on the challenges presented, including the cost and capacity issues at Hoffman, the low ridership potential, staff recommends a lower-cost start-up service that would run two daily round-trips on the weekend, between St. Paul and Red Wing, with additional stops in Hastings and at Treasure Island. Commissioner Parker inquired if anyone has talked to the casino to see if they would be willing to pay for the service. Ms. Vap responded staff has been in conversations with the tribal engineer, advising that the tribe may be interested in using and paying for shuttle service from the station to the casino. Commissioner Bennett commented that based on previous experience working with the casinos, another problem for them is retaining employees because there are not enough people living close by and most of their employees are coming from the Twin Cities area.

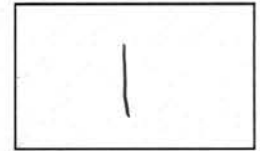
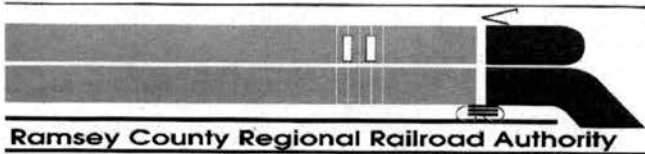
Ms. Vap continued, walking members through the sample schedule, which includes the first trip leaving St. Paul at 9:40 AM, arriving at Red Wing at 10:50 AM and then again, leaving St. Paul at 1:40 PM, arriving at Red Wing at 2:50 PM. The first trip leaving Red Wing would be at 11:00 AM, arriving at St. Paul at 12:10 PM, and then again, leaving Red Wing at 5:00 PM, arriving at St. Paul at 6:10 PM. She went on to state that the proposed one-way fare would be \$13.00, with the ridership estimates being a broad range of 5,000 – 15,000 annually. Ms. Vap advised that the low number represents traditional modeling, which does not account for weekend and recreational ridership and the high number represents a rail bias that includes a lower fare and transit related travel, based on Amtrak and MnDOT data. Ms. Vap advised that the capital costs would be approximately \$41 – 106 million, which includes rolling stock, capacity improvements, and station improvements and the annual operating costs would be approximately \$3.5 million. Chair McDonough asked Ms. Vap to expand on \$41 – 106 million estimate. Ms. Vap responded that the consultant had initial discussions with CPR to determine what they might require in the form of additional work.

Commissioner Rettman asked if these numbers were based on use of the CPR alignment. Ms. Vap responded that most of the costs provided are attributed to the CPR alignment, east of Union Depot. Commissioner Parker commented that the capital costs would be the same regardless of whether it's a start up service or a full service. Ms. Vap responded that it would depend on what the railroads require. Commissioner Parker asked for clarification on why the capital costs would be different, considering the tracks would be carrying the same kind of trains. Ms. Vap responded it has to do with the dedication of tracks, allowing the trains to go through at certain times. Service to Minneapolis would be an additional \$19-29 million in capital costs and an additional \$1.3 million in operating costs. Commissioner Carter asked for clarification regarding the operating costs. Ms. Vap responded that it would cost an additional \$1.2 million over the \$3.5 million for service to Minneapolis. She advised that there are a number of factors to consider this service in the future, including if the Duluth service begins, investigating other routes to Minneapolis, when Northstar begins in late 2009 monitoring its ridership to determine if it exceeds the projections, and monitoring changes at the federal level for passenger rail. Ms. Vap concluded by advising that the Federal Railroad Administration (FRA) announced a new \$30 million dollar program called Capital Assistance to States Inter-City Passenger Rail Service Program that offers a 50-50 match program for states to investment in capital investments for existing or new inter-city rail services. Chair McDonough inquired how that piece would be monitored. Ms. Vap responded that she and Steve Morris would continue working with state staff and further advised that they are on email lists from Amtrak and other groups through high-speed rail.

Other business

Chair McDonough advised the members that although the Metropolitan Council is responsible for Central Corridor now, the County is very active and engaged in the bonding request at the state and federal level, as it affects the cash flow for our responsibility. He distributed a handout that shows cash flow, responsibilities, and dollars. He advised members that if they have questions, they should direct them to Steve Morris, Tim Mayasich, or him. Chair McDonough further advised that if a request for Ramsey County to cash flow the project is received too early, it would affect the County's costs on bonding due to the risks the County would be expected to take up. Chair McDonough concluded by advising that discussions are underway to determine what would be an appropriate federal request this year to help position Ramsey County to cash flow this project.

The meeting adjourned at 12:10 PM.



REQUEST FOR ACTION

Type of Agenda: ☒ Policy ☐ Discussion
☐ Administrative ☐ Information

Regional Railroad Authority Meeting Date: 3/18/2008

Regional Railroad Authority Meeting Date: _____

SUBJECT Presentation of 2030 Transit Master Study

EXECUTIVE SUMMARY

The Metropolitan Council is in the process of updating their 2030 Transit Master Study, which will be incorporated in their Transportation Policy Plan update, which will occur later this year. Ramsey County Regional Railroad Authority staff has participated in a Technical Advisory Committee chaired by the Metropolitan Council. Attached is a letter from the Metro Transitways Development Board which addresses preliminary findings of the 2030 Transit Master Study.

Arlene McCarthy, Metropolitan Council, will conduct a presentation at the meeting on this study.

ACTION REQUESTED

For information and discussion only.

SUBJECT: *Presentation of 2030 Transit Master Study*

ATTACHMENTS:

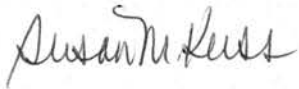
February 6, 2008, letter from the Metro Transitways Development Board

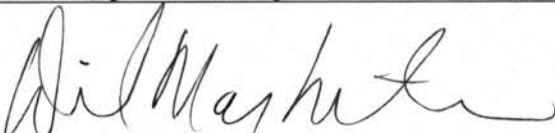
PREVIOUS ACTION:

COUNTY MANAGER'S COMMENTS:

SUBJECT: Presentation of 2030 Transit Master Study

Regional Railroad Authority – Authorized Signature	Date
	3-6-08

Budgeting & Accounting – Authorized Signature	Date
	3-11-08

County Attorney – Authorized Signature	Date
	3/11/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date



Metro Transitways Development Board
A Joint Powers Board of Metropolitan Counties

A-2400 Government Center
300 South Sixth Street
Minneapolis, Minnesota 55487-02740

Phone (612) 348-9261
Fax (612) 348-9710

February 6, 2008

Metropolitan Council
Attn: Peter Bell
390 North Robert Street
Saint Paul, MN 55101

Dear Chair Bell:

On behalf of the Metro Transitways Development Board (MTDB), I write to share the MTDB's preliminary comments on the Metropolitan Council's draft Transit 2030 Master Study. The MTDB, which is comprised of county and regional railroad authority commissioners from the metropolitan area, has worked for more than 15 years on promoting the development of a metro-wide system of transitways, including light rail transit (LRT), commuter rail, bus rapid transit (BRT) and expanded bus service.

We commend the Metropolitan Council for its transit-supportive approach to transportation planning, as evidenced by the inclusion of 35 corridors in the draft Transit 2030 Master Study. Our Board also appreciates the Metropolitan Council's outreach to county staff during the development of the draft plan.

The MTDB is especially interested in the corridor analysis section of the draft Transit 2030 Master Study. The corridor analysis – which included 29 newly modeled transitways and 6 transitways already under active study by metropolitan counties – was based primarily on two factors, annualized project cost and projected ridership. While cost and ridership are vitally important factors, the MTDB believes this simplified analysis ignores a variety of benefits offered by many transit projects. Factors such as a transitway's environmental and land use benefits, reduction of traffic congestion, leveraging transitway investments by working with other project sponsors (Midwest Rail Initiative), readiness, equity and economic development potential must be included in any comprehensive analysis of a project's viability.

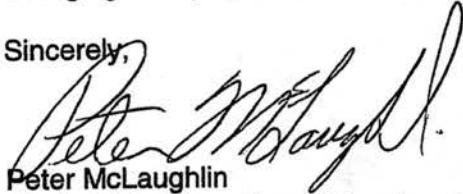
We also have concerns regarding any premature judgment of the viability of commuter rail in our region. Unlike the LRT corridors in the Transit 2030 Master Study, the modeling of commuter rail corridors did not benefit from existing ridership figures. As the Council is aware, our region's first commuter rail line does not begin service until late 2009. Upon the start of Northstar Commuter Rail service in late 2009, our state and region will have a better understanding of the enormous potential for commuter rail. Until that time, we urge caution when evaluating any potential commuter rail line.

Setting aside the specifics of any individual corridor analysis, the reality is that few if any of these projects, will ever become a reality until our state and region find new sources of dedicated transit funding. The draft Transit 2030 Master Study makes clear the urgent need for a new, reliable and sustainable source of transit funding in the Metropolitan Area. The MTDB will continue its advocacy for a comprehensive transportation solution in the upcoming 2008 legislative session.

February 6, 2008
Metropolitan Council Page Two

Please see the attached Resolution as adopted by the MTDB on February 6, 2008 that sets forth our specific comments on the 2030 Transit Master Study. The MTDB looks forward to continuing its work with the Metropolitan Council to address our region's changing transportation and transit needs.

Sincerely,



Peter McLaughlin
Chair, Metro Transitways Development Board

cc: MTDB Commissioners

**Metro Transitways Development Board
Resolution 2008-01
Regarding the Metropolitan Council's Transit 2030 Study**

WHEREAS, the Metro Transitways Development Board ("MTDB") is a joint powers board of the seven metropolitan county regional railroad authorities, established in 1991, for the purpose of coordinating the development of transitways (LRT, Commuter Rail, BRT) to serve the region; and

WHEREAS, the Metropolitan Council acting as the Twin Cities Metropolitan Planning Organization updates the region's Transportation Policy Plan every four years; and

WHEREAS, the Metropolitan Council intends to adopt a new Transportation Policy Plan by December 2008; and

WHEREAS, the transit component of the Transportation Policy Plan is called the Transit 2030 Master Plan; and

WHEREAS, the Metropolitan Council began the process of updating the Transit 2030 Master Plan in mid-2007 with input from the seven metro area counties, the cities of Minneapolis and St. Paul, the Minnesota Department of Transportation, and transit providers; and

WHEREAS, the Metropolitan Council will release preliminary results of the Transit 2030 Master Plan Study on February 6, 2008 for review and input; and

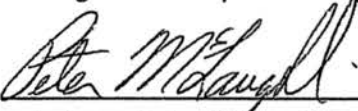
THEREFORE BE IT RESOLVED, that the MTDB applauds the Metropolitan Council for its inclusive planning process, for documenting the significant need for improved transit to respond to growth and congestion in the region, and for developing a plan that will build upon the success of the Hiawatha LRT line; and

BE IT FURTHER RESOLVED, that the MTDB encourages the Metropolitan Council to consider factors beyond 2030 ridership and capital/operating costs in evaluating transitway corridors; and that these factors include at a minimum, land use and economic development linkages, congestion management, opportunities to leverage investments with other related project sponsors (e.g. Midwest Rail Initiative, Mn/DOT highway projects), implementation issues and readiness, equity, environment, and human service needs; and

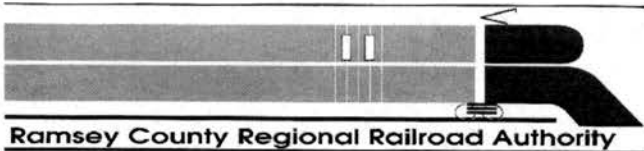
BE IT FURTHER RESOLVED, that the MTDB encourages the Metropolitan Council to conduct a financial analysis of the updated Transit 2030 Master Plan to document the cost to implement the vision (including the proposed increase in bus service), the financial resources available, and the resulting funding gap; and

BE IT FURTHER RESOLVED, that the MTDB urges the Metropolitan Council to avoid rejecting commuter rail prematurely based on this corridor analysis and consider refining regional ridership forecasting after Northstar Commuter Rail has operated for a year in order to better assess the potential of commuter rail as a part of the regional transportation system, and to amend the Transportation Policy Plan accordingly.

Adopted: February 6, 2008

By: 
Commissioner Peter McLaughlin, Chair

6



2

REQUEST FOR ACTION

Type of Agenda: ☐ Policy ☐ Discussion
☒ Administrative ☐ Information

Regional Railroad Authority Meeting Date: 3/18/08

Regional Railroad Authority Meeting Date: 1/22/08

SUBJECT Approve Additional Federal Fiscal Year 2009 Funding Request

EXECUTIVE SUMMARY

Ramsey County and Washington County have jointly supported the I-94 transit corridor from Minnesota's Union Depot in downtown St. Paul east to the Minnesota-Wisconsin border. Many communities along the corridor are experiencing significant development growth, which in turn contributes to rapidly growing traffic volumes along I-94. No major highway improvements along the corridor to address these significant future transportation challenges are anticipated by 2030.

The request of \$1 million will be used for a transit study and environmental analysis of the I-94 Corridor. The study will analyze the transportation problem in the I-94 corridor, and will analyze solutions to this problem, including highway, bus, bus rapid transit or rail transit.

ACTION REQUESTED

Approval of a \$1 million request in federal 2009 appropriations for a transit study and environmental analysis on the I-94 Corridor.

1

SUBJECT: *Approve Additional Federal Fiscal Year 2009 Funding Request*

ATTACHMENTS:

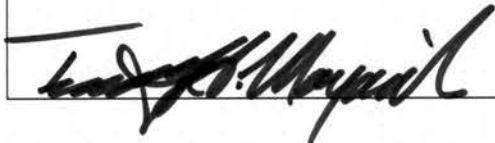
- 1) Draft Resolution
- 2) Ramsey County federal request form
- 3) Resolution R08:02

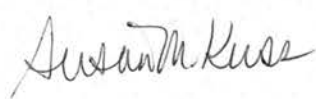
PREVIOUS ACTION:

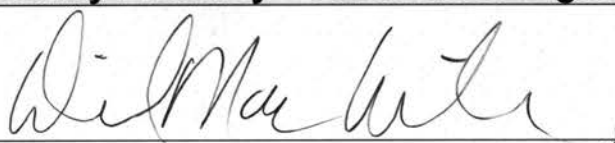
COUNTY MANAGER'S COMMENTS:

The County Manager recommends approval of this request.

SUBJECT: Approve Additional Federal Fiscal Year 2009 Funding Request

Regional Railroad Authority – Authorized Signature	Date
	3-6-08

Budgeting & Accounting – Authorized Signature	Date
	3-11-08

County Attorney – Authorized Signature	Date
	3-11-08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

DRAFT RESOLUTION

WHEREAS, Ramsey County Regional Railroad Authority values the importance of the I-94 Corridor from Minnesota's Union Depot in downtown St. Paul east to the Minnesota-Wisconsin border; and

WHEREAS, I-94 is very congested and there are no plans to increase capacity on the roadway or to make improvements; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority requests federal 2009 appropriation of \$1 million for the I-94 Corridor for a transit study and environmental analysis.

FEDERAL LEGISLATIVE REQUEST – 111TH CONGRESS

RAMSEY COUNTY BOARD OF COMMISSIONERS

BACKGROUND INFORMATION AND PROGRAM PROPOSAL:

This request is for \$1 million to conduct a transit study and environmental analysis of the I-94 Corridor from Minnesota's Union Depot in downtown St. Paul east to the Minnesota-Wisconsin border. Many communities along the corridor are experiencing significant development growth, which in turn contributes to rapidly growing traffic volumes along I-94. No major highway improvements along the corridor to address these significant future transportation challenges are anticipated by 2030. The study will analyze the transportation problem in the I-94 corridor, and will analyze solutions to this problem, including highway, bus, bus rapid transit or rail transit.

FISCAL IMPACT:

Ramsey County Regional Railroad Authority would be impacted in several ways, including contributing funds for the local match.

SPECIFICS ON WHO WILL SUPPORT OR OPPOSE THIS LEGISLATION:

Washington County and communities and Chambers of Commerce along the I-94 Corridor

DEPARTMENT CONTACT AND PHONE NUMBER:

Tim Mayasich, Director, Ramsey County Regional Railroad Authority, 651 266-2762

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date January 22, 2008 No.: R08-02

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

WHEREAS, The Rush Line Corridor Task Force, at its meeting on January 10, 2008, took action on a federal appropriations request; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority requests federal 2009 appropriations for:

(1) Union Depot: Engineering, property acquisition, and construction to facilitate implementation of the multimodal transit hub

Amount of Request: \$15 million

(2) Rush Line Corridor: Design and construction of stations and park-and-ride facilities

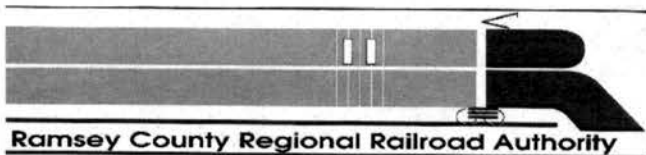
Amount of Request: \$5 million

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett			(absent)
Toni Carter	X		
Jim McDonough	X		
Rafael E. Ortega	X		
Jan Parker	X		
Victoria Reinhardt	X		
Janice Rettman	X		

Jim McDonough, Chair

By: Tony Bennett
Tony Bennett, Secretary



3

REQUEST FOR ACTION

Type of Agenda: ☐ Policy ☐ Discussion
☒ Administrative ☐ Information

Regional Railroad Authority Meeting Date: 3/18/2008

Regional Railroad Authority Meeting Date: _____

SUBJECT Ratification of Report of Contracts

EXECUTIVE SUMMARY

A report of contracts approved by the Director of the Ramsey County Regional Railroad Authority for the period of October 1, 2007 through December 31, 2007 is attached.

ACTION REQUESTED

Accept the report of contracts for the period of October 1, 2007 through December 31, 2007.

SUBJECT: Ratification of Report of Contracts

ATTACHMENTS:

1. Proposed resolution
2. Quarterly report of contracts for the period of October 1, 2007 through December 31, 2007

PREVIOUS ACTION:

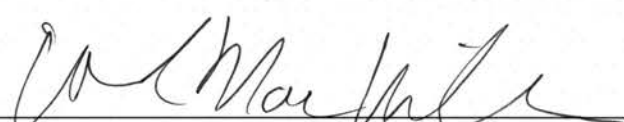
COUNTY MANAGER'S COMMENTS:

The RCRRA requires ratification of the report of contracts approved by the Director of the RCRRA pursuant to the Ramsey County Board Meeting, dated March 20, 2007.

SUBJECT: Ratification of Report of Contracts

Regional Railroad Authority – Authorized Signature	Date
	3-6-08

Budgeting & Accounting – Authorized Signature	Date
	3-11-08

County Attorney – Authorized Signature	Date
	3-11-08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

1 WHEREAS, Ramsey County Regional Railroad Authority Resolution No.
2 R98-34 authorizes the Director of the Ramsey County Regional Railroad
3 Authority to approve contracts up to \$10,000; and
4

5 WHEREAS, The Ramsey County Board at its March 20, 2007, Board
6 Meeting, requested a regular report of all contracts approved by the Director of
7 the Ramsey County Regional Railroad Authority; Now, Therefore, Be It
8

9 RESOLVED, The Ramsey County Regional Railroad Authority hereby
10 accepts the Quarterly Report of Contracts for the period of October 1, 2007
11 through December 31, 2007.
12

REPORT OF CONTRACTS PURSUANT TO RESOLUTION R98-34

QUARTER ENDING December 31, 2007

CONTRACT NUMBER	CONTRACTOR'S NAME	DATE SIGNED	AMOUNT OF CONTRACT	PURPOSE OF CONTRACT
RRA 694	SRF Consulting Group, Inc.	23-Oct-07	\$10,000.00	Amendment to extend end date from 10/31/2007 to 2/29/2008, increase amount from \$50,000 to \$60,000 and add evaluate commuter bus service options as necessary, prepare for implementation, and other services as needed to the scope of services. Provide Rush Line Corridor Commuter Bus Study.

657 1-31-2008

Prepared by Budgeting and Accounting - CL

Page 1 of 1

2030 Transit Master Study

2020 Transit Master Plan

- Prepared in 1999 in response to state legislation
- Planned for a strengthened bus system
- Evaluated 29 corridors for commuter rail, light rail, busways, and dedicated bus shoulders
- Addressed development issues that affect transit
- Basis for the transit policies of 2025 (adopted 2001) and 2030 (adopted 2004) Transportation Policy Plans

2030 Transit Master Study

- Began in summer 2007
- This study:
 - Updates plan for strengthened bus system
 - Updates evaluation of corridors for potential for transit investments
 - Examines land use issues affecting transit
- Plan to update this analysis every four years, with TPP

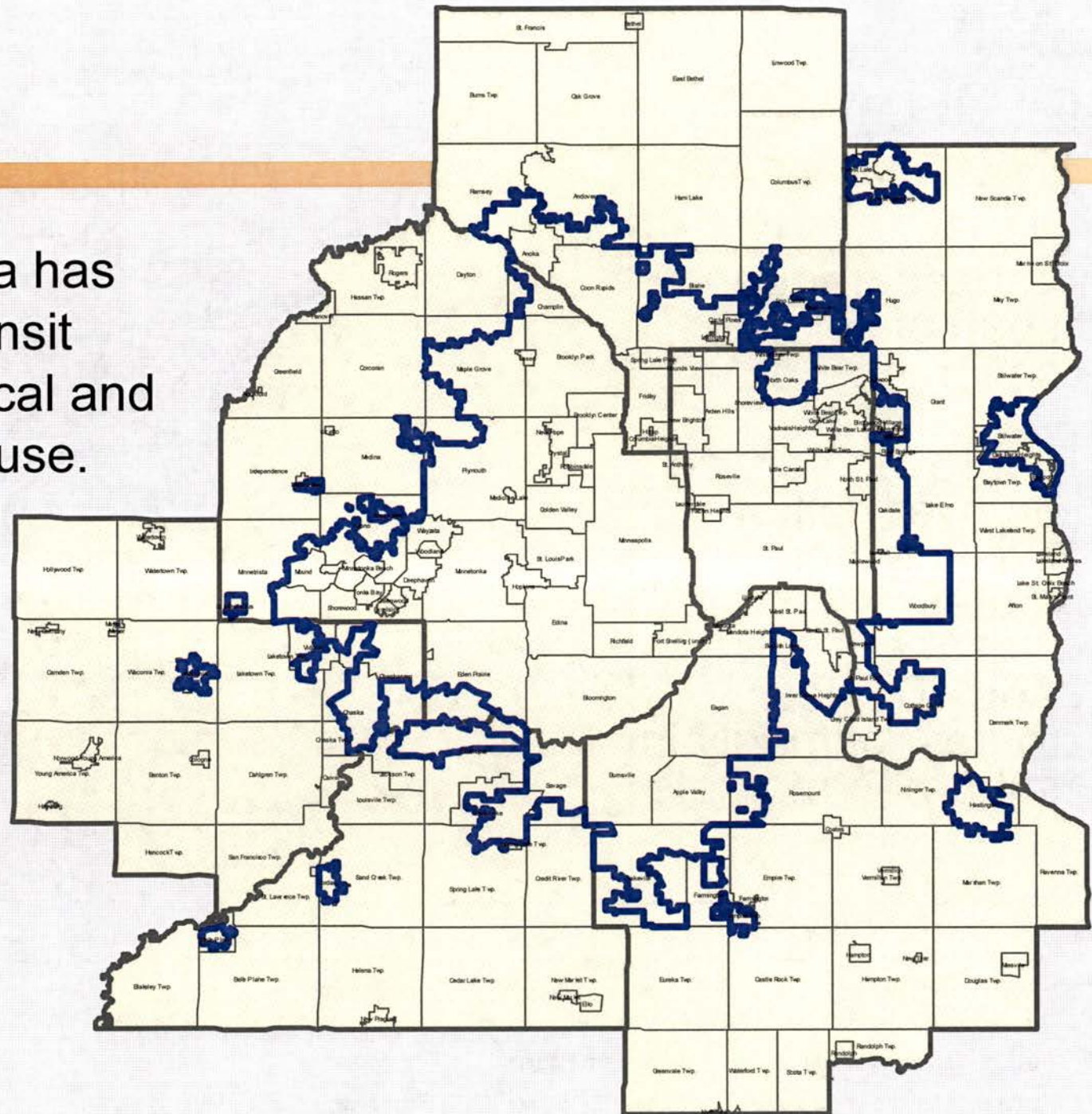
Bus System Improvements

Bus Plan Development

- Based on past planning efforts including 2020 MVST Spending Plan
- Reviewed population and employment growth projections (not limited to current TTD)
- Considered factors that make transit attractive: cost, travel time, convenience
- Solicited input from regional transit providers, MnDOT, counties, cities
- Identified opportunities for service improvements
 - New routes, expanded coverage
 - Increased frequency and hours of service
 - Integration with existing and planned transitways
- Maintained balance between equity and efficiency

MUSA

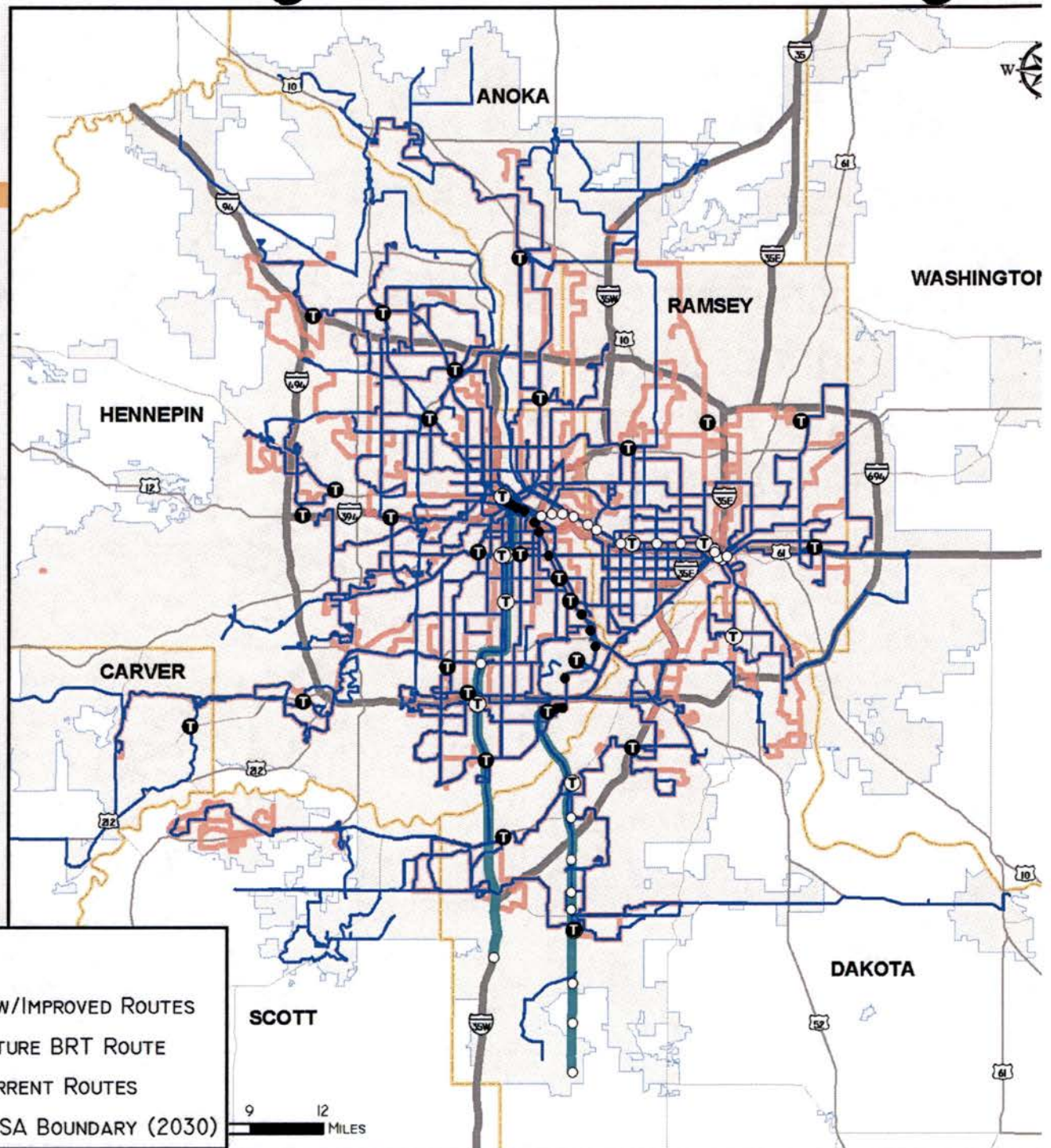
Urbanized area has
the highest transit
potential for local and
arterial transit use.



2030 Local Routes

Increased frequency,
span of service,
coverage

- Improved service on over half of existing local routes
- Add 40+ new routes, primarily in suburban markets



2030 Arterial Network

Midday service 20 minutes or better

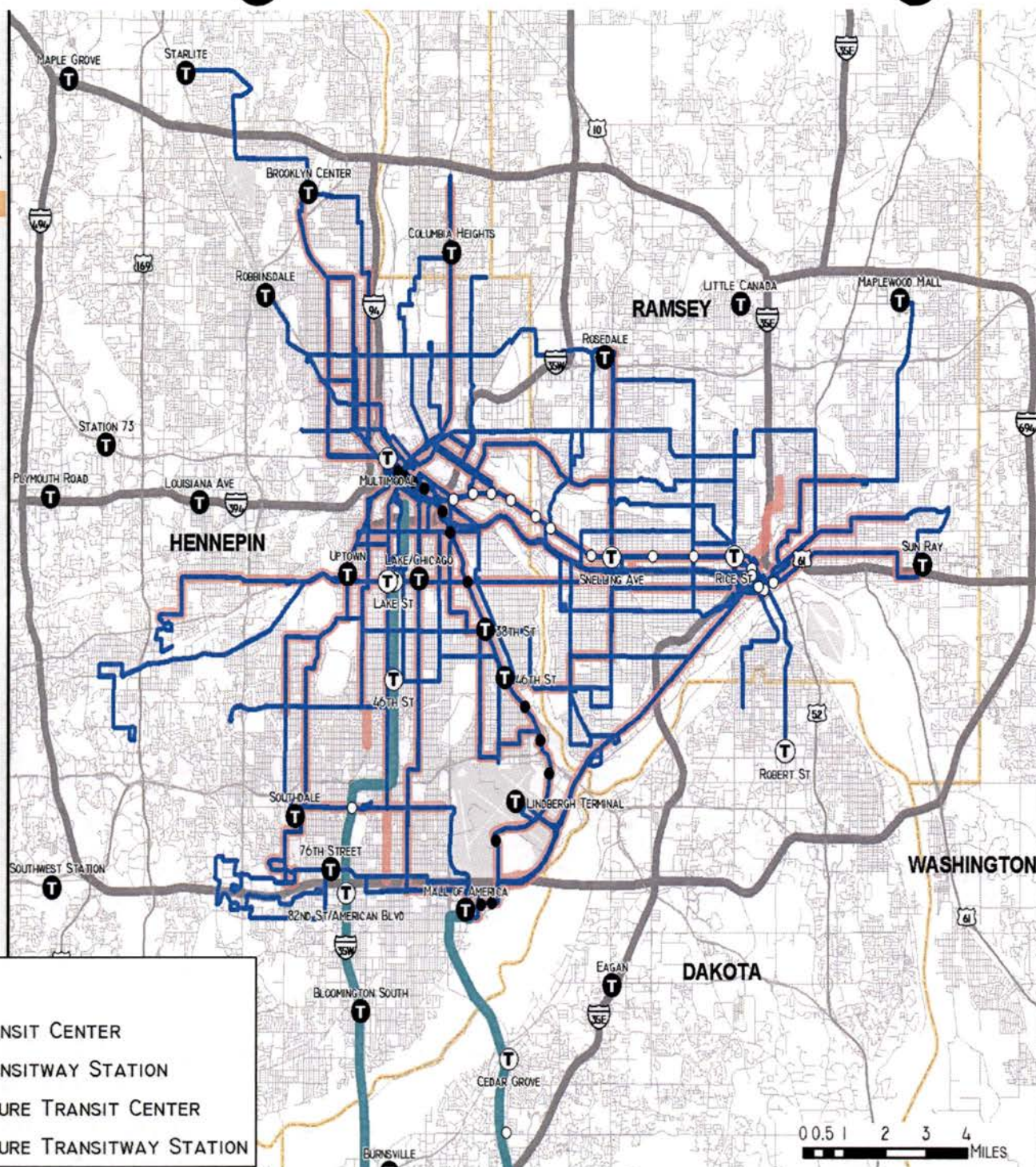
Connects regional centers

Expanded network

Better frequency & span of service

More limited stop routes

Identified future transit centers



REGIONAL TRANSIT MASTER PLAN

- | | | | |
|---|------------------------------|---|---------------------------|
|  | NEW/IMPROVED ARTERIAL ROUTES |  | TRANSIT CENTER |
|  | PLANNED BRT ROUTE |  | TRANSITWAY STATION |
|  | CURRENT ARTERIAL NETWORK |  | FUTURE TRANSIT CENTER |
| | |  | FUTURE TRANSITWAY STATION |

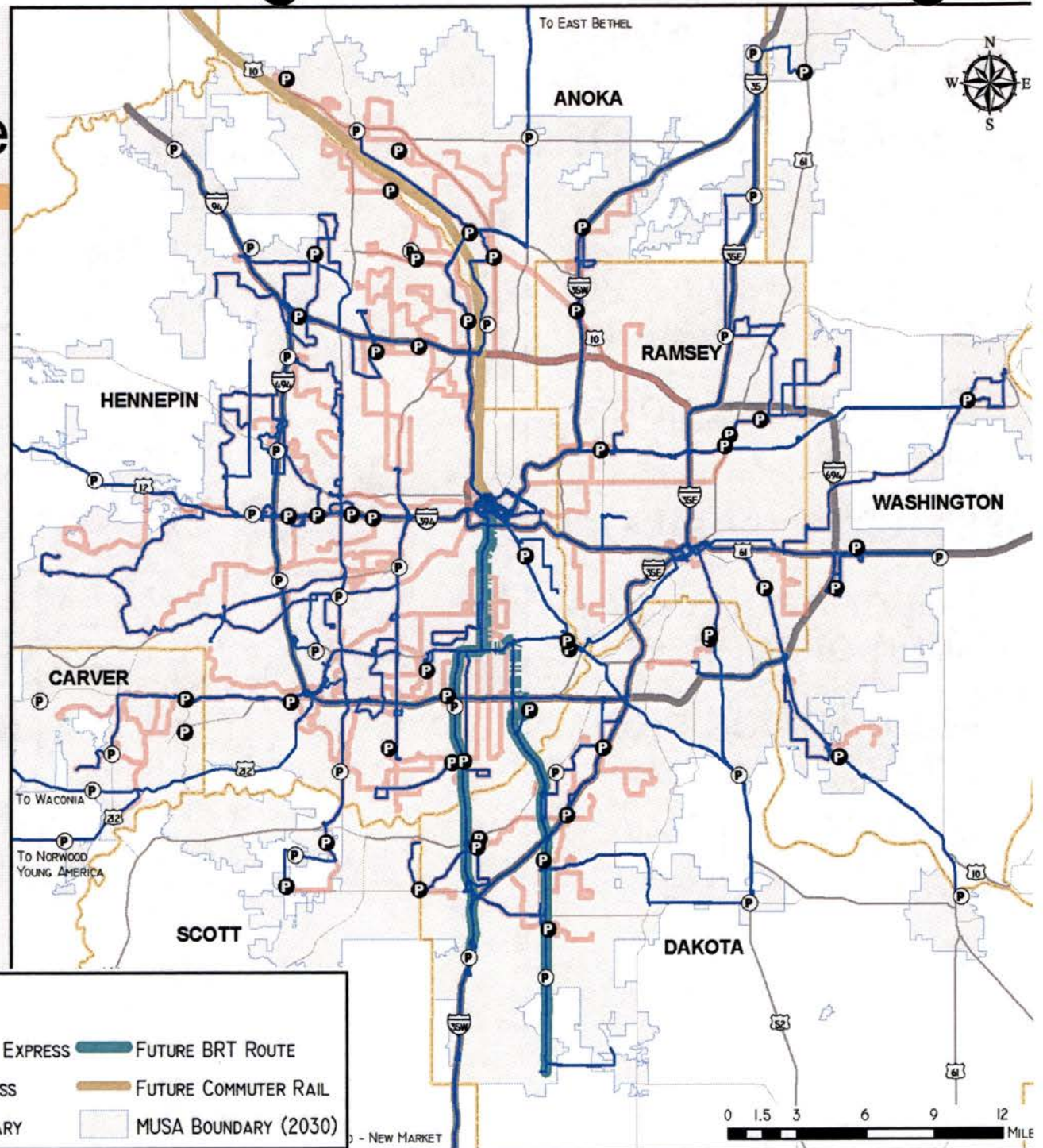
2030 Express Service

Increase service on existing routes to meet demand

Add service to new park & rides

Extend service beyond Transit Taxing District

Uses bus shoulders where available



Long Distance Express Service

- Defined as routes outside the 7-county metro area
- Developed in coordination with MnDOT
- Limited to routes with the highest potential for ridership outside the 7-county area
- Not a commitment to funding
- Opens coordination with collar counties

Potential Long Distance Routes

Routes

Monticello

Buffalo

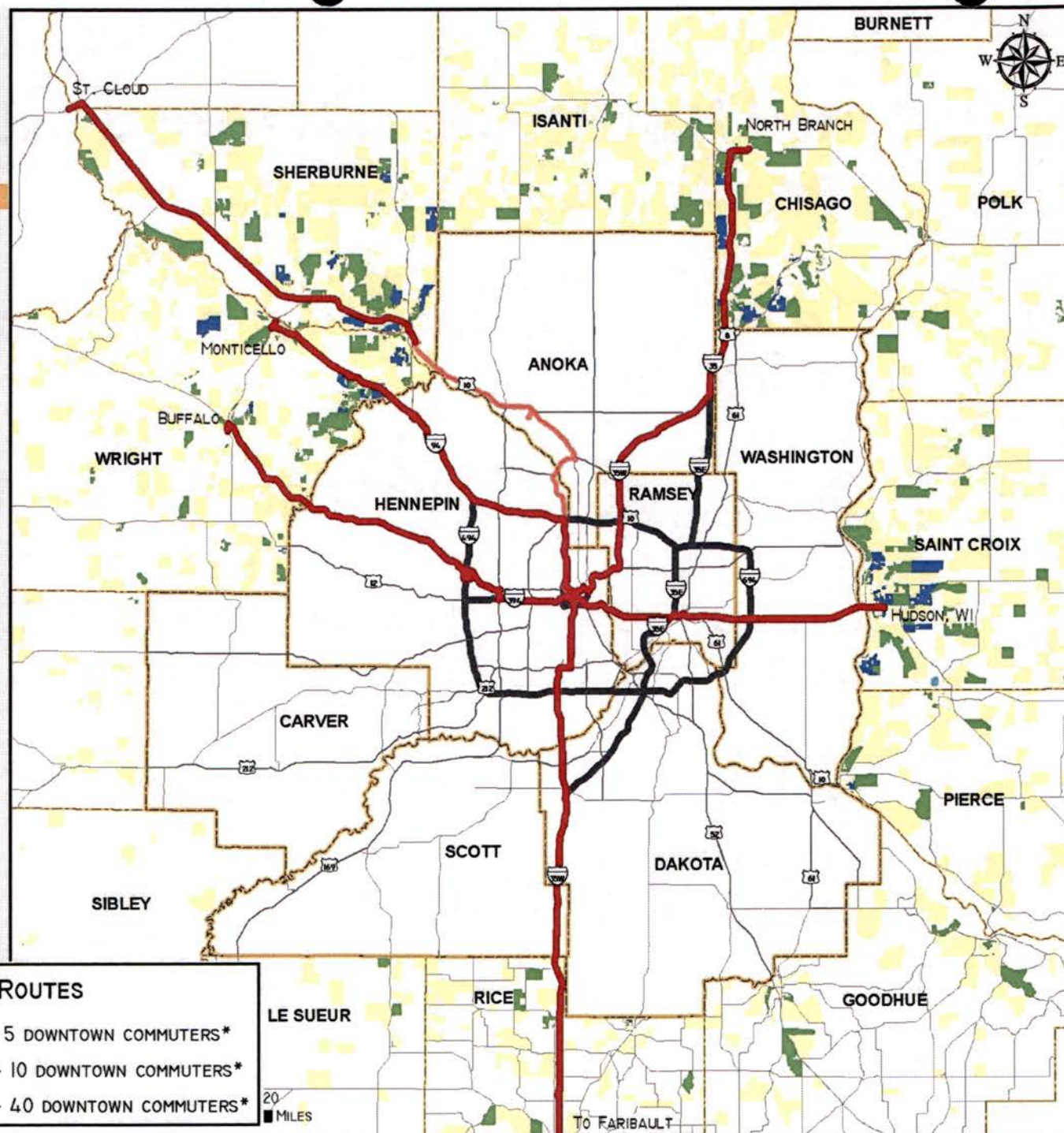
Faribault

Hudson

North Branch

Saint Cloud

(Northstar)



*PER CENSUS BLOCK; 2004 LEHD DATA

Transitway Corridor Evaluation

Corridor Identification

- Corridors in implementation (Northstar, Central, I-35W, Cedar Avenue) were not analyzed
- Used results of studies conducted by RRAs for Southwest, Red Rock and Robert St. corridors
- Regional Railroad Authorities, central cities & MnDOT helped identify 29 additional corridors for analysis

High level
Screenings to sift out who needs
500,000 feasibility analysis.

Process for Corridor Analysis

- Agreed on modes to analyze for each corridor
- Agreed on criteria to evaluate corridors
 - Cost: Operating and Capital
 - Ridership
- Consultant conducted cost and ridership analysis
- Considered other implementation issues (i.e. right-of-way availability)
- Shared draft results with partners in December

Transitway Corridor Modes

Commuter Rail: 5 mile station spacing, diesel locomotive power, rural or suburban

Light Rail: 1 mile station spacing, electric power, urban or suburban, all day service

Bus Rapid Transit: 1/2 -5 mile station spacing, usually urban or suburban

- Arterial Streets
- Limited Access Highways
- Dedicated Busways

High Occupancy Vehicle (HOV)/High Occupancy Toll (HOT) Lanes: Dedicated highway lanes for buses, HOVs or tolled-single occupant vehicles

new approach
to transitway
corridor
consider
BRT as a
subset

BRT Characteristics

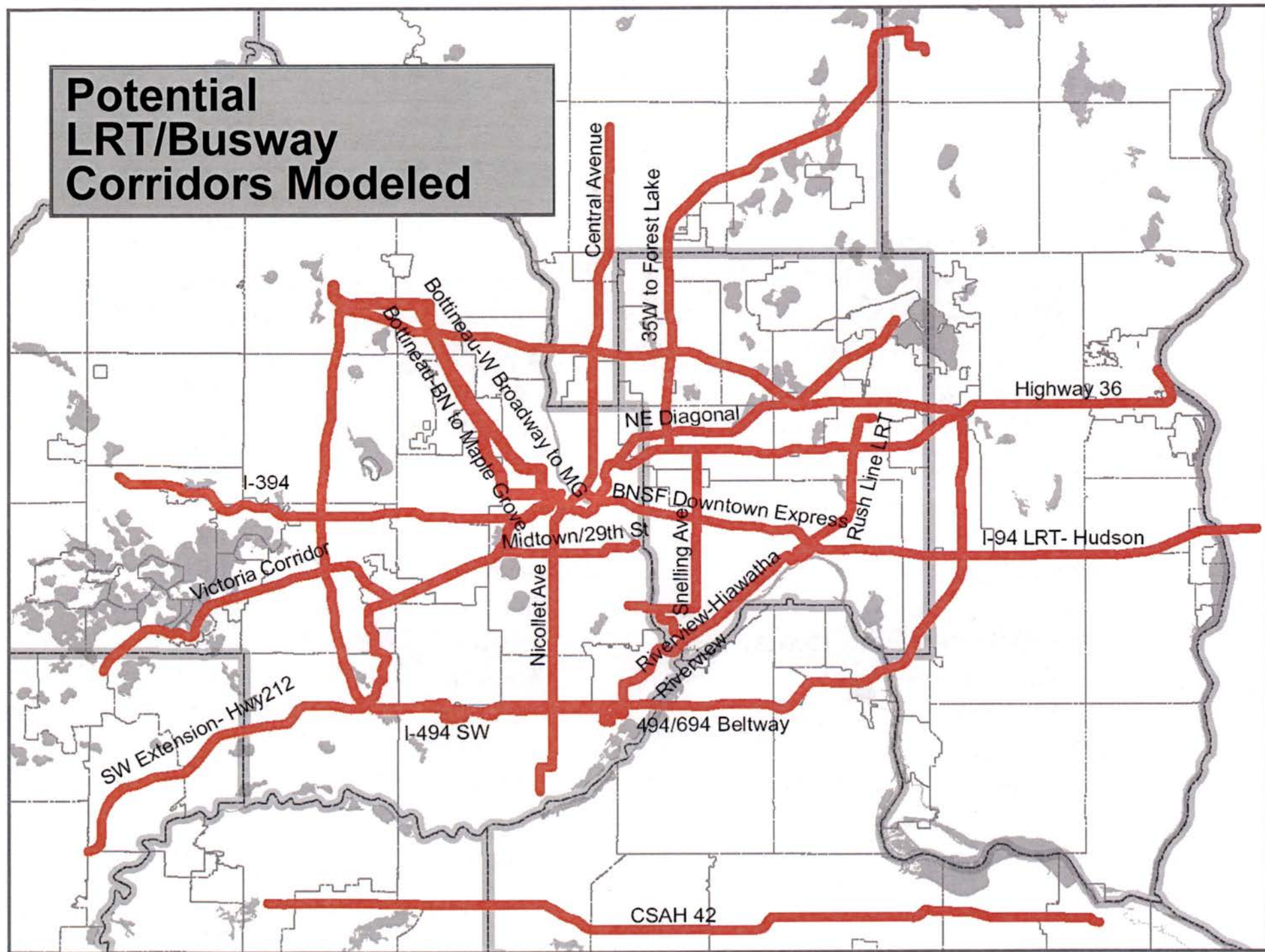
*Need some of these
high end - items to
make this work*

- **Service Operations:** High frequency, all day service
- **Running way:** Dedicated busway, HOT, HOV, dynamic shoulders, dynamic parking lanes, bus shoulders, or mixed traffic
- **Technology:** Signal priority, customer information displays, driver technology
- **Identity/Brand:** Unique branding = transit “line”
- **Stations:** Branded design, limited stops
- **Vehicles:** Unique design, fast boarding, convenient
- **Fare Collection:** Off-board where possible

Ridership Modeling

- Used Regional Forecast Model
- Used Adopted 2030 population/employment forecasts, based on existing local comp plans
- Used model adjusted for 2005 Transit On-board Survey (Hiawatha LRT & bus riders)
- Assumes increasing levels of congestion over time

Potential LRT/Busway Corridors Modeled



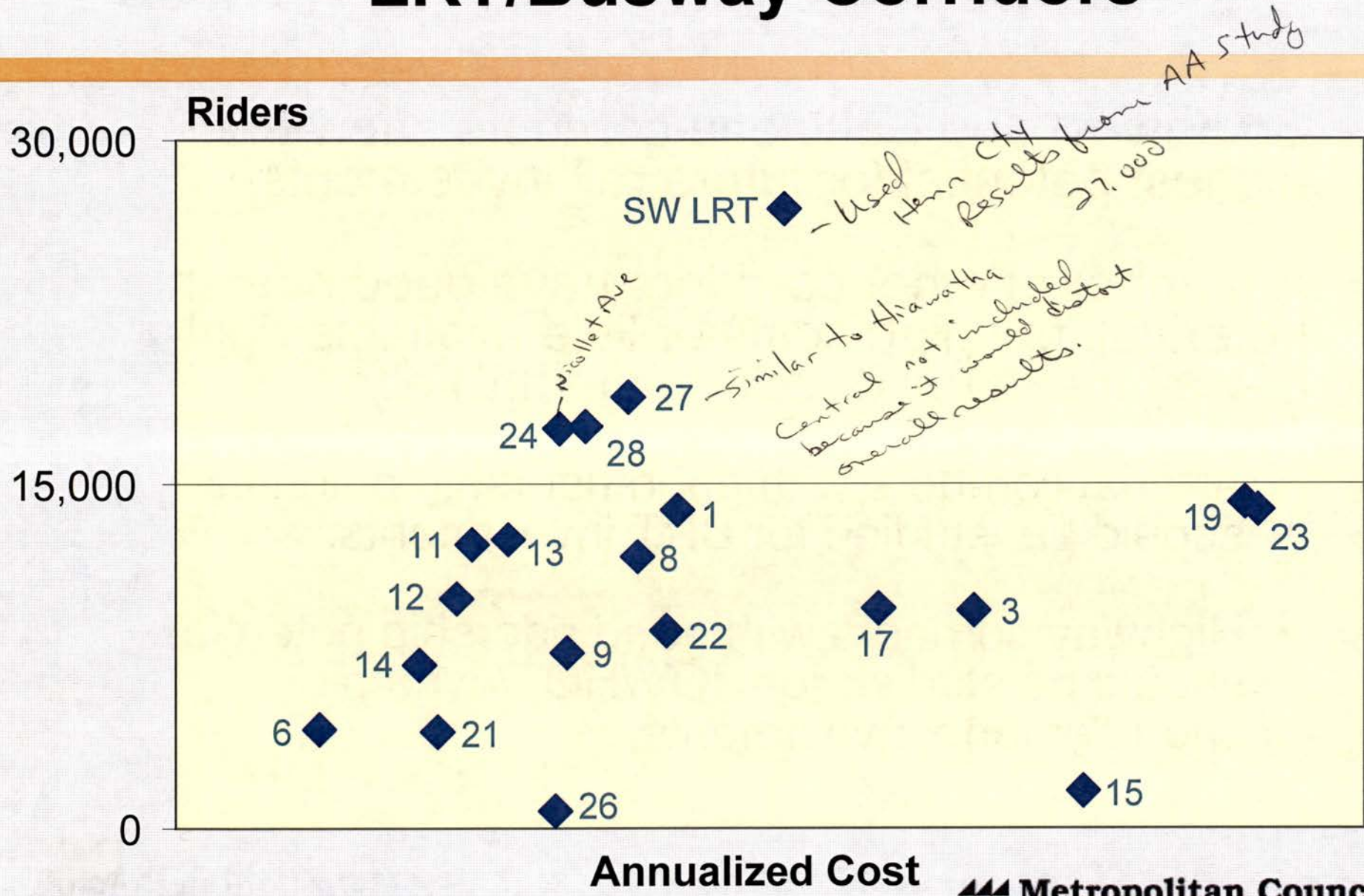
Results of LRT/Busway Analysis

		Riders If LRT	Cost If LRT
1	Central Avenue	Medium	Medium
3	I-394	Medium	High
6	Midtown/29th St	Low	Low
8	Victoria Corridor	Medium	Medium
9	I-494 Southwest Quadrant	Low	Medium
*10	I-494/I-694 Beltway LRT	Medium	Very High
11	Riverview Corridor - to MOA	Medium	Low
12	Riverview Corridor - to Hiawatha	Medium	Low
13	Snelling Ave & Ford Pkwy	Medium	Low
14	Rush Line LRT Corridor	Low	Low
15	CSAH 42	Low	High
17	I-94 East	Medium	High
*19	Hwy 36	Medium	High
21	BNSF Between Downtowns	Low	Low
22	NE Diagonal	Medium	Medium
*23	I-35W to Forest Lake	Medium	High
*24	Nicollet Ave	High	Medium
26	Southwest LRT Extension	Low	Medium
27	Bottineau: Roadway	High	Medium
28	Bottineau: Rail ROW	High	Medium

*cost high long
70 miles long
unit cost per
mile
looked @
budget
along the
way*

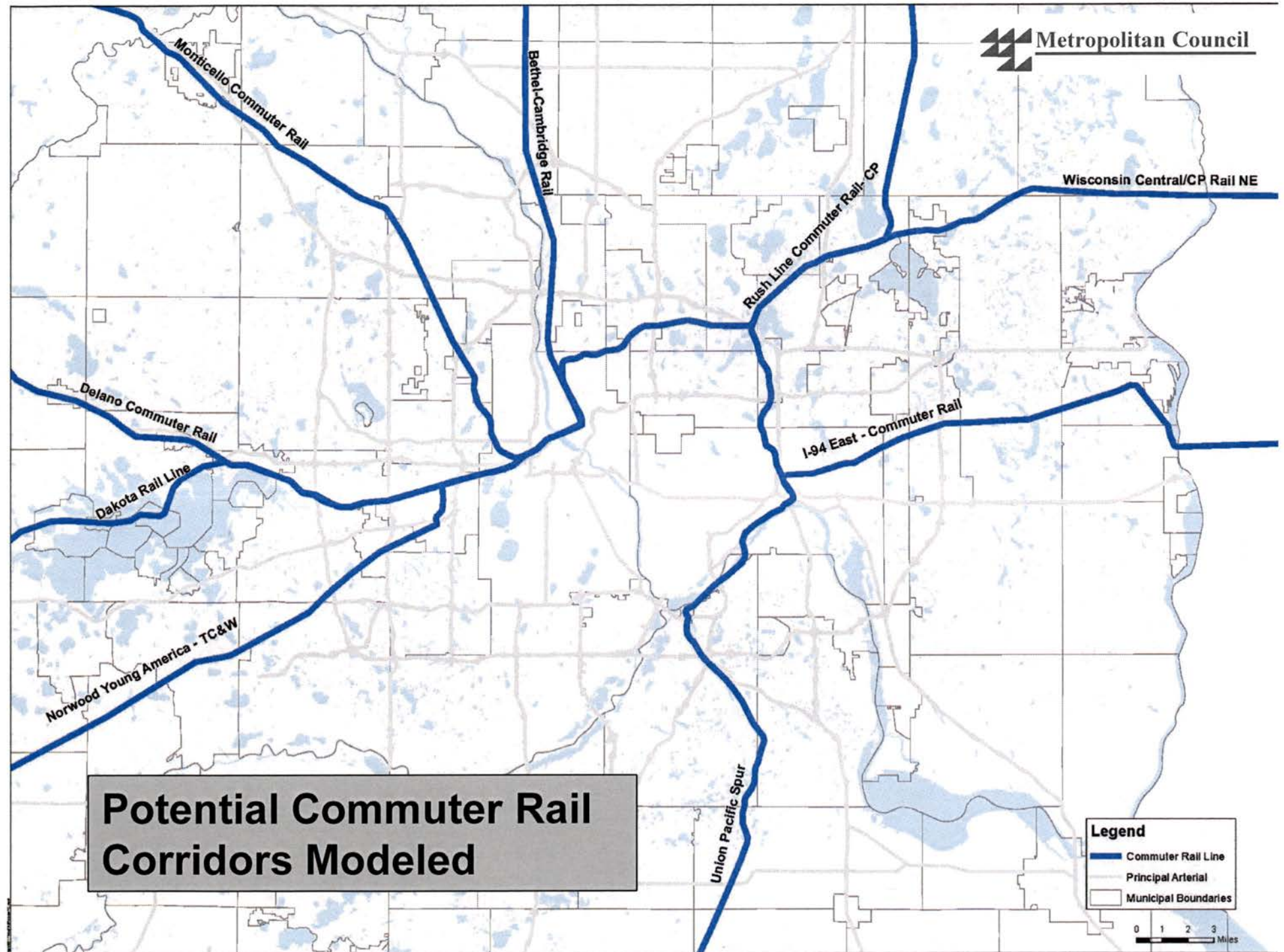
Excludes ROW Costs

LRT/Busway Corridors



Conclusions of Light Rail/Busway Analysis

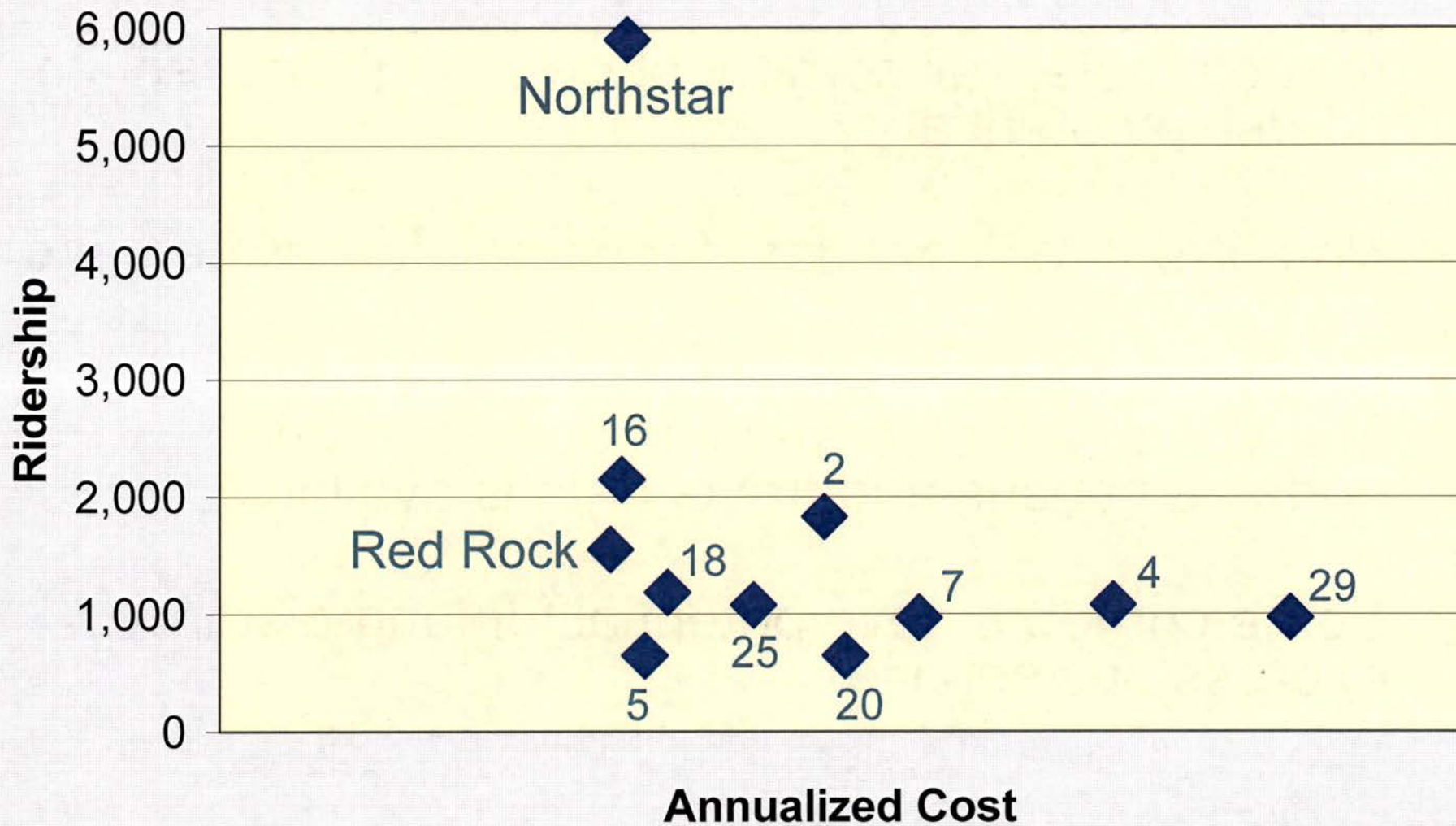
- Southwest and Bottineau corridors show the highest potential for future rail investments.
- A number of other corridors have good ridership potential, but high costs or little available right-of-way make rail development unlikely.
 - Arterial corridors with good ridership potential should be studied for BRT investments.
 - Highway corridors with good ridership potential should be studied for HOV/HOT/dynamic shoulder lane investments.



Commuter Rail Analysis Results

	Results for Commuter Rail	Riders if CR	Cost for CR
2	Bethel-Cambridge	Low	Medium
4	Dakota Rail	Low	High
5	Delano	Low	Medium
7	Norwood YA - TC&W	Low	Medium
16	Union Pacific Spur	Low	Medium
18	I-94 East - Commuter Rail	Low	Medium
20	Wisconsin Central	Low	Medium
25	Monticello	Low	Medium
29	Rush Line Commuter Rail	Low	High

Commuter Rail



Conclusions of Commuter Rail Analysis

- No commuter rail corridor showed high or medium ridership potential
- No current regional data for commuter rail demand
- Council & MnDOT should reexamine corridors in four years, after Northstar is operating and updated census and travel data is available
- Some corridors have potential for long-distance express bus service

Land Use

Factors In Transit Success

- **Population:** Gross numbers of people in corridor
- **Population:** Density of persons
- **Employment:** Gross number of jobs
- **Employment:** Clustering of jobs/job node intensity
- **Fine grain land use:** Conducive to walking
- **Commute sheds split** between the two downtowns
- **Economic incentives** to use transit

Strengthening Corridors for Transit

Put plans in place now to foster transit-supportive development between now and 2030:

- **Intensify employment density** where it makes sense
- **Intensify population density** where it makes sense
- **Develop** compact, interconnected, multi-modal, walkable **transit nodes**
- **Promote mixed use** to increase transit demand

Assist local units in designing transit-supportive land use policies now to guide development and redevelopment

Recommended Next Steps

Recommended Next Steps

- Present draft results and conclusions to county boards, MnDOT and other interest groups (Feb – March)
- Incorporate results of Transit Master Study into TPP update (fall 2008)
 - Transportation Policy Plan for Public Hearing Process expected this summer*
 - Develop implementation plan for various transit funding scenarios
- Continue and initiate new corridor studies

Recommended Corridor Studies

- **Continue Implementation Studies (AA, PE, FEIS):**
 - Southwest Corridor
 - Bottineau Corridor
- **Begin BRT Studies on:**
 - Central Ave
 - Snelling Ave
 - Broadway Ave
 - Nicollet Ave
 - Chicago Ave
 - East 7th Street
 - Robert Street
 - West 7th Street
 - I-494/American Blvd
- **Initiate Corridor Studies for mode and alignment on:**
 - I-35W North Corridor
 - I-94 East Corridor
 - TH 36/NE Corridor
 - Rush Line (doing AA now)
- **Other Studies**
 - Midtown Corridor: Study after SW complete
 - Commuter rail: Re-examine after Northstar begins

Potential 2030 Transitway System

Complete/In Development

Hiawatha, I-35W BRT, Cedar
BRT, I-394 HOT Lane,
Northstar, Central

Implementation Studies

Southwest, Bottineau

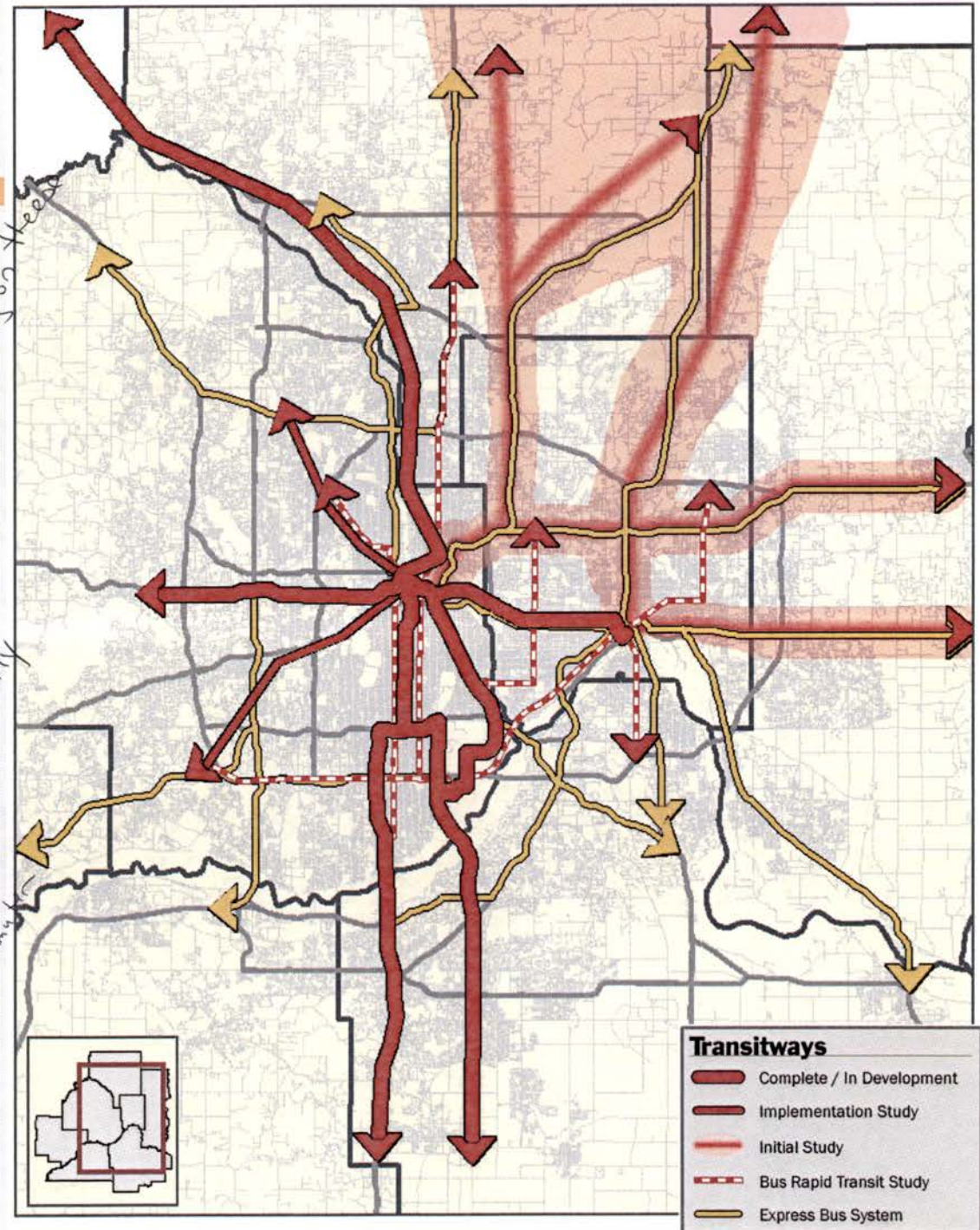
Bus Rapid Transit Studies

Nicollet, Central Ave, Chicago,
I-494/American Blvd,
Broadway, Snelling, West 7th,
East 7th, & Robert

Initial Study

I-35W North, TH 36/NE,
I-94 East, Rush Line

Express Bus Network



Future

- Reexamine corridors and bus plan every four years with TPP
- Work to expand express bus network now to build demand in corridors in the future
- If conditions change, accelerate work on affected corridors (i.e. high speed rail moves forward...)



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

REGIONAL RAILROAD AUTHORITY MEETING

AGENDA

April 22, 2008

Immediately following the

County Board Meeting

Council Chambers - Third Floor Court House

.....
ROLL CALL and Call to Order

AGENDA of the April 22, 2008 Board Meeting is presented for approval.

MINUTES of the March 18, 2008 Board Meeting is presented for approval.

ADMINISTRATIVE AGENDA

- 1) **Approve Work Plan and Matching Funds Up to \$140,000 for Alternatives Analysis Funds**
 - 1) Approve the proposed scope of work for an economic analysis of the Union Depot in St. Paul and for a coordination of corridors study into downtown St. Paul study; and
 - 2) Authorize up to \$140,000 for the 20 percent local match of \$560,000 in federal funds; and
 - 3) Authorize County Manager to make a budget adjustment of up to \$140,000 from the 2008 administrative budget of the Ramsey County Regional Railroad Authority; and
 - 4) Authorize Ramsey County Regional Railroad Authority staff to negotiate a grant agreement with the Metropolitan Council to accept the \$560,000 in federal funds.
- 2) **Ratification of Final Payment to LTK Engineering**
 - 1) Accept final payment No. 9, in the amount of \$13,763.70 to LTK Engineering Services for services and costs accrued from January 1, 2008 through January 31, 2008.
- 3) **Set public hearing date, time and location for Minnesota Department of Transportation (MnDOT) and Ramsey County Regional Railroad Authority joint hearing on Central Corridor Preliminary Design Plans**
 - 1) Set a public hearing on Central Corridor Preliminary Design Plans for 4:00 to 7:00 PM on May 29, 2008 at Goodwill Industries, 553 Fairview Avenue, Saint Paul, Minnesota.

- 4) **Northeast Diagonal Support Resolution and Letter**
 - 1) Authorize the Chairs of the Ramsey County Regional Railroad Authority and the Ramsey County Board to sign a joint letter to the Metropolitan Council Chair requesting the Northeast Diagonal Transitway be included in the Transportation Policy Plan.
- 5) **Counties Transit Improvement Board (CTIB) Update**

ADJOURNMENT

Meeting Minutes

RAMSEY COUNTY RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on March 18, 2008, in Council Chambers, Third Floor Courthouse.

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

OTHERS PRESENT: David Twa, Tim Mayasich, Steve Morris, Angie Taylor, Art Coulson, Kathy Kapoun, Julie Kleinschmidt, Mark Voerding, Arlene McCarthy, and John Levin.

Chair McDonough called the meeting to order at 11:25 AM

AGENDA

Chair McDonough moved that items one and two on the agenda be reversed. Commissioner Parker moved approval of the Agenda of the March 18, 2008 Board Meeting, as amended, seconded by Commissioner Carter. Roll Call: Ayes – Bennett, Carter, Ortega Parker, Reinhardt, McDonough – 7. Nays – 0. Motion accepted.

MINUTES

Commissioner Ortega moved approval of the Minutes from the February 26, 2008 Board Meeting, seconded by Commissioner Reinhardt. Roll Call: Ayes – Bennett, Carter, Ortega Parker, Reinhardt, McDonough – 7. Nays – 0. Motion accepted.

1. 2030 Transit Master Study Presentation

Arlene McCarthy of the Metropolitan Council presented an overview the Metropolitan Council's 2030 Transit Master Study. She introduced John Levin, Director of Service Development with Metro Transit, who was the lead on the bus detail being reviewed today. Ms. McCarthy reminded the Board of her visit one year earlier, when the Metropolitan Council went out to all counties to set the stage, which started approximately a decade ago when the legislature directed the Metropolitan Council to develop what as then called a Transit Master Plan. She indicated they looked at strengthening the bus system by evaluating 29 corridors for various modes, as well as looked at some development/land use issues. Ms. McCarthy advised that this work became the foundation for the Tier I and Tier II transitway map, adopted in 2004, further indicating that a lot of good progress has been made on some of the identified corridors. She advised that the purpose of their current work is to look ahead to the next edition of transitways and transit, including buses in the region. Ms. McCarthy advised that the official plan, which is the transportation policy, will be adopted later this year.

Commissioner Bennett inquired if these were the only corridors being looked at for rail, light rail, or transitways for the next 22 years. Ms. McCarthy responded that a policy plan is adopted every four years, a requirement of the federal government, and must have a minimum 20-year outlook. Commissioner Bennett inquired if the new study would read, "Updated 2008." Arlene McCarthy responded in the affirmative. Ms. McCarthy continued her presentation, advising that the purpose of today's presentation was to provide an update on where they are in the process and to obtain feedback. Ms. McCarthy acknowledged participation by County staff, including Alicia Vap from the Regional Rail Authority, as well as staff from Minneapolis, St. Paul, MnDOT, Metropolitan Council, and Metro Transit.

Ms McCarthy advised that the Metropolitan Council looked at some past efforts, including previous work done in anticipation of the constitutional amendment passing, as well as looked at demand for service and where service might be placed. She indicated that population/employment growth projections for the region were reviewed, along with other aspects that drive transit and make it attractive to people, including fast service, cost competitiveness, availability of parking, and service reliability to determine the range of corridors and bus service to be studied. Based on input received, they looked at new routes, increasing service on existing routes, and coordinating with the transitways. Ms. McCarthy advised that the Metropolitan Council is struggling to balance equity and efficiency, suggesting use of words to use in lieu of "equity" and "efficiency" would be "coverage" and "productivity." Ms. McCarthy identified the Metropolitan Urban Services Area, MUSA, as a tool to help people understand that inside this more heavily developed area is the greatest potential for the local service. Chair McDonough asked Ms. McCarthy to expand on the equity and efficiency piece and commented that when looking at a region like our area, the efficiencies might dictate where development needs to occur, how corridors are developed also encourages development, and if we aren't aware and pay attention to the equities, there is development that doesn't occur throughout the whole region because of the investments we make in corridors. Chairman McDonough asked Ms. McCarthy if that statement is accurate. Ms. McCarthy responded in the affirmative, advising also that how land use is planned directly drives where transitways investments should be and how successful they will be, indicating the reason for the different types of service such as suburban-local, urban-local, express, then transitways.

She continued her presentation, directing members to a local service concept map for 2030 service. She pointed out that in the legend there are several areas where new or improved service on transit routes is proposed that will be critical for allowing time transfer connections, and transit centers, indicated by a "T" within a circle. Commissioner Parker commented that the map of the northern part of Ramsey County is bare, even though it is fully developed, but lacks existing routes. Ms. McCarthy responded the formula was based on the density numbers and the ridership numbers, advising that this formula has been applied to the whole region. John Levin concurred with Ms. McCarthy, further stating that Metro Transit looked at existing ridership and routes in the region, as well as development patterns and the potential demand for transit. He advised that Metro Transit would be happy to work with the Board and county staff to identify those issues. Commissioner Parker responded that it's a catch 22 because you can't have ridership if you don't have service available. John Levin commented that there are number of routes in that area that have been in existence for several years that have relatively low ridership, indicating that's why they have been challenged to try to identify how to design a network that will be the most

successful in generating new ridership. For example, there are a couple of new areas on Lexington, connecting Blaine and Rosedale that they want to try out.

Commissioner Rettman commented it was her belief that one of the new lines along Hamline that will create one of the missing links to the suburbs is one of the proposed lines to be studied. She indicated her interest in creating suburban venues to make sure people can come from suburban areas and connect to the Central Corridor. She cautioned against waiting until the Central Corridor is built to implement service on that route. Commissioner Rettman further inquired if another route has been added in the northern part of Ramsey County. John Levin responded in the affirmative, further commenting that there are plans to restore Route 83, the Lexington Crosstown. Commissioner Rettman inquired, how soon would it be restored. Mr. Levin responded that it is envisioned as part of the overall Central Corridor project, indicating any restorations before that would depend on funding for local bus expansion, something that Metro Transit is interested in doing. He continued, advising that he is not aware of other significant additions to the network, but rather increases in frequency, for example, on Dale Street, Snelling, and other major arterials leading to Central Corridor to improve the quality of that service. Commissioner Reinhardt commented it's kind of a self-fulfilling prophecy, indicating that when service cuts were made a few years ago, northern Ramsey County was hit especially hard. She indicated that people not only need to know that service is available, but that it's going to be consistent.

Commissioner Bennett commented every time a new park-and-ride is built in our area, they are filled to capacity almost immediately, indicating that is a telling sign that people use transit. They've even started decking some of the park-and-rides, and they want to expand the one at 95th, and build a new one by the new arsenal property, commenting that if you have a demand, you have to get buses to go with it. He went on to state that not everyone wants to come to St. Paul or Minneapolis, but rather some wish to travel to the Maplewood Mall, and/or the new Medtronics facility, which has 4,000 plus people. He continued commenting that Wells Fargo built a station right on their property because they felt transportation and transit were that important. There is a demand out there that will continue to grow when more of the 600 acres on the arsenal property is developed, and not just north and south, but also east and west. Commissioner Bennett suggested working more closely with MnDOT to make sure there are transitway capabilities, as it is getting too costly to purchase right-of-way.

Ms. McCarthy continued her presentation, advising that urban arterials that are very dense really justify a tremendous level of service, as compared to other local service. She indicated the goal is to have at least 20 minutes or better, often 15 minutes or better. We would like to do some more limited stop routes, indicating the success on the 50 line on University Avenue, the 54 line on Seventh Street to the Mall of America and Airport, and the 53 line on Lake/Selby, to ensure a high frequency network, with service every 15 minutes for minimum hours of the day. The express network is the last of the bus service. They are looking at adding service, new routes, as well as more frequency on existing lines. That means they need new buses and new park-and-rides, or expansion of existing park-and-rides to facilitate that, a major capital expense. Service from Forest Lake to St. Paul and Minneapolis was planned prior to the bridge collapse and appears in this longer-range vision.

Chairman McDonough asked Ms. McCarthy to expand on her comment about extending service beyond the transit-taxing district. Ms. McCarthy responded advising that the transit-taxing district is an artificial boundary from the perspective of somebody taking a trip, as is a city or county boundary, indicating for a long-range plan, it's really not appropriate to place artificial boundaries in the study. She continued commenting that the Metropolitan Council is not prohibited from providing service outside of the transit-taxing district to the seven county metro boundary. It has been a policy issue because the regional transit capital that is collected in the transit-taxing district is often the local match to federal money for park-and-rides; she is not certain what's going to happen with the transit-taxing district. There are a lot of people who believe it should be the seven county metro, but there are differences of opinion on that. Chair McDonough commented that point really needs clarifying because the assumption would be that it would be the seven county metropolitan area, but the metropolitan taxing district does not. Ms. McCarthy responded, that he is correct, advising that Ramsey County is the only one of the seven counties that is fully inside the transit-taxing district. Commissioner Rettman inquired if that was due to them not paying in, indicating that if there were a willingness to pay in to join, then there might be much receptivity. Commissioner Rettman further inquired if it would be possible to change that so it would generate more money. Ms. McCarthy responded in the affirmative, advising if the transit-taxing district were expanded, one thought would be to keep the impact on individual households the same, thus collecting more money. Another concept is to collect essentially the same revenue, and spread it over. Some are paying new and others that pay today would actually continue to pay, but less. Ms. McCarthy emphasized that this pertains to capital only, not operating expenses. She further advised that from an operating perspective, there is essentially equity because everybody pays a fare, regardless of where they live and the motor vehicle sales tax is also a statewide fund that is one of their major operating funding sources.

Chair McDonough inquired if the potential long-distance routes were part of the 2004 study, or if they were new. Ms. McCarthy responded that they are completely new. Based on license plate checks done at park-and-ride lots, they know quite a few people are coming in from beyond the seven county metro using the service. Ms. McCarthy advised that MnDOT conducted their statewide transportation plan concurrently so each study would reflect the same things, including looking at a wide range of potential corridors, ensuring the non-committal of funding dedicated to the seven county metro, either capital or operating, for a park-and-ride outside of the seven county metro. The goal is to identify the need, make technical resources available, and approach those counties to see if there is an interest in pursuing some kind of facility and service. Chair McDonough pointed out that the highest concentration is actually in Hudson, Wisconsin, or Pierce and St. Croix counties and it fits well with the action we just took on the I-94 corridor study. Ms. McCarthy responded in the affirmative.

She continued her presentation, moving from buses to transitway corridors advising that the corridors needed to be identified for study, taking care to not reinvent the wheel for those corridors that are currently in implementation or have their own detailed studies moving along. For that reason, they used the study results from Northstar, Central, 35W, Cedar, Southwest, Red Rock, and Robert Street, working with project partners, and narrowed the list to 29 corridors to be screened. The initial screening will help determine if a high level \$500,000 or \$1 million type of feasibility alternative analysis is needed. They narrowed the criteria to operating and capital costs and ridership and used a consultant to do the modeling

and cost estimating. Other issues were considered, including right-of-way. New approaches being considered for this study include high occupancy vehicles, hot lanes, the 35W conversion, as well as a new price dynamic. In reviewing the broad range of BRT characteristics and spectrum of definitions, it was determined that an effective BRT system would require some of the high-end characteristics to make it work. Commissioner Carter asked Ms. McCarthy to expand on the definitions provided related to the various transitway corridor modes, and how station spacing was determined for the Central Corridor. Ms. McCarthy responded that station spacing depends upon along the line and the specific conditions and situations within each corridor. Commissioner Carter asked Ms. McCarthy to talk about what some of those conditions might be; for example, they could be population along the line, business district, etc. Ms. McCarthy responded the number of riders, the ridership at a station, how the street network is set up, but it comes down to the ridership and the use of a station.

Ms. McCarthy continued her presentation, directing members to the potential LRT and bus way, identifying from the 29 corridors a mode for modeling perspective. She reviewed the results on ridership and costs, using a high/medium/low type of category. Ms. McCarthy advised that the numbers in the left column are simply reference numbers and have nothing to do with any kind of priority ranking. She pointed out item 10, I-494/694 Beltway/LRT, that has a cost that is very high, however, emphasizing that it makes sense because the beltway is over 70 miles long. Commissioner Parker inquired where the I-494/I-694 beltway goes. Ms. McCarthy responded the beltway loops around the entire region. Chair McDonough pointed out that all costs and estimates exclude right-of-way costs, which could dramatically impact all the corridors. Ms. McCarthy responded in the affirmative, advising that if it is moved into a more detailed study it would definitely be a factor. She advised that it's difficult to estimate right-of-way quickly. They added Southwest Corridor, but did not screen it, and used the results of the Southwest LRT study conducted by Hennepin County. Ridership on Southwest is mid- to-high 20,000s, similar to Hiawatha. Central Corridor was not plotted, as it would be very high with its 2030 ridership projected at about 44,000 riders each weekday and it would distort all the other results.

A couple of corridors she would like to highlight include the diamonds labeled 27 and 28, which are the Bottineau alignments, currently a Tier I, diamond 24 is Nicollet Avenue, and diamonds 19 and 23, which are Hwy 35 and 35W to Forest Lake, respectively. These concepts speak for themselves, in that some of those arterial routes identified for limited stop bus service perhaps justify bus rapid transit, or some other higher-level transit solution. The message tells us that there should be some transit solution in those corridors, but maybe not at the cost of an LRT. Their conclusions here for LRT/Bus way is to continue with Southwest and Bottineau, while other arterial corridors should be studied for bus rapid transit, given their high ridership. Finally, the highway corridors like Hwy 36 should be looked at for solutions similar to the HOV or Hot Lane or dynamically priced shoulders, using the existing capacity without having to rebuild the highway. A review of commuter rail service, in conjunction with MnDOT, revealed that ridership was low on all these corridors and cost was in the medium-to-high range. Chair McDonough pointed out that everyone is waiting for Northstar to become operational because of the ridership model issue. The assumption here is that once Northstar is operational, it will change the ridership estimates for all these commuter line rails. Ms. McCarthy responded in the affirmative. Northstar is estimated to have between 5600-5700 riders per day, using the current model. They used the Red Rock numbers, which are estimated to be approximately 1600 weekday riders.

Their conclusion is that there aren't any commuter rail actuals to reflect in the regional model, indicating that Hiawatha provided some benefit. The general consensus is to wait for four years to allow time for the North Star project to become operational so actual data can be used, along with the updated census data.

Moving to land use, they wanted to highlight that it's a joint effort to make transit successful and the local communities to have the lead role in land use decisions. The Metropolitan Council is pleased with how much the communities in the seven county metro are understanding their role. It comes down to how many people are in one place and want to take a trip and travel to another place. This density grouping, clustering of both where people live and where the employment is, helps make transit service accessible, regardless if it is suburban-local, urban-local, express, or a transitway. The last bullet highlights economic incentives, including the business community's endorsement of the metro pass, and the Universities and Colleges' use of the U-Pass and college pass, which have been successful. In strengthening corridors, they look for communities to work to intensify employment and population where transit is envisioned. In conclusion, they have been going around to the counties presenting the update, seeking input. They intend to incorporate the results of this and other work on the highway side into the transportation policy plan. The draft policy plan should be out mid-year for the public hearing process. They will continue the studies that are underway and initiate some new studies.

Chair McDonough commented that the 2030 plan factors in transit success, emphasizing that the role of the master planning organization is to ensure that there is equitable development in the metropolitan area. He went on to state that part of this plan that he sees moving forward as a transit plan would be to recognize that development does occur because of transit investments, just as transit investments occur because of developments already in place. Chair McDonough asked Ms. McCarthy to comment on how that plays into this proposed 2030 plan. Ms. McCarthy responded, that the Metropolitan Council does the forecasting of population and employment, distributes it across the region, each community gets its allocations, and then there is a negotiation process that incorporates the results into their comprehensive plan. Each community decides if there is a new population of 100 people, plans where they will live, then a determination is made regarding whether there is a desire for transit services. Ms. McCarthy cautioned that not all communities agree with the initial forecast distribution of the Metropolitan Council, advising that there is a process by which they can come into the Metropolitan Council to negotiate.

Commissioner Rettman inquired if the 2030 Master Transit Master Study would be ready and in writing so people can respond by mid-year. Ms. McCarthy responded in the affirmative. Commissioner Rettman further inquired if the 2030 Transit Master Study would also be available on the website and received by the counties and municipalities. Ms. McCarthy responded, a draft transportation policy plan would be distributed for public comment and public hearings around August-September, 2008. Commissioner Rettman inquired if the Granary Road/issue, as it relates to the 35W bridge, etc., is included, whether it is part of the Southwest midtown corridor, and where it fits into all of this. Ms. McCarthy responded in the affirmative, advising that Granary would be on the roadside of the policy plan, not the transit side, and that it would be a City of Minneapolis and City of St. Paul road, as it crosses into both counties.

Commissioner Parker inquired if the Metropolitan Council's plan would incorporate a percentage of the total population that lives within a quarter mile of a transit, as was done in Toronto, a means to figure out how many people can we possibly make transit dependent so that if they choose to, could get by without a car. Ms. McCarthy responded they don't do that as an explicit. However, when they redesigned the routes, they specifically did an analysis of what percent of the population in certain areas was within walking distance. Commissioner Parker commented that it's a progressive goal, where you start here and every year you try to have more and more of the region that could possibly be transit dependent. John Levin added that they did look at that briefly, in terms of the high-frequency network, every 15 minutes or better, Monday through Saturday. He went on to state that within the current network, about 25% of the region's residents are within a quarter mile of the high-frequency network, including expansion of the arterial network, which is along the same lines of the high-frequency network. He concluded, saying they would look at expanding how many people are within a quarter mile of those routes, but not as a goal. Commissioner Parker commented that she would like to encourage them to do that.

Ms. McCarthy directed members to the map of the potential 2030 transitway system, which detail the results of our study. The first idea is that they would continue working on those transitways that are complete or in development. The next idea would be to look at continuing the implementation studies for both Southwest and Bottineau Boulevard, along with a group nine corridors that they would like to study for BRT. Another category of four corridors they would like to look at from a broader perspective, a feasibility or alternative analysis, using a broader range of modes, not just BRT. Even though LRT maybe didn't look very promising, that doesn't mean it shouldn't be included in a full-blown alternative analysis or feasibility study, but rather, look at a BRT solution and maybe some kind of a priced shoulder dynamic lane solution. The Metropolitan Council's dilemma is the need to conduct studies to determine what should be recommended for implementation. The policy plan will more than likely say they would, by 2030, implement an undetermined number of BRT corridors and use just an average corridor estimate, because they have to have a financially constrained plan and they might have an enhanced plan, anticipating new revenues.

Commissioner Parker advised that the Metropolitan Council needs to pay more attention to new developments such as the new Medtronics campus in St. Paul. Commissioner Rettman cautioned that once service on Lexington is restored, that the Metropolitan Council should not wait four years, but to be sensitive to that to ensure that it goes through Ramsey County, not bypass it. Ms. McCarthy thanked the members for their comments.

2. Approve Additional Federal Fiscal Year 2009 Funding Request

Commissioner Ortega moved approval of the additional \$1 million request in federal 2009 appropriations for a transit study and environmental analysis of the I-94 corridor, seconded by Commissioner Carter. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority values the importance of the I-94 Corridor from Minnesota's Union Depot in downtown St. Paul east to the Minnesota-Wisconsin border; and

WHEREAS, I-94 is very congested and there are no plans to increase capacity on the roadway or to make improvements; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority requests federal 2009 appropriation of \$1 million for the I-94 Corridor for a transit study and environmental analysis.

3. **Ratification of Report of Contracts**

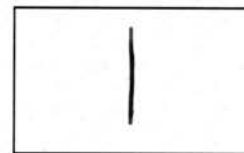
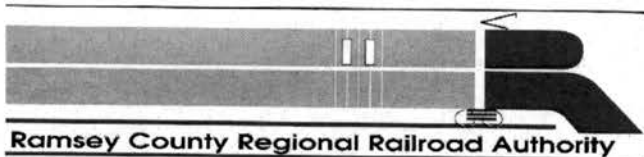
Commissioner Rettman moved approval of the ratification of report of contracts, seconded by Commissioner Parker. Roll Call: Ayes – Carter, Parker, Rettman, McDonough – 4. No vote – Bennett, Ortega, Reinhardt - 3. Nays – 0. Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority Resolution No. R98-34 authorizes the Director of the Ramsey County Regional Railroad Authority to approve contracts up to \$10,000; and

WHEREAS, The Ramsey County Board at its March 20, 2007, Board Meeting, requested a regular report of all contracts approved by the Director of the Ramsey County Regional Railroad Authority; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority hereby accepts the Quarterly Report of Contracts for the period of October 1, 2007 through December 31, 2007.

The meeting adjourned at 12:30 PM.



REQUEST FOR ACTION

Type of Agenda: ☐ Policy ☐ Discussion
☒ Administrative ☐ Information

Regional Railroad Authority Meeting Date: 4/22/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Approve Work Plan and Matching Funds Up to \$140,000 for Alternatives Analysis Funds

EXECUTIVE SUMMARY

The six year federal transportation bill included two separate \$2 million appropriations in a new federal funding category Section 5339 (planning funding for Alternatives Analysis work and tasks) for Red Rock, Rush Line, and Central Corridors in federal fiscal years 2006 and 2007. An amount of \$1.98 million was actually available for each of those years, for a total of \$3.96 million. Of that \$3.96 million, \$400,000 went to the Rush Line Alternatives Analysis study, currently under contract, leaving \$3.56 million. The funds require a 20% local match.

ACTION REQUESTED

- 1) Approve the proposed scope of work for an economic analysis of the Union Depot in St. Paul and for a coordination of corridors study into downtown St. Paul study; and
 - 2) Authorize up to \$140,000 for the 20 percent local match required to receive \$560,000 in federal funds; and
 - 3) Authorize the County Manager to make a budget adjustment of up to \$140,000 from the 2008 administrative budget of the Ramsey County Regional Railroad Authority; and
 - 4) Authorize Ramsey County Regional Railroad Authority staff to negotiate a grant agreement with the Metropolitan Council to accept the \$560,000 in federal funds.
- 1

SUBJECT: *Approve Work Plan and Matching Funds Up to \$140,000 for Alternatives Analysis Funds*

EXECUTIVE SUMMARY CONTINUED:

Because a locally preferred alternative has been selected by the Metropolitan Council for the Central Corridor, none of the funds can be used for Central Corridor planning work. The Federal Transit Administration (FTA) has indicated that work tasks continuing to advance a project in planning activities leading up to the locally preferred alternative would be acceptable tasks. Staff from Ramsey and Washington Counties and the Metropolitan Council have worked to finalize a work program and budget on meaningful and eligible projects.

Five tasks have been identified in the work program. They include:

1. Economic analysis for Union Depot in St. Paul	\$ 350,000
2. Coordination of corridors into downtown St. Paul	\$ 350,000
3. East metro highway analysis (user time with transit)	\$1,250,000
4. East metro railroad capacity for Red Rock and Rush	\$2,000,000
5. Travel Behavior Inventory (on-board survey)	<u>\$ 500,000</u>
Total	\$4,450,000

The proposed work plan and budget are attached for your reference with more detail. Ramsey County staff is proposing for the Regional Railroad Authority to provide the local match for work tasks one and two, up to \$140,000. State bond funds received in 2005 and 2006 are proposed to fund the local match for tasks three and four. Metropolitan Council will fund the local match for task five.

ATTACHMENTS:

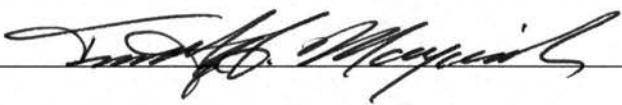
1. Resolution
2. Proposed Work Plan and Budget

PREVIOUS ACTION:

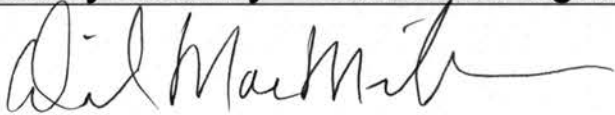
COUNTY MANAGER'S COMMENTS:

The County Manager recommends approval of this request.

SUBJECT: Approve Work Plan and Matching Funds Up to \$140,000 for Alternatives Analysis Funds

Regional Railroad Authority – Authorized Signature	Date
	4/17/08

Budgeting & Accounting – Authorized Signature	Date
	4/16/08

County Attorney – Authorized Signature	Date
	4/16/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

DRAFT RESOLUTION

WHEREAS, The Rush Line Corridor extends from Union Depot in downtown St. Paul north to Hinckley and the Red Rock Corridor extends from Union Depot east and south to Hastings; and

WHEREAS, The Ramsey County Regional Railroad Authority is supportive of the Rush Line and Red Rock Corridors and of the Union Depot project; and

WHEREAS, Congress appropriated \$4 million in Federal Transit Administration Section 5339 Alternatives Analysis funding for alternatives analysis tasks for the Central, Red Rock, and Rush Line projects; and

WHEREAS, The federal funds require a twenty-percent local match; Now, Therefore Be It

RESOLVED, The Ramsey County Regional Railroad Authority approve the proposed scope of work for an economic analysis of the Union Depot in St. Paul and for a coordination of corridors study into downtown St. Paul; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes up to \$140,000 for the 20 percent local match required to receive the \$560,000 in federal funds; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority approve a budget adjustment of up to \$140,000 from the 2008 administrative budget of the Ramsey County Regional Railroad Authority; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes its staff to negotiate a grant agreement with the Metropolitan Council to accept the \$560,000 in federal funds.

Scope of Work for Section 5339 Rush Line and Red Rock Funds FFY 2006 and FFY 2007 Grand and Local Match

(updated March 2008)

1. Economic analysis for St. Paul Depot \$350,000

Evaluate economic impacts of a renovated Depot on St. Paul, Ramsey County, the region, and the state. This would involve impacts in terms of land values, in perceived retail spending, in economic growth, in employment, etc. Development potential would also be an important element.

Issuance of RFP	June 2008
Contract Award	September 2008
Tasks Complete	June 2009

Local Match/Source: \$70,000/Ramsey County Regional Railroad Authority
Project Manager: Ramsey County Regional Railroad Authority

2. Coordination of Corridors into downtown St. Paul \$350,000

Several corridors need to connect with the Central, Red Rock, and Rush Line corridors in the downtown area. This task would identify issues and develop plans to make sure integration between corridors is effective. It would be a very detailed plan that would analyze various routes into/out of downtown St. Paul for the corridors mentioned, as well as other potential corridors that may be implemented in the future, to determine options for routing, etc. The area analyzed would include the St. Paul central business district, as well as the Capitol complex and the Lafayette Park area. This work would involve cursory ridership forecasting for various corridors including an evaluation of the impacts of the various routing impacts on the forecast corridor ridership and the relationship of said routes to current and future bus routing.

Issuance of RFP	January 2009
Contract Award	April 2009
Tasks Complete	December 2009

Local Match/Source: \$70,000/Ramsey County Regional Railroad Authority
Project Manager: Metropolitan Council

3. East metro highway analysis (user time w/transit) \$1,250,000

Interstate 94 and Highways 36 and 61 are major highways in the east metropolitan area feeding into downtown St. Paul and downtown Minneapolis. This task would develop detailed travel time information for the highways, for buses operating on the highway (shoulder and in mixed traffic), then evaluate transit and high occupancy vehicle options and their impacts on travel time on the highway. This study would show how substantial traffic congestion on a corridor that is as congested as I-94 can affect the transit travel speeds and schedule reliability of buses using data from Metro Transit on bus travel times (affected by transit advantages) and from Mn/DOT on auto travel times in mixed use lanes. Showing travel time information in such a corridor would be very beneficial for the continuing evaluation of the three east metro 5339 corridors, as well as other corridors around the Twin Cities metropolitan area.

Issuance of RFP	August 2009
Contract Award	November 2009
Tasks Complete	December 2010

Local Match/Source: \$250,000/Red Rock Bond Funds
Project Manager: Metropolitan Council

4. East metro railroad capacity \$2,000,000

This task would evaluate railroad capacity improvements needed to implement Amtrak, commuter rail, Midwest Regional Rail (high speed), and freight movements north and east of downtown St. Paul. East of downtown St. Paul is an important track junction, Hoffman Avenue. At this junction, trains can cross over multiple tracks, and are restricted to a maximum speed of 25 mph unless they are changing trains, which reduces their speed to 10 mph. The majority of the freight trains passing through are 5,000 feet or longer and take several minutes to pass through this junction. It is considered a major rail freight operations bottleneck, and the railroads emphasize a need to increase throughput capacity at this junction. Several passenger and commuter rail projects propose to use this junction as their often only routing option from the southeast, and this study would be very beneficial to work with the railroads to identify solutions that could accommodate all desired uses. Additionally, the freight corridor north of Union Depot has similar, though not as severe, freight congestion issues, and would be included in this analysis.

Issuance of RFP	September 2008
Contract Award	December 2008
Tasks Complete	June 2010

Local Match/Source: \$400,000/Red Rock Bond Funds
Project Manager: Ramsey County Regional Railroad Authority

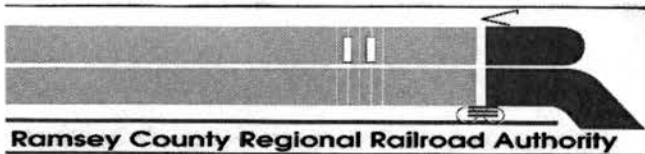
5. Transit On-Board Survey

\$500,000

In 2005, the Metropolitan Council conducted a transit on-board survey covering the bus routes in the region as well as the newly opened Hiawatha LRT line. At that time, no commuter rail line was operational in the Twin Cities region. The Northstar Commuter Rail received a full funding grant agreement from FTA in December, 2007 and is scheduled to be operation in 2009. A transit on-board survey conducted in 2010 would be able to survey users of this commuter rail line, the first in the region. In the same time frame, the Metropolitan Council is anticipating conducting a home interview survey of travel behavior for the purpose of updating its travel demand model. Data from the transit on-board survey would provide another rich data source for model calibration, particularly for mode choice and the possible development of alternative specific constants for the new commuter rail mode. A transit on-board survey, gathering data on commuter rail usage would of be particular use in the continuing evaluation of other potential commuter rail corridors such as the Red Rock and Rush Line corridors

Issuance of RFP	January 2010
Contract Award	April 2010
Tasks Complete	December 2010

Local Match/Source: \$100,000/Metropolitan Council
Project Manager: Metropolitan Council



2

REQUEST FOR ACTION

Type of Agenda: ☐ Policy ☐ Discussion
☒ Administrative ☐ Information

Regional Railroad Authority Meeting Date: 04/22/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Ratification of Final Payment to LTK Engineering Services

EXECUTIVE SUMMARY

RCRRA contracted with LTK Engineering Services to perform conceptual feasibility analysis for intercity passenger rail from Red Wing to St. Paul to Minneapolis.

LTK Engineering Services has satisfactorily completed their work identified in referenced agreements and has provided detailed invoice documentation for services and costs accrued from January 1, 2008 through January 31, 2008.

Invoice No. 3706-009, Final Payment No. 9, in the amount of \$13,763.70 provides correct documentation of payment due to LTK Engineering Services from January 1, 2008 through January 31, 2008.

ACTION REQUESTED

Accept Final Payment No. 9, in the amount of \$13,763.70 to LTK Engineering Services for services and costs accrued from January 1, 2008 through January 31, 2008.

SUBJECT: Ratification of Final Payment to LTK Engineering Services

ATTACHMENTS:

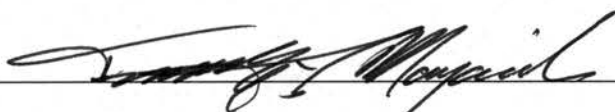
1. Proposed resolution
2. Accounts Payable forms and Final Payment No. 9
3. LTK Engineering Services Invoice No. 3706-009, and attachments

PREVIOUS ACTION:

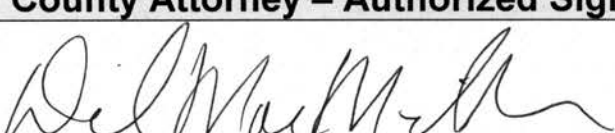
COUNTY MANAGER'S COMMENTS:

The RCRRA requires submittal of final invoices and payment documentation to the Rail Authority for ratification following staff approval of invoice documentation.

SUBJECT: Ratification of Final Payment to LTK Engineering Services

Regional Railroad Authority – Authorized Signature	Date
	4/17/05

Budgeting & Accounting – Authorized Signature	Date
	4/16/08

County Attorney – Authorized Signature	Date
	4/16/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

1 WHEREAS, The Ramsey County Regional Railroad Authority has
2 contracted for the professional services of LTK Engineering Services for a
3 conceptual feasibility analysis for intercity passenger rail from Red Wing to St.
4 Paul to Minneapolis; and
5

6 WHEREAS, LTK Engineering Services has satisfactorily completed the
7 work identified in the referenced agreements, and provided detailed invoice
8 documentation for services and costs accrued for January 1, 2008 through
9 January 31, 2008; and
10

11 WHEREAS, submittal of final invoices and payment documentation to the
12 Rail Authority for ratification at the next scheduled meeting following staff
13 approval of invoice documentation is required; and
14

15 WHEREAS, LTK Engineering Services Invoice No. 3706-009, Final
16 Payment No. 9 in the amount of \$13,763.70 attachments thereto, provide the
17 correct documentation of payments due LTK Engineering Services for January 1,
18 2008 through January 31, 2008; Now, Therefore Be It
19

20 RESOLVED, Payment to LTK Engineering Services in the amount of
21 \$13,763.70 for services rendered January 1, 2008 through January 31, 2008 is
22 hereby ratified.
23
24

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: April 8, 2008 No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of LTK Engineering Services for a conceptual feasibility analysis for intercity passenger rail from Red Wing to St. Paul to Minneapolis; and

WHEREAS, LTK Engineering Services has satisfactorily completed the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued for January 1, 2008 through January 31, 2008; and

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

WHEREAS, LTK Engineering Services Invoice No. 3706-009, Final Payment No. 9 in the amount of \$13,763.70 attachments thereto, provide the correct documentation of payments due LTK Engineering Services for January 1, 2008 through January 31, 2008; Now, Therefore Be It

RESOLVED, Payment to LTK Engineering Services in the amount of \$13,763.70 for services rendered January 1, 2008 through January 31, 2008 is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Jim McDonough, Chair

By: _____
Tony Bennett, Secretary

5



Business Unit: RRA
Voucher ID: 00004780

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date: 11.Mar.2008
Run Time: 10:49:08 AM

Report ID: RMAP19

Voucher Header Information

Pay Method: System Check

Entered Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
11.Mar.2008	9	11.Mar.2008	0000101563	LTK ENGINEERING SERVICES, INC.	ONL	TROSTBE	P	11.Mar.2008	U	Due Now
Status	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
A	\$13,763.70	\$0.00	100 W BUTLER AVE			AMBLER	PA	19002		
Handling	Group ID	Sales Tax	Pckp Ord# Nbr							
RE	001254	\$0.00								

Voucher Line Information

Line #	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099	PO Business Unit	PO Id	PO Type
1	Professional Service	\$13,763.70	918070001	\$13,763.70		Y	Y	Y	N	RRA	0000000678	SC

Distribution Line Information

Line #	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
1	421501	12501	150301	00000			2007				\$13,763.70			N

Account Name: Consulting Services

Department Name: Union Depot Operations

Payment Comments-Check Stub

3/11/08, FINAL PAYMENT, PARTIAL PAYMENT #9. RED WING FEASIBILITY STUDY
FOR JANUARY 2008.

Voucher Comments

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

Authorization

Kristine A. Longhewy

Date

3/11/08

6

Ramsey County Purchase Order

Regional Rail Authority

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

Vendor: 0000101563
LTK ENGINEERING SERVICES, INC.
100 W BUTLER AVE
AMBLER PA 19002
United States

Purchase Order	Date	Revision	Page
RRA - 0000000678	04/12/2007		1
Payment Terms	Freight Terms	Ship Via	
Due Now	Origin PPD Allowed	US MAIL	
From Date	To Date		
Buyer: RRA	Currency Code: USD		

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

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

Tax Exempt? N Tax Exempt ID:

Line-Schd Item	Description	Quantity	UOM	PO Price	Extended Amt	Due Date
1 - 1	Professional Service	1.00	EA	100,000.00	100,000.00	04/12/2007
Schedule Total					100,000.00	
Item Total 918070001					100,000.00	

Mfg ID

Passenger Rail Study from Red Wing to the Northstar Corridor per Resolution No. R07-10.

Total PO Amount 100,000.00

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

Unauthorized

7

LTK Passenger Rail Study						
	Invoice #1	Invoice #2	Invoice #3	Invoice #4	Invoice #5	Invoice #6
	4/1/07-4/30/07	5/1/07-5/31/07	6/1/07-6/30/07	7/1/07-7/31/07	8/1/07-8/31/07	9/1/07-9/30/07
Period of service						
LABOR	\$4,418.17	\$24,168.00	\$9,547.00	\$7,776.00	\$11,134.00	\$19,630.00
DIRECT COSTS	\$0.00	\$42.99	\$543.03	\$2,277.78	\$0.00	\$87.79
TOTAL INVOICE	\$4,418.17	\$24,210.99	\$10,090.03	\$10,053.78	\$11,134.00	\$19,717.79
Direct Costs:						
Mileage		\$41.73				\$29.82
Reproduction		\$1.26	\$178.87			
Telephone			\$209.99			
Mailing			\$154.17			\$57.97
Direct Travel				2277.78		
Subcontractors						
Total Direct Costs		\$42.99	\$178.87	\$0.00	\$0.00	\$87.79
Amount spent on contract	\$4,418.17	\$28,629.16	\$38,719.19	\$48,772.97	\$59,906.97	\$79,624.76
Balance of contract	\$95,581.83	\$71,370.84	\$61,280.81	\$51,227.03	\$40,093.03	\$20,375.24

8

Invoice #7	Invoice #8	Invoice #9
10/1/07-10/31/07	11/1/07-12/31/07	01/01/08-01/31/08
\$1,150.00	\$1,490.00	\$3,707.12
\$1,155.20	\$0.00	\$10,056.58
\$2,305.20	\$1,490.00	\$13,763.70
\$185.23		\$56.58
\$49.15		
920.82		
		\$10,000.00
\$1,155.20	\$0.00	\$10,056.58
\$81,929.96	\$83,419.96	\$97,183.66
\$18,070.04	\$16,580.04	\$2,816.34

9



LTK Engineering Services

Member of The Klauder Group

100 West Butler Avenue
Ambler, PA 19002
215-542-0700
215-542-7676 FAX

OK to Pay
AV 3/7/08

Invoice

Bill To:

Ramsey County Regional Railroad Authority
50 West Kellogg Boulevard
Suite 6560
St. Paul, MN 55102
Attn: Alicia Vap, AICP

Project Description:

Engineering Services in connection with the
Red Wing/RNC Feasibility Study
(NTP dated 4/17/07 - Agreement dated 4/11/07)

LTK Project #: C3706		Invoice Date: 01/31/2008		
Invoice Number: 3706-009				
Labor Category	Employee	Hours	Rate	Amount to Bill
Project Analyst	John E. Hillis, Jr.	5.0 ✓	130.00	650.00
Senior Professional	Thomas G. Matoff	11.5 ✓	196.00	2,254.00
Senior Professional	Larry G. Johnsrud	3.0 ✓	89.04	267.12
Senior Systems Consultant	Timothy R. Wells	4.0 ✓	134.00	536.00
Total Labor		23.5		3,707.12 ✓
Subcontractors				10,000.00 ✓
Direct Travel				
Telephone				56.58 ✓
Reproduction				
Mailing				
Supplies				
Miscellaneous				
Total Expenses				10,056.58
Invoice Total				13,763.70 ✓

ORIGINAL

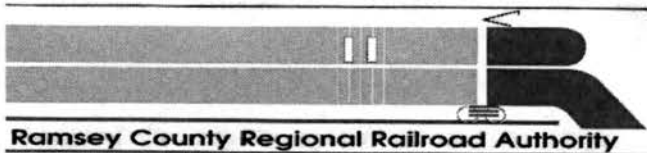
10

LTK Engineering Services
Expense Distribution
December, 2007

<u>Voucher #</u>	<u>Invoice #</u>	<u>Name</u>	<u>Description</u>	<u>Charge #</u>	<u>Amount</u>
<u>Project: C3706 (Ramsey Co.- Red Wing/RNC)</u>					
10004214	6235-1	SRF Consulting Group, Inc	Subcontractors	C3706.02	10,000.00
		Subcontractors			\$10,000.00
		Total for: C3706			\$10,000.00

ORIGINAL

11



3

REQUEST FOR ACTION

Type of Agenda: ☐ Policy ☐ Discussion
☒ Administrative ☐ Information

Regional Railroad Authority Meeting Date: 4/22/08

Regional Railroad Authority Meeting Date: _____

SUBJECT: Set public hearing date, time and location for Minnesota Department of Transportation (MnDOT) and Ramsey County Regional Railroad Authority joint hearing on Central Corridor Preliminary Design Plans

EXECUTIVE SUMMARY

State law (473.3994) provides a local approval process for light rail transit preliminary design plans that requires several public hearings by different agencies. Preliminary design plans are defined as general dimensions and location of the alignment including approximate station locations and a plan for disability access. At least thirty days after preliminary design plans are submitted to the cities and counties along an alignment, MnDOT and the railroad authorities are required to have a public hearing on the plans. Plans are expected to be submitted to the cities and counties by April 28 and a joint hearing would be held on May 29. The hearing is proposed to be held at Goodwill Industries at Fairview and University from 4:00 to 7:00 PM. The first hour would be an open house with the hearing beginning at 5:00. This would be the first of at least five public hearings to be held on the preliminary design plans. We will post information and the plans on our web site and work with project partners to ensure that the hearing is well publicized.
(Summary continued on next page.)

ACTION REQUESTED

1. Set a public hearing on Central Corridor Preliminary Design Plans for 4:00 to 7:00 PM on May 29, 2008 at Goodwill Industries, 553 Fairview Avenue, Saint Paul, Minnesota.

1

SUBJECT: Set public hearing date, time and location for Minnesota Department of Transportation (MnDOT) and Ramsey County Regional Railroad Authority joint hearing on Central Corridor Preliminary Design Plans

EXECUTIVE SUMMARY CONTINUED

The law gives cities and counties 45 days after the MnDOT/Railroad Authority hearing to either approve or disapprove the preliminary design plans. If a local unit of government disapproves the plans, it "shall describe specific amendments to the plans that, if adopted, would cause the local unit to withdraw its disapproval." If no action is taken within the 45 days, the plans are considered approved unless an extension is agreed to.

If the requested changes are not made, there is a 90 day hearing and mediation process, with the Metropolitan Council making the final decision. If changes are made during final design, the changed elements go through the same hearing and approval process.

Staff will bring an item to a future Board meeting to set a County hearing on the plan for June 5, 2008 at Lao Family Center from 4:00 to 7:00. We would anticipate keeping the comment period open until June 12, 2008. Under this schedule, the County Board would act on the Preliminary Design Plans on June 24.

The City of Saint Paul will hold a hearing on the plans as will Hennepin County and the City of Minneapolis. Although separate from this process, it is important to note other related hearings that will occur this spring and summer. The Saint Paul Planning Commission will hold hearings on their station area plans. The Metropolitan Council will have a hearing on the Supplemental Draft Environmental Impact Statement (SDEIS). The Ramsey County Regional Railroad Authority will have two hearings on the Union Depot Environmental Assessment. The timing of the Preliminary Design Plan and SDEIS approval processes is designed to allow submittal of a Central Corridor preliminary engineering package and request to enter Final Design to the Federal Transit Administration by late August.

ATTACHMENTS:

Resolution

PREVIOUS ACTION:

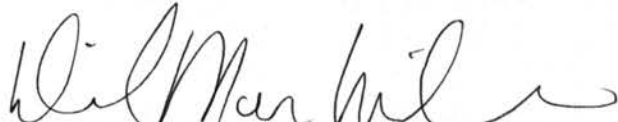
COUNTY MANAGER'S COMMENTS:

The County Manager recommends approval of this request.

SUBJECT: Set public hearing date, time and location for Minnesota Department of Transportation (MnDOT) and Ramsey County Regional Railroad Authority joint hearing on Central Corridor Preliminary Design Plans

Regional Railroad Authority – Authorized Signature	Date
	4/17/08

Budgeting & Accounting – Authorized Signature	Date
	4/16/08

County Attorney – Authorized Signature	Date
	4/16/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

DRAFT RESOLUTION

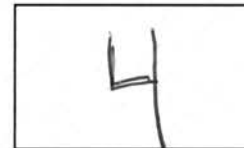
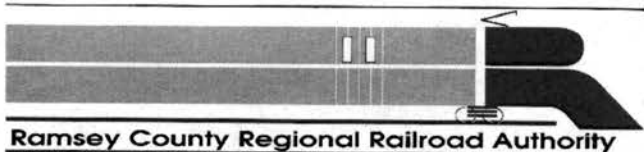
2 WHEREAS, Preliminary engineering is underway for the Central Corridor light rail line; and

3 WHEREAS, Continued public involvement is critically important to the project; and

4
5 WHEREAS, The Metropolitan Council expects to submit preliminary design plans to the cities and
6 counties by April 28, 2008, and

7
8 WHEREAS, State law calls for a joint public hearing on the plans to be held by the Commissioner of
9 Transportation and the Regional Railroad Authorities; Now, Therefore Be It

0
1 RESOLVED, The Ramsey County Regional Railroad Authority sets a public hearing on Central
2 Corridor Preliminary Design Plans for 4:00 to 7:00 PM on May 29, 2008 at Goodwill Industries, 553
3 Fairview Avenue, Saint Paul, Minnesota.



REQUEST FOR ACTION

Type of Agenda: ☐ Policy ☐ Discussion
☒ Administrative ☐ Information

Regional Railroad Authority Meeting Date: 4/22/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Authorize the Chairs of the Ramsey County Regional Railroad Authority and the Ramsey County Board to sign a joint letter to the Metropolitan Council Chair requesting the Northeast Diagonal Transitway be included in the Transportation Policy Plan.

EXECUTIVE SUMMARY

The Metropolitan Council is in the process of updating their Transportation Policy Plan. A part of that plan is the 2030 Transit Master Study. This study was presented to the Ramsey County Regional Railroad Authority March 18, 2008.

The Northeast Diagonal Transitway is a transitway that begins in White Bear Lake and travels through White Bear Township, Gem Lake, Vadnais Heights, Little Canada, Shoreview, Roseville, St. Anthony, and terminating in downtown Minneapolis (see map). This corridor was studied in 2000 and 2001 by Ramsey and Hennepin Counties as well as the cities as a transit corridor, and was added to the Transportation Policy Plan. When the Transportation Policy Plan was updated in 2004, the Northeast Diagonal was not included in the plan.

A letter is proposed for signature by the Ramsey County Regional Railroad Authority Chair and the Ramsey County Board Chair requesting that the Metropolitan Council include the Northeast Diagonal in the Transportation Policy Plan.

ACTION REQUESTED

Authorize the Chairs of the Ramsey County Regional Railroad Authority and the Ramsey County Board to sign a joint letter to the Metropolitan Council Chair requesting the Northeast Diagonal Transitway be included in the Transportation Policy Plan.

|

SUBJECT: *Authorize the Chairs of the Ramsey County Regional Railroad Authority and the Ramsey County Board to sign a joint letter to the Metropolitan Council Chair requesting the Northeast Diagonal Transitway be included in the Transportation Policy Plan.*

ATTACHMENTS:

1. Resolution
2. Proposed Letter
3. Map of Northeast Diagonal Transitway

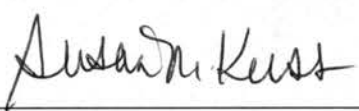
PREVIOUS ACTION:

COUNTY MANAGER'S COMMENTS:

The County Manager recommends approval of this request.

SUBJECT: Authorize the Chairs of the Ramsey County Regional Railroad Authority and the Ramsey County Board to sign a joint letter to the Metropolitan Council Chair requesting the Northeast Diagonal Transitway be included in the Transportation Policy Plan.

Regional Railroad Authority – Authorized Signature	Date
	4-15-08

Budgeting & Accounting – Authorized Signature	Date
	4/16/08

County Attorney – Authorized Signature	Date
	4-16-08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

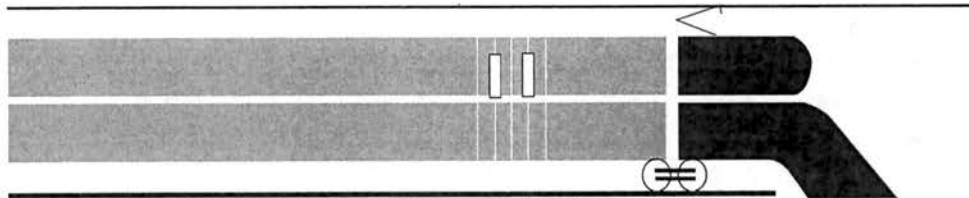
DRAFT RESOLUTION

WHEREAS, The Northeast Diagonal Transitway is a transitway that begins in White Bear Lake and travels through White Bear Township, Gem Lake, Vadnais Heights, Little Canada, Shoreview, Roseville, St. Anthony, and terminating in downtown Minneapolis; and

WHEREAS, The Ramsey County Regional Railroad Authority, together with Hennepin County and the jurisdictions of the Northeast Diagonal Transitway, studied this corridor in 2000 and 2001 and deemed it a feasible transitway corridor; and

WHEREAS, The Metropolitan Council is in the process of updating the Transportation Policy Plan, which identifies transit corridors in the seven-county metropolitan area; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Chair of the Ramsey County Regional Railroad Authority to sign a letter jointly with the Ramsey County Board Chair to the Metropolitan Council Chair to request the Northeast Diagonal Transitway be included in the Transportation Policy Plan.



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

April 22, 2006

Chair Peter Bell
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Dear Chair Bell,

On behalf of the Ramsey County Regional Railroad Authority and the Ramsey County Board of Commissioners, we write today to thank you for your work on the 2030 Transit Master Study. Arlene McCarthy presented the study to the Ramsey County Regional Railroad Authority in March, and we wanted to thank you and Ms. McCarthy for sharing the information and for the work that has been done to date.

The 2030 Transit Master Study will be a key component of the Transportation Policy Plan, which will be updated later this year. As we look at the comprehensive approach that has been taken for this study, we appreciate the balance that has been achieved at the corridors studied. We are pleased that the input collected by the counties and others involved in the study was truly reflected in the 35 corridors studied. We strongly believe in a balanced transit system that benefits the entire region.

We are, however, concerned about a specific corridor as the study begins to be incorporated into the Transportation Policy Plan (TPP). We respectfully request that the Northeast Diagonal Transitway be included in the Transportation Policy Plan. This important corridor in Ramsey County provides a critical east-west movement through suburban Ramsey County. There are many exciting development and redevelopment activities occurring today and being planned for the future throughout this corridor. We feel very strongly that this corridor should be included in the update of the TPP.

Chair Peter Bell
April 22, 2008
Page 2

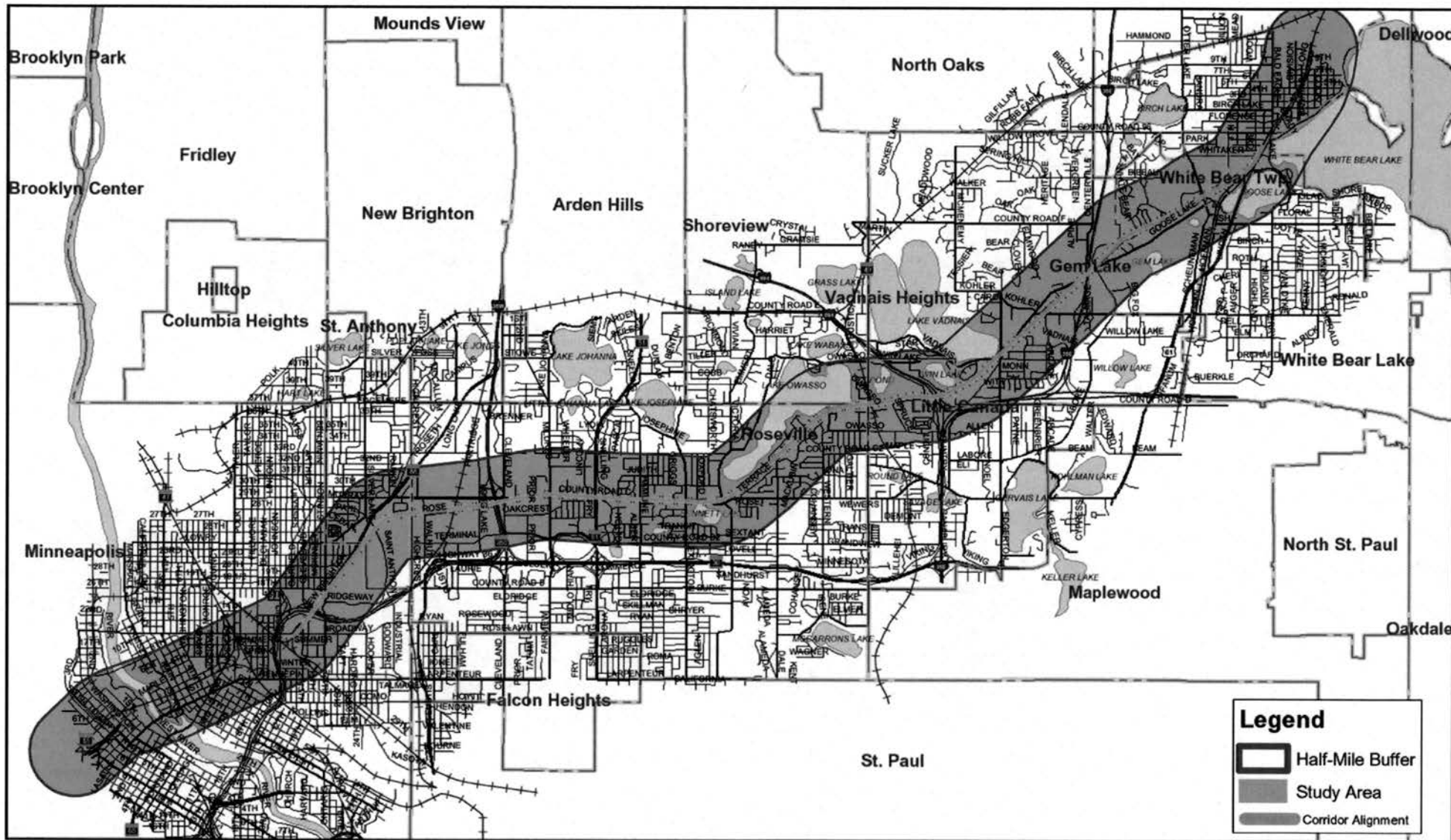
Thank you for your consideration of this request. We look forward to working with you and your staff on this plan update.

Sincerely,

Jim McDonough
Chair, Ramsey County
Regional Railroad Authority

Jan Parker
Chair, Ramsey County
Board of Commissioners

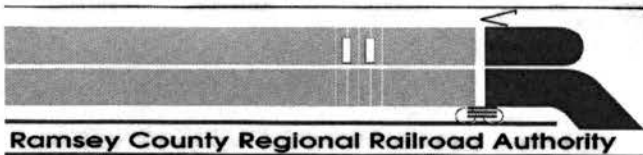
6



Prepared by
HGA

NORTHEAST DIAGONAL TRANSIT CORRIDOR LAND USE / TRANSIT STUDY

Prepared for:
Ramsey County Regional Railroad Authority
Hennepin County Regional Railroad Authority



5

REQUEST FOR ACTION

Type of Agenda: ☒ Policy ☐ Discussion
☐ Administrative ☒ Information

Regional Railroad Authority Meeting Date: **04/22/08**

Regional Railroad Authority Meeting Date: _____

SUBJECT: Counties Transit Improvement Board (CTIB) Update

EXECUTIVE SUMMARY

The Minnesota Legislature, in February 2008, passed an Omnibus Transportation Funding Bill that allows for the development of a transit board in the seven-county metropolitan area focused on local needs and the creation of a dedicated source of revenue for the construction and operation of transit projects. The Counties of Anoka, Dakota, Hennepin, Ramsey, and Washington approved a Joint Powers Agreement, establishing the Counties Transit Improvement Board (CTIB). Staff from these five counties have been working on the following tasks associated with the CTIB.

County Finance Directors

- The Finance Directors of the 5 counties (Dee Guthman, Anoka, Matt Smith, Dakota, Dave Lawless, Hennepin, Julie Kleinschmidt, Ramsey and Harley Will, Washington) agreed to meet regularly over the next several months to assist in the formation of the Counties Transit Improvement Board (CTIB) and to advise the CTIB and their respective counties on financial issues and concerns. The first meeting was Thursday, April 9 at AMC.
- The group's priorities have been to review and comment on the CTIB By-Laws, work with the MN Department of Revenue on the sales tax collection logistics, including negotiating the administrative fee, and reviewing Revenue notices.
- The group expects to begin work soon on an RFP for trustee services, to review and advise on the administrative budget and a fiscal agent agreement through the end of 2008. One or two members will attend the MTDB/CTIB staff meetings.

Assistant County Attorneys

Assistant County Attorneys from Anoka County, Dakota County, Hennepin County, Ramsey County, and Washington County have been meeting to consider and draft proposals for By-laws for the CTIB. A proposal has been drafted by the lawyers, with significant undecided policy issues, and will be reviewed and modified by non-lawyer staff of the counties at a meeting on Friday, April 18, 2008. The first meeting of the CTIB will be May 7, 2008. Location/time yet to be determined.

SUBJECT: Counties Transit Improvement Board (CTIB) Update

EXECUTIVE SUMMARY Continued

Longer term issues facing the CTIB in 2008

1. Election of Officers.
2. Adoption of By-laws.
3. Establishment of the GEARS committee.
4. Appointment/selection of a financial (accounting) agent for 2008.
5. Selection of a trustee to receive sales tax proceeds.
6. Review/approve administrative contract with the Minnesota Department of Revenue.
7. Establish 2008 staffing needs, and how those will be met.
8. Establish grant criteria and grant application/review process.
9. Establish 2008 and 2009 budgets.
10. Define what functions, if any, beyond grant giving, the CTIB wants to undertake.
11. Discuss the process for dissolution of the MTDB.

This list is by no means all inclusive of the tasks confronting the CTIB. It is clear, however, that the CTIB has a considerable amount of work ahead of it in 2008.

ACTION REQUESTED

Discussion only to provide Commissioners a status report on the various activities that have been occurring regarding the development of the Counties Transit Improvement Board (CTIB).

ATTACHMENTS:

None

PREVIOUS ACTION:

None

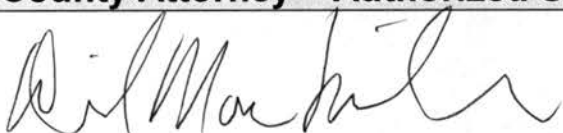
COUNTY MANAGER'S COMMENTS:

Staff from County Manager's Office, Regional Railroad Authority, Budgeting and Accounting, and County Attorney continue to work on various subgroups charged with drafting policy proposals for consideration by the CTIB.

SUBJECT: Counties Transit Improvement Board (CTIB) Update

Regional Railroad Authority – Authorized Signature	Date
	4-17-08

Budgeting & Accounting – Authorized Signature	Date
	4/16/08

County Attorney – Authorized Signature	Date
	4/16/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date