

Ramsey County Regional Railroad Authority. Records.

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Version 3
August 20, 2018

RAMSEY COUNTY

Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, September 13, 1988

*10:30 A.M. - LARGE CONFERENCE ROOM

Room 316

1. Minutes - Meeting of August 23, 1988
2. Public Finance Advisors' Response to Budget Questions
3. * Regional Railroad Authority Project Management Team
4. Commissioner Norgard's LRT Trip - verbal report
5. Grant Application submitted to Minnesota Department of Transportation for LRT Funds
6. * Asssessment of Recreation Potential of Northeast Burlington Northern Corridor, including a slide presentation.
7. * Northeast Burlington Northern Corridor Task Force Appointments
8. Timeline for Request for Proposal for Comprehensive LRT Plan
9. Chairman's Comments

*Action is requested on these items.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

August 23, 1988

The meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, August 23, 1988, at 10:45 A.M. in the Large Conference Room of 316, Court House. Chairman Finley called the meeting to order.

MEMBERS PRESENT: Chairman John Finley
Commissioner Diane Ahrens
Commissioner Ruby Hunt
Commissioner Hal Norgard
Commissioner Donald Salverda
Commissioner Duane McCarty (entered during Item 6)

MEMBERS ABSENT: Commissioner Warren Schaber

Also Present: Michele Timmons represented the County Attorney's Office Patrick O'Malley, Kathy DeSpiegelaere, Jim Tolaas, Jill Goski, James Van Houdt, Ed Glaubitz, Kenneth Weltzin, Paul Kirkwold, Karen Tero, Robert Clarkson, Ben C. Sebesta, Hugh Faville, Paul Gustafson, Charles Kenow, Peggy Reichert, Thomas Ryan, Bob Sands, Frances Glendenning, Dennis Greeley

1. Minutes - A - Meeting of July 12, 1988
B - Meeting of July 26, 1988

Commissioner Norgard moved the recommendation, seconded by Commissioner Ahrens.

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meetings of the Regional Railroad Authority held on July 12, 1988, and July 26, 1988, as written.

Roll Call: Ayes - 5, Nays - 0
Motion adopted.

2. Comprehensive light rail transit system plan for Hennepin County

Chairman Finley said this was on the agenda several weeks ago, and Ms. DeSpiegelaere wished to bring it to the attention of the full board to show us first of all what they are doing, and secondly, the cost ideas. One of the things that he would like to ask Ms. DeSpiegelaere is in our Comprehensive Plan, will we be able to get any data from the Comprehensive Plans already done. It seems the County should not have to duplicate certain things such as cost of stations, etc., there are some things that

regardless of whether it be in Anoka, Ramsey, or Hennepin County. He is wondering if we are going to be looking to plans that are already done like Hennepin County, he would like to acquire some of this data so that we do not have to reinvent the wheel.

Ms. DeSpiegelaere responded that this is something that we should deal with. In the Work Program that she has prepared for our Comprehensive Plan, one of the first elements is to review other documents that are relevant to ours, including Hennepin County's Plan. But, more than review, she believes that ongoing coordination is needed between the counties particularly system standards issues, elements such as stations, vehicles, tracks, signals, so that we are not duplicating this, and so that our interests are preserved.

Chairman Finley understands that Ms. DeSpiegelaere is participating in coordinating staff between the counties right now. Ms. DeSpiegelaere initiated the meeting in July, and some of the counties are further along, and they have agreed to meet on a quarterly basis, but that is not enough to do what she is talking about. However, she is not sure that all the counties would want to participate at this time in the detailed work that she is talking about either.

Chairman Finley does not feel that we are qualified to handle particular data on the technical side, and asked how this should be handled on an ongoing basis.

Ms. DeSpiegelaere thinks a group of staff consisting of at least Hennepin, Anoka and Ramsey County is needed to be meeting, and at this point those counties have not taken that initiative.

Chairman Finley informed the Board that Jim Tolaas from our Public Works Department is present, he is sure the Board members know Jim, he is now coming on board to aid and work with Ms. DeSpiegelaere in the Regional Railroad Authority on a part time basis, as this Board approved a few weeks ago. Jim has been working in the Public Works Department, he is an engineer and will assist Ms. DeSpiegelaere in some of the ongoing staff work.

Jim Tolaas told the Board that he considers this a real opportunity, he is new to the field of LRT, this sounds very interesting.

Commissioner Ahrens feels that sharing the technical information with the other counties would be very useful, so that we do not have to regather data that is out there, so we can share with others if we set up this technical group.

Chairman Finley asked if the members of the Board are comfortable with that, he would be glad to take that on, and send letters to the other counties.

Commissioner Hunt moved the following recommendation, seconded by Commissioner Ahrens.

The Ramsey County Regional Railroad Authority recommends that a Joint Technical Staff be initiated with Anoka and Hennepin Counties, to coordinate data and information on Light Rail Transit, for an ongoing dialogue, so that this information can be available to the counties, to prevent duplication of effort.

Roll Call: Ayes - 5, Nays - 0
Motion adopted.

Ms. DeSpiegelaere addressed the Board, referring to articles appearing in the newspapers about Hennepin County's Plan. Last week they decided to delay proceeding with Preliminary Engineering, they are going to vote on this on the 30th as to whether to proceed with the preliminary engineering for their system. The other is that the Metropolitan Council and other agencies have been reviewing Hennepin County's plans, one of the Metropolitan Council's comments has to do with the size of their system. They are saying that since the plan has a shortfall of funds to implement this first stage that perhaps it should be scaled back somewhat.

Commissioner Norgard would like to know just what they meant by scaling back, and Ms. DeSpiegelaere said it could be shortening corridors, or eliminating some corridors, there is also a comment regarding the tunneling that it would be premature to consider this at this time as it would be very costly.

Chairman Finley asked about the Metropolitan Council's response, and Ms. DeSpiegelare said they have review powers, but not approval. At this point Hennepin County has the authority to proceed, but there is a provision in the law for the City in which the LRT corridors are located to approve or disapprove the preliminary design plans before the LRT can be constructed. It is not clear as to what happens if the cities disapprove, then the Metropolitan Council would come in and try to mediate the dispute. The Legislature may step in and change things, but right now Hennepin County can proceed.

Commissioner Hunt commented that the unknown factor is the counties are looking to the Legislature for some other source for the money, so we should keep that in mind.

Chairman Finley said going all the way from the Comprehensive Plan to the completion and purchase of the actual vehicles, construction, etc. this would all have to be done within the 2 mills levy within that county. To proceed with this plan they would fall far short of having resources to do this plan. Because of the 2 mills restriction, unless other sources of funding can be found, this plan cannot be implemented.

Ms. DeSpiegelaere said that Hennepin County has adopted the strategy that they would only tax to 1 mill, and the plan there includes the financing.

Should they go beyond that to 2 mills, they could finance it, however they have other sources of funds. Chairman Finley commented that these other sources of funds are not now available.

Chairman Finley recommended that this Comprehensive Plan be placed on file, so that we have a permanent record, should we wish to come back to it. He also recommended that the staff look into a formal system for permanent record keeping.

Michele Timmons commented that this should be looked into as to how the official record of this body is being handled. She said she would be checking into this.

3. Soo Line Tour - a verbal report

Chairman Finley discussed the tour which included Board Members, Commissioners Hunt, Norgard; Ms. DeSpiegelaere, Mayor Latimer, and he took on July 15, 1988. They took the Soo Line, both routes, went to Oak Street by the University of Minnesota, and then they came back, and then took the tour out to the Ford Plant and back to downtown. What they found out was that at a certain point it was not available as they came into the downtown area along Shepard Road, behind Chestnut, it will not be available at this time. As you go out to the Ford Plant, that part will probably not be available, there is a grade separation as you break out going northwest which would probably be very difficult unless you had a grade to the hill, as you go to the northwest, part of that is being considered for abandonment. We will have to wait to see whether they are going to abandon that, and that will be dependent upon action that may be taken by the State Highway Department.

Chairman Finley felt the tour was very informational, there is a track still in use which goes across the river, which goes to the Chicago Northwestern.

Commissioner Hunt heard a very informative speaker at the Legislative Session that she attended, as well as Thomas Ryan and Kathy DeSpiegelaere, he was with Metropolitan Council and indicated that light rail to the airport was not a practical suggestion at all. She was very impressed with his knowledge and arguments that he gave so she does not feel that the airport is worth exploring. If we go any further, we should have him come and speak to us. Chairman Finley asked if this was Nacho Diaz, and Commissioner Hunt said it was.

Commissioner Norgard feels that this is the biggest thing we have going in the Twin Cities, and we should really consider light rail to the airport. Commissioner Hunt said the arguments that Mr. Diaz gave were very persuasive and this changed her outlook on this aspect.

Ms. DeSpiegelaere said this is part of the Comprehensive Plan that Metropolitan Council be involved in it, however, it is a corridor we would probably want to examine before ruling it out. In the Met Council Long Range Transit Study, a corridor along Shepard Road in that vicinity was indicated to be of some significance for transit, so it may be we want explore, even if not in great depth.

Chairman Finley thinks this route at this time is not really available on the track, and this was pretty clear.

4. Appointment to Anoka County's Technical Advisory Committee

Chairman Finley referred to the letter from Paul McCarron, and we had discussed this before. However, Ms. DeSpiegelaere indicated this is a Technical Committee to which a staff person should be appointed.

Commissioner Hunt moved the following recommendation, seconded by Commissioner Salverda.

The Ramsey County Regional Railroad Authority appoints Kathy DeSpiegelaere as the representative from Ramsey County Regional Railroad Authority to the Technical Advisory Committee which will consist of representatives from Hennepin, Anoka and Ramsey Counties; the alternate to this Committee will be Jim Tolaas.

Roll Call: Ayes - 4, Nays - 0
Motion adopted.

6. Community Participation Program for Ramsey County RRA

Chairman Finley commented that Ms. DeSpiegelaere did an excellent job in putting this together, certain things were brought up such as laws, voting rights of people as they participate, He believes that the idea of the Technical Advisory Committee and the Governmental Committee can serve a much better purpose in handling some of those people mixed in as Advisory Committee members. He was very impressed with the document and how we will wish to proceed. We have a commitment on the Northeast Corridor.

Ms. DeSpiegelaere addressed the Board, this has been circulated to members of the Citizens Advisory Committee, and she has not received any comments from them on it. In addition, she has given copies to Representative Ann Wynia, with whom they met at the Legislative Meeting, and also to Jerry Jenkins, the Committee Coordinator for St. Paul as some of the District Councils had expressed some concerns about the process, and now they have been informed as to how they will be able to be integrated into the plan with the Rail Authority on future projects. She thinks we have an understanding, that this kind of approach can be workable, and she would suggest that we adopt this plan as the grant application to Mn/DOT for LRT funds does ask about Community Participation Programs and she would like to include an adopted program with the Grant Application.

Commissioner Ahrens added that Ms. DeSpiegelaere did a very fine job in the development of this program, as it was not an easy one. Chairman Finley agreed with Commissioner Ahrens as this can be a very volatile situation, and he feels that we touched all the bases very well.

Commissioner Hunt moved the following recommendation, seconded by Commissioner Salverda.

The Ramsey County Regional Railroad Authority approves the Community Participation Program for the Ramsey County Regional Railroad Authority for citizen involvement in activities of this Authority.

Roll Call: Ayes - 4, Nays - 0
Motion adopted.

6. Alignment Information Public Record for the Midway Corridor
Discussion of Elimination of Some Proposed Alignments

Chairman Finley said this is going to the be closing off of the comment period for the Alignment Public Record, this will be attached to the Corridor Study, and we are going to forward this to BRW.

Ms. DeSpiegelaere is working with the RTB staff now discussing the fact that now we have the comments, and it is our wish that we would proceed that way, so she is assuming that will happen soon. We do not have to do anything or take action with regard to the Alignment Information Public Record for the Midway Corridor.

The second thing today is the elimination of some proposed alignment, as Michele Timmons had recommended that any elimination of some proposed alignments should be verbalized in the records as to why we eliminated them from further elimination.

Chairman Finley asked Ms. Timmons if she believes there is any advantage or disadvantage of eliminating any of these prior to the adoption of the draft report, and this is going to be included as an addendum to the final report. Could we be criticized if we start eliminating things before the the final report is done, other than the elimiantions which we have already done and which were included by the consultant, and then excluded by the Advisory Committee in the process.

Ms. Timmons has concern, she would recommend that we clearly note that we were going to discuss proposed alignments so that it was properly noted, the concern is a valid one and can be done either way.

Commissioner Hunt said the main reason we were discussing this, as to what is gong to be cost effective, we do not want to spend any money on preliminary work on corridors that are not practical or feasible. When they went on the short line the other day, they found it was not a very practical route.

Commissioner Norgard said there is a problem, if you want to drop I 94 which is the logical one as it goes between the cities and the University of Minnesota, to him, if you are going to have light rail, this is the logical one today, light rail is to move people.

Commisisoner Ahrens commented that the Marshall and Selby alignments do not seem to be very practical ones as far as service and she would not like to have them spend any time on them. Chairman Finley thought we had already eliminated these two as well as the BN Northern Line. Ms. De Spiegelaere said yes, in addition to the Seventh Street Alignment also.

Commissioner Ahrens would like to have the map updated, as these proposed alignments are still shown on the map, we need to know which ones we are considering.

Chairman Finley believes in the final draft it is going to include these as research, but as far as the addendum, or part of the conclusion of the final draft, we should have the action taken for eliminating Selby, Marshall, West Seventh Street, and the BN Mainline. No. 1, this would help clarify it so that when the final draft comes out people will know what we have looked at, and what was eliminated.

We would be down to four alignments, then, according to Chairman Finley, two possibilities on University Avenue with 1/4 mile and 1 mile stops, Frontage Road, Burlington Northern, and the shortline. He does not think that anyone has investigated at this point too much of how to come into downtown. This was a complaint by the Chamber of Commerce. The Univeristy has never addressed the route actually the core into Downtown. We talk about going into the Capitol. The BN follows as come into downtown with available trackage, which can be affected by the bridge changes. As we come into the I-94 we are talking about connecting with part of the shortline.

Chairman Finley in response to Commissioner Norgard's question said that the I-94 had not been thrown out, when we started to study, they were looking at railroad corridors and University Avenue, and this came up as a good suggestion from the Advisory Committee, and this has pros and cons.

After considerable discussion by the members of the Board, Chairman Finley asked if it would be feasible to leave what is here, and when we get the more definitive cost of what preliminary engineering might be for all of them and what we could save by eliminating some of them.

Ms. DeSpiegelaere introduced the consultant, Bob Sands. She feels it would be safe to say that there is cost savings involved if we could eliminate some of the alignments. The sooner they would be eliminated then further cost savings would be realized. It would not be remiss at this point if the Board wished to eliminate some of these alignments.

Commissioner Ahrens left the Board meeting at this point.

Chairman Finley asked if there was a consensus that we should leave the Short Line in the Comprehensive Plan, and Commissioner Norgard responded that we should not take it out, as we may be looking at something going south, or out to the airport.

Commissioner McCarty entered the meeting during this discussion.

Commissioner Norgard expressed his opinion that University Avenue is just a street car line, and we only have two viable routes, the BN Line and I-94 Frontage Road. If you just want another bus route, then you should keep University Avenue in your plans. His opinion of light rail is that you have to move people in a hurry, for instance I 94 you could make one stop, with plenty of parking space.

Commissioner Hunt can support three routes, I 94, BN, and she cannot leave out University Avenue since St. Paul has taken their position, and the fact that there has to be some cooperation between the City and the RRA, we would be ill-advised to not having this as part of the Engineering Study.

Commissioner Salverda added his comment, from his perspective, the University Avenue Plan is still the No. 1 candidate from all studies he has read.

Chairman Finley thinks that University Avenue probably goes to the philosophy of LRT more than anyone else. If you have the philosophy that Commissioner Norgard has, it would be automatically eliminated as it does not serve that purpose. Ridership takes place on the bus system internally, and that is why it is important to have more stops in order to maintain that ridership.

Chaiman Finley's philosophy is not to have several stops for light rail transit, he is not comfortable with University Avenue as you will have a lot of problems, but because of the recommendations we have, it should probably be left in there at this point. He cannot see supporting a bond issue for light rail transit on University Avenue, there would be a mammoth amount of changes to be made, he cannot see it working without tunnels, then the costs are going to be exorbitant.

Chairman Finley said the short line could probably be eliminated from the preliminary engineering, but not from the Comprehensive Overall Plan for Light Rail Planning in Ramsey County, leaving in the other three.

Commissioner McCarty agrees with Commissioner Norgard regarding University Avenue, if you are just simply going to replace the bus with the LRT, then we are wasting our time.

Commissioner Hunt would recommend the Frontage Road, Univeristy Avenue and BN for preliminary engineering purposes only, that we have not eliminated the short tline from the Comprehensive Plan.

Commissioner McCarty would like to know what would drive the continuing consideration of University Avenue as in his mind LRT serves several purposes, moving of people quickly, to help us mitigate the increasing demand on highways, getting people out of the car and into the mass transit, we have failed with this on University Avenue.

Commissioner Hunt pointed out that this has not failed as far as the Citizens Advisory Committee is concerned, the RTB and the Metropolitan Council have discussed it stopping every two blocks. We have not proposed that it stop that often, and plus the fact that the City of St. Paul has taken a position on the University Avenue Route, there has to be some coordinationand cooperation with the municipality or we are not going to get any place. There are political considerations as well as practical considerations.

Commissioner Salverda agrees with Commissioner Hunt, the Advisory Committee studied this indepth, and University came out in first place, and right now it is the number one candidate.

Chairman Finley stated that all recommendations have been driven by the ridership issue which is taking the people off the bus and putting them on LRT, all the comments received from everyone gear their recommendation based on ridership. We have safety issues, logistic issues, engineering issues, which have not been addressed in any of those recommendations. This is why he feels very strongly that he cannot possibly, if the idea of light rail transit is to take the people off the bus and put them on light rail transit vehicles, recommend Univeristy Avenue, he would oppose it. His philosophy is not that, his is that you take people out of their cars and put them on to light rail transit and move them from destination to destination, and if that is the goal which we have approved, then University does not fit that goal. The reason the Midway Civic Association and Community Councils have not supported University as they feel if you are going to have mile stops, you have to keep the bus, and if you keep the bus, and LRT, then you are not going to have parking, it does not work, you will have further congestion on practical things. You will have the intersection problems, and the tunneling question. These costs have to be developed with Preliminary Engineering, and the cost effectiveness has to be considered from a practical standpoint. However, Chairman Finley is willing to continue to look at University as the process of elimination that we eliminate based upon concrete figures, he supports that it be left in. Down the road, we have to reduce pollution and congestion, and improve the transit system on University.

Commissioner McCarty will support the motion on the basis that there may be more information on University that will become available, but at this time it is his opinion you have to make to make decisions as to whether the experts are always right.

Commissioner Hunt feels it is well to support this inclusion of University Avenue as to what your prediction is, if you did not include University, that is well and good, but then all these groups who had looked at this, and made a recommendation would say that you never gave it a chance as it never went through Preliminary Engineering test. We would be rlying in the face of a number of credible groups who have advocated their point of view, and this preliminary engineering study will determine whether that is the way to go or not. Chairman Finley agrees as then it would be based on very concrete technical data. We should all be very careful to understand that it is principally based on ridership at the Metropolitan Council.

Commissioner Hunt moved the following recommendation, seconed by Commissioner McCarty.

The Ramsey County Regional Railroad Authority authorizes the Preliminary Engineering on the Burlington Northern Southern Mainline, University Avenue, and the I-94 Frontage Road, at this time. The shortline is to be elimiated from the Preliminary Engineering at this time, but is to be included in the Comprehensive Plan.

Roll Call; Ayes - 5, Nays - 0
Motion Adopted.

7. Definitions of LRT Work

The Definitions of LRT Work were submitted to the Board for informational purposes only.

Commissioner Salverda would like to see a document for citizens that is passed out to the Advisory Committee, as this appears to be just a dictated letter. he would like to see a common definition of terms.

Ms. DeSpiegelaere explained that it would be hard to come up with standard definitions, Mn/Dot definitions were requested because of the vagueness, but you can include certain things in Preliminary Engineering or in a Comprehensive Plan, an environmental impact statement is a very specific thing.

Chairman Finley asked if we should use these as terminology in our framework, for further discussion. Ms. DeSpiegelaere replied that in preparing a grant application, it is incumbent upon us to use their definition, so they know what we are applying for. The letter from Mn/Dot was the result of considerable discussion among the staff because of the fact that there is flexibility in how to define it, so at least the Office of Transit at Mn/DOT has agreed on the definitions.

Chairman Finley asked if if was necessary that the Board adopt these definitions, and Ms. DeSpiegelaere said it was not.

8. Consultant Selection for LRT Grant Application

Chairman Finley said preliminarily the cost was given to the Board last week, but it appears that it may be higher, we should want to wait, these final figures should be brought back to us as soon as they are available, and he would assume at that point, we could take a look at those cost figures, as we would need this information for budget preparation. Ms. DeSpiegelaere expects to have this information by the next meeting of this Board which will be the second Tuesday in September.

Chairman Finley said at that point we may want to scale back further in our budget if we are uncomfortable with the costs.

Commissioner Hunt moved the following recommendation, and Commissioner Norgard seconded the motion.

The Ramsey County Regional Railroad Authority approves the selection of the consultant team that has been selected to assist in the Ramsey County Regional Railroad Authority Grant Application for Light Rail Transit: Edwards and Kelcey, Inc. of Minneapolis, and LS Transit Systems, Inc, of Bloomfield, New Jersey, the work performed by the consultants will not exceed $3,0000 in cost.

Roll Call: Ayes - 5, Nays - 0
Motion adopted.

9. Work Program for Comprehensive LRT Plan

Chairman Finley said we are asking for approval of the Work Program so that this can be submitted with the Grant Application to Mn/DOT by September 1st. Ms. DeSpiegelaere said they would like to prepare a Request for Proposal. She pointed out they will be making a few last minute changes in the Work Program as it progresses, but it will not change the substance but will be for editing.

Commissioner Hunt moved the following recommendation, seconded by Commissioner Norgard.

The Ramsey County Regional Railroad Authority approves the Work Program as submitted for the Comprehensive LRT Plan, and the preparation of a Request for Proposal to be issued.

Roll Call: Ayes - 5, Nays - 0
Motion adopted.

10. Media Relations Assistance

Chairman Finley had suggested that this be placed on the agenda for discussion as we have had no coverage whatsoever, partially because we have had no Public Relations person on board in the Executive Director's Office. He thinks that the Board has done a lot of work in this area in the communities, discussion at Advisory Committee levels, City of St. Paul and the Metropolitan Council and various agencies and citizens groups that have received no publicity to the average person in the street, who may not have any feel for light rail transit.

Ms. DeSpiegelaere has suggested that we need public relations assistance, Hennepin County has had a newsletter for a couple of years. This is probably the biggest thing the County has been dealing with as far as dollars are concerned in recent years.

Commissioner Norgard asked where the County stands on the PR person that we have not had on board for some time, and if we should get someone, would the County Administrator agree to share that person with Light Rail.

Terry Schutten informed the Board that they are starting the interview process again, they have a person on board who is working on the recycling activities full time, and secondly, we could share that responsibility with this Board when they do get someone to fill the position.

Commissioner Hunt feels that we should start out on that basis, but as it expands, it may be necessary to have a full time person.

Commissioner McCarty said the missing person is one issue, so we cannot consider sharing the person at this time. He feels that Anoka and Hennepin County have gone out with newsletters which have a very impact when they go out on a regular basis.

Ms. DeSpiegelaeare said we need someone right now.

Mr. Shutten was unable to answer Commissioner Norgard's question as to whether we would have a PR person within the calendar year, but he suggested the possibility of contracting with the person who put together the Annual Report for Ramsey County.

Commissioner McCarty suggested that additional information be obtained as to the cost of the news letters which Anoka and Hennepin County are distributing.

Commissioner Salverda suggested George Isaacs would be a good PR person as he is very well versed in the transportation area.

Commissioner Norgard moved the following recommendation, seconded by Commissioner Hunt.

The Ramsey County Regional Railroad Authority recommends that the Public Relations be developed promptly, in cooperation with the Public Information person in the Executive Director's Office, or the possibility of contracting out until such time as that position is filled.

Roll Call: Ayes - 5. Nays - 0
Motion adopted.

11. Public Works Department Responses to Northeast Corridor Study and Computerized Base Mapping Request

Paul Kirkwold addressed the Committee, if the Railroad Authority is interested so they can adjust the schedules to coordinate it, getting the staff, and then if the revenues come in, they can hire staff, and then they could supply the information as needed.

Chairman Finley feels it is excellent inhouse, this will be very valuable to us, as this Ultimap can serve as a very valuable tool overall to the County.

Mr. Kirkwold feels that now they will be able to proceed without further delay as now the information is starting to come in. What they have to do now is change the consultant now to work along the corridor in the Midway area. The work he is doing will not be lost, this may cost in the neighborhood of $160,000 over a two year period, and this would be sufficient for them to hire the staff to take care of that.

Mr. Kirkwold said by working for the RRA this will speed up the process. They would propose to hire additional staff in the new mapping division, these staff people are not now presently proposed in the budget.

Chairman Norgard suggested that this information be prepared regarding the additional staff needed, and be studied at the Finance, Personnel and Management Committee.

Chairman Finley asked if the cost of staff is included in the grant application for the Midway Corridor. Ms. DeSpiegelaere said yes, however, that is part of the Preliminary Engineering application, and we do not get any funds for this until after we have completed the Comprehensive Plan. So, we may not have the money available for about a year. It is not clear if we could charge them even if the award is made, as we may not get the funds back if we spend them now.

Commissioner Norgard recommended that this matter be laid over, this will go to the Finance, Personnel and Management Committee for further consideration as to additional staff.

12. Legal Opinions on Railroad Issues

Chairman Finley said this information is forwarded for the Board's information.

13. Financial Information for Light Rail Transit

Chairman Finley said this information is provided again for information for the Board, giving all details for taxing, he suggests that every member give keep this so if you are ever asked how this would be generated we would have the information available.

Commissioner McCarty would only ask if we are going to include Tax Increment areas as a potential revenue service, that we would ask the County Board to take a look at their policy.

There being no further matters to come before this Board, Chairman Finley declared the meeting adjourned.

Commissioner McCarty moved the following recommendation, seconded by Commissioner Hunt, that the Ramsey County Regional Railroad Authority Board adjourn the meeting.

Roll Call: Ayes - 5, Nays - 0
Motion adopted.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

PUBLIC WORKS
Originating Department

K. DeSpiegelaere /S/ — Authorized Signature
9/8/88 — Date

Board Action Requested

Public Finance Advisor's Response to Budget Questions

INFORMATIONAL

Request Justification

See attached letter from Springsted dated August 30, 1988
with copy of Len Olson memo of June 29, 1988

Budgeting and Accounting
County Attorney Michele L. Timmons
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
September 13, 1988 (Board Date)	J. Blandenning (Signature)	9/8/88 (Date)

SPRINGSTED

PUBLIC FINANCE ADVISORS

85 East Seventh Place, Suite 100
Saint Paul, Minnesota 55101-2143
612-223-3000
Fax: 612-223-3002

August 30, 1988

Mr. John Finley, Chair
Members, Ramsey County Regional Railroad Authority
Mr. Pat O'Mallay, Director, Property Management
Room 316
Ramsey County Courthouse
St. Paul, Minnesota 55102

Re: 1989 Regional Railroad Authority Budget

It is our understanding you have asked our opinion on several questions confronting the Authority and we have attempted to address those questions as we understand them.

1. What will the two mill tax levy authority produce in tax revenue?

   I have attached a copy of a June 29, 1988 memorandum from Len Olson, Manager, Ramsey County Revenue Division to James Van Houdt which indicates the estimated 1989 dollar limit will be $11,704,307. It is our understanding this is still a valid number for estimating purposes.

   You may be aware that a levy of $11,704,307 would require an actual tax levy of approximately 3.34 mills, based on the County's 1987/88 taxable assessed valuation of $3,507,490,846.

2. What will it cost to fund the Authority's proposed 1989 operating and capital budget?

   That budget is currently proposed at, and comprised of, the following items:

Engineering and Consulting Services	$1,000,000
Real Estate Appraiser Services	30,000
Land Acquisition	1,500,000
Legal Services	16,250
Internal Administrative Charges	61,350
Interest (Internal)	2,720
Travel	10,000
Contingent	10,000
Total	$2,630,320

   An annual levy to produce this total would be an estimated 3/4 of 1 mill.

Indiana Office:
251 North Illinois Street, Suite 1510
Indianapolis, Indiana 46204-1942
317-237-3636
Fax: 317-237-3639

Wisconsin Office:
500 Elm Grove Road, Suite 101
Elm Grove, Wisconsin 53122-0037
414-782-8222
Fax: 414-782-2904

3. Could bonds be issued for all or a portion of the proposed budget?

Yes. The Railroad Authority legislation gave you extraordinarily broad authorization to issue bonds based on anticipation of various revenue sources including taxes, long-term bonds, grants, and operating revenues. Therefore, you could issue bonds now for capital related items in the budget, which in our opinion would include the $2,530,000 for consulting and land acquisition related costs.

It is conceivable you might wish to issue annually a small bond program, accumulating initial capital costs until the time definitive, long-term financing would become a reality. The annual bonds might be issued with a single balloon maturity so that the Authority would be responsible for only the payment of interest each year, refinancing the cumulative principal at the temporary bond maturity.

This financing method would decrease the proposed 1988 levy requirement from 3/4 of 1 mill to 1/10 of that, based on the following estimate:

1989 Temporary Bond Interest (12 months)	$165,000
Balance of 1989 Budget Operating Costs	97,600
	$262,600

262,600 * 3,507,490,846 = .000075

4. What would it cost to issue the bonds?

If bonds were issued, the cost for fiscal, legal, rating, printing and registration would be an estimated $26,000 plus an estimated $25,000 in underwriting discounts. Selling the bonds at the same time as another issue will reduce the costs by only $2,000-$3,000 since the rating agencies will charge a separate fee because of the different legal authority. If the Authority wished to negotiate the placement of the bonds with a local bank, the cost of issuance could be reduced further, and that could be done at any time.

In the event you decide to issue bonds, we suggest you submit a tax levy for the amount of estimated interest due between the date of sale and

December 31, 1989. We would be pleased to provide you a final estimate once your decision is reached.

If you have any further questions, please feel free to contact us.

Respectfully submitted,

Robert D. Pulscher
Chief Executive Officer

cc: Mr. James Van Houdt
Director of Budget and Accounting

Enclosure

/gf

RAMSEY COUNTY

DEPARTMENT OF TAXATION AND RECORDS ADMINISTRATION

COUNTY OF RAMSEY
113-138 COURT HOUSE
ST. PAUL, MINNESOTA 55102

LOU McKENNA
Director

ROGER VIK
Asst. Director

DIVISION MANAGE
RICHARD D. WARC
Property Valuation
LEONARD F. OLSO
Revenue
C. THOMAS OSTHO
PEGGY RECTOR
Records
JOHN C. McLAUGH
Abstract, Title and Ownership

MEMORANDUM

To: Jim VanHoudt, Director
Budget & Accounting

298-4177

From: Len Olson, Manager
Revenue Division

Date: June 29, 1988

Re: Estimated Light Rail Transit Levy Limit - Pay 1989 per Laws 1988, Chapter 719, Art. 5, Sec. 36 (275.011, S. 1)

1.	'87 Pay '88 Assessors Assessed Value Excluding T.I.F.	$3,392,069,988
2.	Fiscal Disparities - Net Adjustment	115,420,858
3.	Agricultural & Urban Homestead Conversion (273.13, S. 7a)	1,708,840,552
4.	Exempt '66/'67 Personal Property (275.49)	55,613,147
		$5,271,944,545
5.	2 mills (398A.04) x 1.035339 Class 2 factor (272.64) = 2.071 mills	.002071
6.	Payable 1988 Dollar Limit	10,918,197
7.	Estimated Payable 1989 Estimated Market Value divided by 1988 Estimated Market Value	107.2%
8.	Estimated Payable 1989 Dollar Limit	$ 11,704,307*

*This figure will be adjusted each succeeding year by the percentage increase or decrease in Estimated Market Value over the preceding year.

3,560,494.8

LFO:el
cc: Lou McKenna, Director
Dept. of Taxation & Records Adm.

4

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

PUBLIC WORKS
Originating Department

K. DeSpiegelaere /S/ — 9/8/88
Authorized Signature — Date

Board Action Requested

REGIONAL RAILROAD AUTHORITY PROJECT MANAGEMENT TEAM, ADOPT NEW PROPOSED RESOLUTION AND RESCIND AUGUST 23, 1988 RESOLUTION.

Request Justification

See attached memo from K. DeSpiegelaere dated August 30, 1988

Copy of August 23, 1988 Resolution

Proposed Resolution

Budgeting and Accounting
County Attorney Michele L. Timmons
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date September 13, 1988 Board Date	Signature F. L. Glendenning Signature	Date 9/8/88 Date

PROPOSED
RESOLUTION****

RESOLUTION

WHEREAS, The Ramsey County Regional Railroad Authority on August 23, 1988 adopted a resolution authorizing the use of consultant services for media relations assistance; and,

WHEREAS, Regional Railroad Authority staff hired since the adoption of that resolution are willing to assume the media relations responsibilities on a temporary basis with a minimal amount of training in the specifics of the assignment; Now, Therefore, Be It

RESOLVED, That the resolution of August 23 pertaining to consultant services is rescinded; And Be It Further

RESOLVED, That Regional Railroad Authority authorizes Regional Railroad Authority staff to assume the media relations responsibilities for the Regional Railroad Authority on a temporary basis pending the appointment of the Director of Information Services for Ramsey County.

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Regional Railroad Authority Project Management Team

DATE: August 30, 1988

At a previous Ramsey County Regional Railroad Authority (RCRRA) meeting, you authorized two additional staff members for the RCRRA, to be assigned from the existing county staff complement on a part-time basis.

With approval from Chairman Finley and their department directors, Jill Goski from the Personnel Department and Jim Tolaas from the Public Works Department have accepted positions with RCRRA. You have had previous opportunities to see their work and I'm sure you'll agree they will be assets to the RCRRA.

Jim and Jill are making arrangements to ease their responsibilities within their departments and will soon be available for about 24 hours of RCRRA work per week.

Jim will be assisting with the technical aspects of RCRRA projects. He will assist in review and monitoring of consultant work on LRT. His title for the RCRRA will be Project Engineer. Jill will be primarily involved with community participation. She will assist in planning and staffing of committee meetings and public forums. Her title for the RCRRA will be Community Participation Coordinator.

At the August 23, 1988 RCRRA meeting, one of the subjects discussed was the need for media relations assistance. You asked that the information specialist to be hired by the Executive Director assist with this. In the interim, you suggested that the consultant used for the County's annual report be contacted to discuss assisting with RCRRA needs.

The following day, August 24, Jill Goski accepted a position as RCRRA staff member, and in response to my request, indicated a willingness to assume the media relations responsibilities for RCRRA until the Executive Director is able to hire someone. Jill was candid about her lack of experience at some of the specific tasks, but is enthusiastic about learning them. The director of her department has indicated that her writing abilities are very good. Jill also would be able to assist the to-be-hired information specialist on an ongoing basis with publicizing RCRRA projects and with newsletters on LRT work, since she will be knowledgeable about RCRRA activities.

Recommendation:

Consider revising the recommendation at the August 23 RCRRA meeting to hire consultant assistance for media relations. The proposed alternative is to allow Jill Goski to assume those reponsibilities until the County's information specialist is available.

KD:ptd

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: August 23, 1988 No. _____

WHEREAS, The Ramsey County Regional Railroad Authority has authorized the preparation of a Comprehensive LRT Plan for Ramsey County; and,

WHEREAS, The Ramsey County Regional Railroad Authority has adopted a Community Participation Program that includes forums, committee meetings and newsletters; Now, Therefore, Be It

RESOLVED, That the assistance of a consultant in the area of media relations is authorized until Ramsey County has a Director of Information Services available to assist with that work.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

3

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

COMMISSIONER HAL NORGARD
Originating Department

Hal Norgard /S/ — 9/8/88
Authorized Signature — Date

Board Action Requested

VERBAL REPORT ON LRT TRIP

IN AUGUST.

INFORMATIONAL

Request Justification

Verbal Report on Inspection Trip of LRT Systems
in Boston, Philadelphia, Buffalo, and other cities
in the East.

Budgeting and Accounting
County Attorney
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date September 13, 1988	Signature F L Henderson	Date 9/8/88
Board Date	Signature	Date

1

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

PUBLIC WORKS **Originating Department**	**Board Action Requested** Grant Application for LRT Funds
K. DeSpiegelaere /S/ — 9/8/88 **Authorized Signature** — **Date**	**INFORMATIONAL**

Request Justification

See attached: Memo from K. DeSpiegelaere dated September 2, 1988

Copy of the Grant Application submitted to the Minnesota Department of Transportation on 9/1/88

Budgeting and Accounting

County Attorney Michele L. Timmons

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date September 13, 1988 **Board Date**	Signature T L Henderenning **Signature**	Date 9/8/88 **Date**

RAMSEY COUNTY

Regional Railroad Authority

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Grant Application for LRT Funds

DATE: September 2, 1988

As you previously authorized, a grant application was submitted to the Minnesota Department of Transportation on September 1 for funds for a comprehensive LRT plan and for preliminary engineering in the Midway Corridor. The amount of funds requested was $2,355,000. A decision on the award is anticipated by November 15.

Other requests were made by Hennepin County ($2,502,000), Anoka County ($170,679), Dakota County ($195,000) and Scott County ($7,500).

The total amount of funds available is $4.17 million. The requests total $5,230,179.

I want to acknowledge the assistance I received with elements of the preparation of the grant application, selection and contract for consultant services from individuals in these County departments:

Executive Director - (Pat O'Malley, Ed Glaubitz, Marlen Johnson, Jim Van Houdt, Frances Glendenning)

Public Works - (Paul Kirkwold, Jim Tolaas, Wayne Janitschke, Bob Weber, Pam Darsow, Jane McCadden, Marsha Kurka)

County Attorney - (Michele Timmons)

Duplicating.

The consulting firms of Edwards and Kelcey and LSTS provided information for portions of the application.

Recommendation:
For your information.

KD/gb

	50%	Total
Comp Plan request =	$302,000	604,000
PE I	653,000	1,306,000
PE II	1,174,000	2,348,000
EIS	226,000	452,000
	$2,355,000	$4,710,000

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

PUBLIC WORKS **Originating Department**	**Board Action Requested** Northeast Burlington Northern Corridor Task Force Appointments
K. DeSpiegelaere /S/ — 9/8/88 **Authorized Signature** — **Date**	

Request Justification

See Attached:
- Memo from K. DeSpiegelaere dated 9/6/88
- Proposed Resolution
- Letter from Washington County 8/8/88
- Letter from J. T. Finley 7/28/88 Re: Task Force w/att.Northeast Corridor Study Area, Listing of persons, organizations to whom letter was sent
- Letter to M. McGuire, City of Maplewood from J. T. Finley 9/6/88

Budgeting and Accounting _____

County Attorney N/A MKS

Risk Manager _____

Data Processing _____

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date September 13, 1988 Board Date	Signature F L Glendenning Signature	Date 9/8/88 Date

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Northeast Burlington Northern Corridor Study

DATE: September 6, 1988

In response to a March request to consider if Washington County Regional Railroad Authority wanted to participate in the Northeast Burlington Northern Corridor Study, the attached letter has been received (Attachment #1). It indicates that Washington County prefers to be kept informed, but not to participate in the study.

Nominations to the Northeast Corridor Task force were requested from each of six municipalities in the affected area, the four affected district councils and from business associations (see letter, Attachment #2). The following individuals were nominated:

Payne Avenue Business Association

Suzanne Parisi

City of Vadnais Heights

M. William Newstrand
Mayor Robert Hohenhauer
Alternates: Hank Tessier, Gerald Urban

Town of White Bear

Robert Weisenburger
Dick Sand

Dayton's Bluff/District 4 Community Council

Dean Anderson
Alternate: Karin DuPaul

The City of Maplewood nominated only one individual, Geoff Olson, the City's Community Development Director. Mr. Olson currently serves on the Technical Advisory Committee of the Northeast Burlington Northern Corridor Study. It would appear, therefore, that his appointment to the Corridor Task Force conflicts with the recommendations adopted on August 23 by the Regional Railroad Authority for a Community Participation Program. A letter was sent to Maplewood by Chairman Finley on this subject (Attachment #3).

In addition to the nominated individuals, Citizens Advisory Committee members in the affected area (Commissioners' McCarty, Norgard and Schaber appointees) would be members of the Task force. It is anticipated that the initial meeting of the group will be in October.

Recommendation:

1. Approve the resolution attached regarding appointments to the Corridor Task Force.

KD/gb

RESOLUTION

WHEREAS, The Ramsey County Regional Railroad Authority has authorized a study of the recreation and transportation potential of the Northeast Burlington Northern Corridor; and

WHEREAS, the study will include review and recommendations from a Northeast Burlington Northern Corridor Task Force, comprised of citizens and business representatives in the affected area; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority appoints the following individuals to the Northeast Burlington Northern Corridor Task Force:

Suzanne Parisi - Payne Avenue Business Association
M. William Newstrand - Vadnais Heights
Robert Hohenauer - Vadnais Heights
Dick Sand - Town of White Bear
Dean Anderson - District 4 Community Council
Frank Sandberg - Citizens Advisory Committee
Robert Rossman - Citizens Advisory Committee
Charles Wold - Citizens Advisory Committee
Helen Sever - Citizens Advisory Committee
Robert Van Hoef - Citizens Advisory Committee
Paul Gilliland - Citizens Advisory Committee

ATTACHMENT 1

WASHINGTON COUNTY

BOARD OF COMMISSIONERS

GOVERNMENT CENTER
14900 61ST STREET NORTH, P.O. BOX 6 • STILLWATER, MINNESOTA 55082-0006
612/779-5401

John V. Jergens
District 1
Russ Larkin
District 2
Sally Evert
District 3/Chairman
Phillip R. McMullen
District 4
Donald G. Scheel
District 5

August 8, 1988

Ms. Kathryn DeSpiegelaere
Ramsey County Public Works
Rm. 316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 551102

Dear Ms. DeSpiegelaere:

In response to your March 28, 1988 letter we have considered the participation in the Burlington Northern Railroad Corridor Study and at this time we do not wish to formally participate. We do ask that you keep us informed of the progress for the possibility of future participation of Washington County.

I would like to thank you for your interest and involvement and look forward to working with you in the future.

Sincerely,

Russ Larkin

Russell Larkin, Chairman
Washington County Regional Railroad Authority

RL/LB

Washington County does not discriminate on the basis of race, color, national origin, sex, religion, age and handicapped status in employment or the provision of services.

ATTACHMENT 2 - 1

RAMSEY COUNTY

Regional Railroad Authority

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

July 28, 1988

Dear

Ramsey County is conducting a study of the transportation and recreation potential of the Burlington Northern Railroad corridor from downtown St. Paul to the north Ramsey County border (map attached). A Northeast Corridor Task Force will be formed to review the information from the study.

The task force will consist of one representative from each affected district council in St. Paul; two community representatives appointed by each municipality other than St. Paul in Ramsey County; business community representatives; members of the Ramsey County Regional Railroad Authority Citizens Advisory Committee in the affected area.

The task force will make recommendations on the study to the Ramsey County Regional Railroad Authority, consisting of the seven members of the Board of Commissioners. The final decision will be made by the Regional Railroad Authority.

Meetings of the task force will occur this fall, perhaps every two weeks, on Thursday evenings. Additional meetings are anticipated to occur in early 1989. The total number of meetings is not expected to exceed ten.

Task force members will be responsible for communicating to the organizations they represent information on the study.

5

Please supply the name(s) of the nominee(s) from your organization to me by September 1, 1988. The Ramsey County Regional Railroad Authority will appoint members to the task force in September.

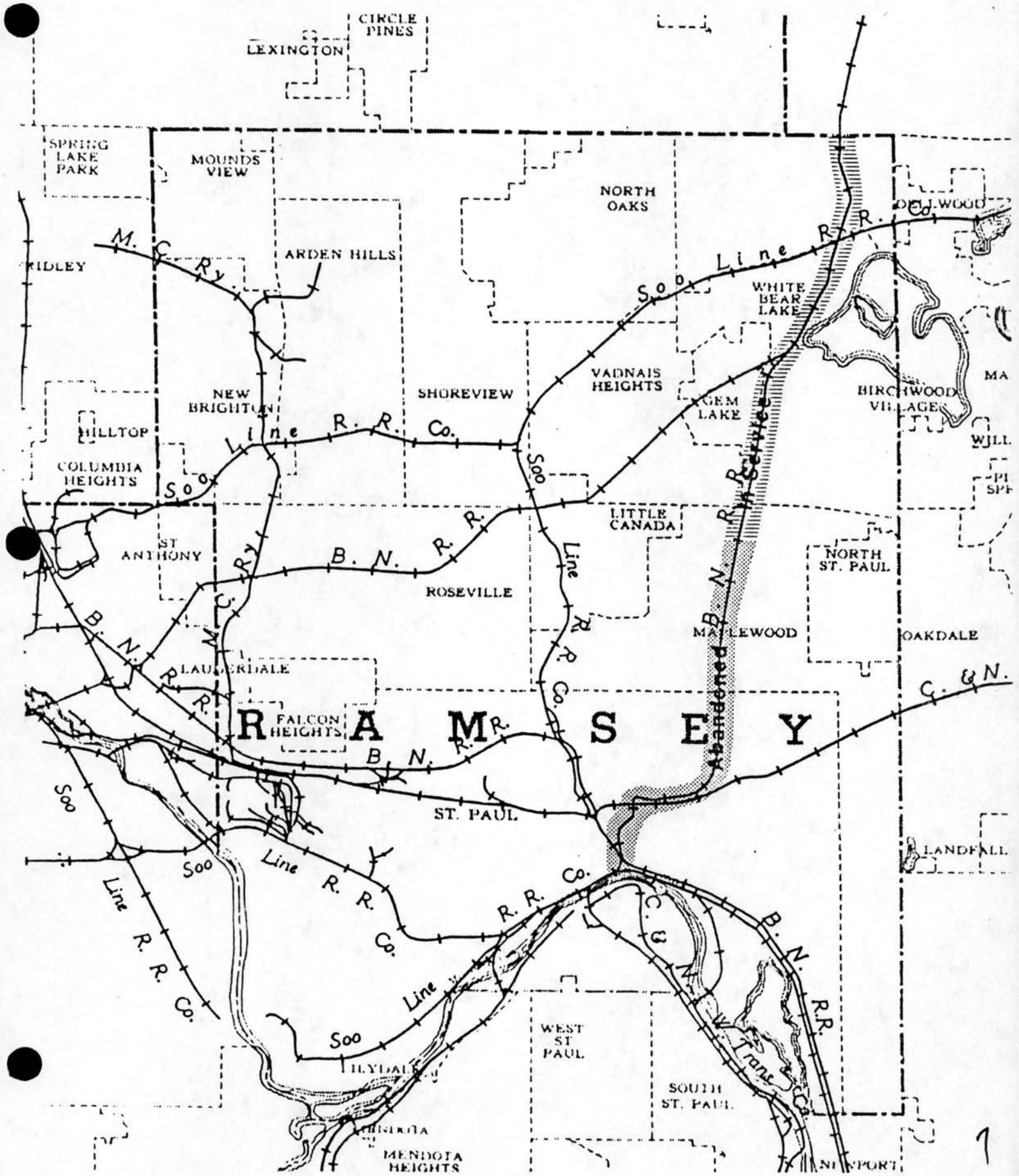
I look forward to receiving a nomination from your organization to the Northeast Corridor Task Force. If you would like additional information at this time, you may contact Kathryn DeSpiegelaere at 484-9104.

Very truly yours,

John T. Finley, Chairman
Regional Railroad Authority

JTF/clm
Attachment
cc: Ramsey County Commissioners
Terry Schutten
Pat O'Malley
Kathryn DeSpiegelaere
Greg Mack
Commissioner Russ Larkin, Chairman,
Washington County Regional Railroad Authority

Northeast Corridor Study Area



Mayor George Latimer
City of St. Paul
347 City Hall
St. Paul, Minnesota 55102

Mayor John Greavu
City of Maplewood
1830 East County Road B
Maplewood, Minnesota 55109

cc: Michael McGuire, Manager

Mayor Jerry Briggs
City of White Bear Lake
4700 Miller Avenue
White Bear Lake, Minnesota 55110

cc: Mark Sather, Manager

Mayor Paul R. Emeott
City of Gem Lake
3960 Scheuneman Road
White Bear Lake, Minnesota 55110

cc: John L. Hannaford, Clerk

Mayor Robert Hohenauer
City of Vadnais Heights
3731 Centerville Road
Vadnais Heights, Minnesota 55127

cc: Gerald Urban, Clerk-Treasurer

Robert Weisenburger, Supervisor
White Bear Township
5554 Lakeview Avenue
White Bear Lake, Minnesota 55110

cc: William Malinen, Clerk-Treasurer

Ms. Karen Swenson, Chair
District 2 Community Council
1409 McAfee Street
St. Paul, Minnesota 55106

cc: Sue Girling, Community Organizer

Mr. Steve Ruth, President
Dayton's Bluff Community Council
966 Fremont Avenue
St. Paul, Minnesota 55106

cc: Ron Wagner, Community Organizer

Mr. Ray Mordorski, President
District 5 Planning Council
1150 Desoto Street
Saint Paul, Minnesota 55101

cc: Patricia Rife, Community Organizer

Mr. Russ Sudeith, Chair
Downtown Community Development Council
Felhaber Larson Fenlon & Vogt
900 Meritor Tower
St. Paul, Minnesota 55101

cc: Mary Krueger, Community Organizer

Suzanne Parisi, President
Payne Avenue Business Association
First Bank East
1000 Payne Avenue
St. Paul, Minnesota 55101

David Franke
East Seventh Business Association
849 East Seventh Street
St. Paul, Minnesota 55106

Marv Koppen, President
White Bear Avenue Business Association
Party Time Liquor
1730 Van Dyke
Maplewood, Minnesota 55109

ATTACHMENT 3

RAMSEY COUNTY

Regional Railroad Authority

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

September 6, 1988

Mr. Michael A. McGuire, City Manager
City of Maplewood
1830 East County Road B
Maplewood, Minnesota 55109

Dear Mr. McGuire:

Thank you for your letter of August 30, 1988 nominating Geoff Olson, Community Development Director, to serve on the Northeast Corridor Task Force.

We agree that Mr. Olson's knowledge of the corridor as well as his professional background will benefit Ramsey County Regional Railroad Authority's (RCRRA) study. Mr. Olson has been a valuable member of the Technical Advisory Committee formed in April by the RCRRA on this topic.

We recently adopted a Community Participation Program and a copy of it is enclosed. Page 7 of the study includes a recommendation that:

> Technical staff should participate on the Technical Advisory Committees of Regional Railroad Authority projects, rather than on its Citizens Advisory Committee or Corridor Task Force.

Therefore, we request that the City of Maplewood reconsider nominating two representatives to the Corridor Task Force. We would prefer that Mr. Olson's involvement continue on the Technical Advisory Committee, rather than on the Corridor Task Force, in view of his technical expertise.

We look forward to Maplewood's participation on the study.

Very truly yours,

John T. Finley, Chairman
Ramsey County Regional Railroad Authority

JTF/gb
Enclosure

cc: Commissioner Hal Norgard

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

PUBLIC WORKS
Originating Department

K. DeSpiegelaere /S/ — 9/8/88
Authorized Signature — **Date**

Board Action Requested

TIMELINE FOR REQUEST FOR PROPOSAL FOR COMPREHENSIVE LRT PLAN

INFORMATIONAL

Request Justification

See attached memo from K. Despiegelaere dated September 2, 1988

Budgeting and Accounting
County Attorney Michele L. Evans
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date September 13, 1988 Board Date	Signature J L Glendenning Signature	Date 9/8/88 Date

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
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Hal Norgard
District 7
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District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Timeline for Request for Proposal for Comprehensive LRT Plan

DATE: September 2, 1988

You have authorized a request for proposal (RFP) for a comprehensive LRT plan for Ramsey County. the following timeline is proposed for the RFP and contract approval for consultant services for that work:

- Request for proposal advertised/mailed - September 30
- Proposals due - October 21
- Oral interviews of three finalists/ recommendation for award - November 2
- Contract for consultant services approved by Ramsey County Regional Railroad Authority - November 22

Recommendation:
For your information.

KD/qb

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

9

[redacted] CHAIRMAN FINLEY
Originating Department

J. T. Finley /s/ — Authorized Signature
9/8/88 — Date

Board Action Requested

CHAIRMAN'S COMMENTS

Request Justification

Budgeting and Accounting
County Attorney
Risk Manager
[redacted] Data Processing

Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

[redacted] Committee / Meeting Date	Signature	Date
Committee / Meeting Date: September 13, 1988	Signature: F L Henderson	Date: 9/8/88
Board Date	Signature	Date

RAMSEY COUNTY

Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, September 27, 1988

10:30 A.M. - Large Conference Room - 316

1. Minutes of the RCRRA Meeting of September 13, 1988.

2. Bonding Information Requested by RCRRA.

* 3. Adopt resolution requesting a loan of $125,000 from Ramsey County for 1988 expenditures, and budget adjustments.

* 4. Coordination with Other County Regional Railroad Authorities, Adopt proposed resolution.

* 5. Ramsey County Regional Railroad Authority and St. Paul Action on Northeast Burlington Northern Corridor. Approve letter and resolution to be sent to Steve Keefe, Metropolitan Council. Adopt proposed resolution reflecting action taken September 27, 1988.

* Action is requested on these items.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

September 13, 1988

The meeting of the Board of Ramsey County Regional Railroad Authority was held on Tuesday, September 13, 1988, at 10:50 A.M. in the Large Conference Room of 316, Court House. Chairman Finley called the meeting to order.

MEMBERS PRESENT: Chairman John Finley
Commissioner Diane Ahrens (entered during Item 2)
Commissioner Ruby Hunt
Commissioner Hal Norgard
Commissioner Donald Salverda
Commissioner Duane McCarty (entered during Item 2)
Commissioner Warren Schaber (entered during Item 3)

Also Present: Michele Timmons represented the County Attorney's Office
James Van Houdt, Marion Holly, Ed Glaubitz, Robert Clarkson, Karen Tero, Hugh Faville, Howard Blin, Paul Kirkwold, Thomas Ryan, Paul Gilliland, Arne Stefferud, Charles Kenow, Peggy Lynch, Gregory Mack, Larry Holmberg, Jim Tolaas, Jill Goski, Kathryn DeSpiegelaere, Frances Glendenning

1. Minutes - of meeting of August 23, 1988.

Commissioner Salverda moved the following recommendation, seconded by Commissioner Norgard.

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meeting held on August 23, 1988, as written.

Roll Call: Ayes - 4, Nays - 0
Motion adopted.

2. Public Finance Advisors' Response to Budget Questions

Chairman Finley said it appears that 2 mills would raise approximately $11.7 million. One of the questions he had thought was asked, and the answer does not appear in this letter, was what would this generate if we were to bond.

Thomas Ryan explained that the rule of thumb that is used at the Legislature is about ten times what your annual available amount is.

Chairman Finley feels that it would be higher than that as we do not pay 10% interest, and the Board wanted to look at was $100 million bonding would take "X" dollars at 7%, and he asked if Marion Holly would have that information.

Ms. Holly believes that they had done some schedules previously, and she will pull this information out for the next meeting, so the Board will have it as an informational item.

Chairman Finley suggested that she use $150 million and relate it to the $11.7 million. As we can see, if we bonded, we would decrease from 3/4 of one mill to 1/10 of a mill, if we bonded instead of levied.

3. Regional Railroad Authority Project Management Team

Chairman Finley said it has been suggested that Jill Goski would take over as the media relations person for the Railroad Authority until we have someone on Board.

Commissioner Hunt wished to comment that this is a good way to do, depending on how it works out, it might very well be that it might be the best way to go even after the County has the PR person board, as we certainly need someone who is directly involved in an ongoing basis to be able to communicate like we anticipate. She would hope that this would remain open.

Kathryn DeSpiegelaere added that this was our thought too, that this would be an ongoing thing, as there would specialized knowledge acquired by Jill Goski that would be helpful over the long term.

Commissioner Norgard moved the following recommendation, seconded by Commissioner Hunt.

WHEREAS, The Ramsey County Regional Railroad Authority on August 23, 1988, adopted a resolution authorizing the use of consultant services for media relations assistance; and,

WHEREAS, Regional Railroad Authority staff hired since the adoption of that resolution are willing to assume the media relations responsibilities on a temporary basis with a minimal amount of training inthe specifics of the assignment; Now, Therefore, Be It

RESOLVED, That the resolution of August 23 pertaining to consultant services is rescinded; and Be It Further

RESOLVED, That the regional Railroad Authority authorizes Regional Railroad Authority staff to assume the media relations responsibilities for the Regional Railroad Authority on a temporary basis pending the appointment of the Director of Information Services for Ramsey County.

Roll Call: Ayes - 6, Nays - 0
Motion adopted.

4. Commissioner Norgard's LRT Trip -verbal report

Commissioner Norgard summarized his trip, he started in Pittsburgh who has a very slick operation, a new one, this is partly subway, this circles around the city, and comes back into the old Penn Station. They have two lines there, have the Tokyo Car which is a new car, this system really zips you around town. They move at about fifty miles per hour, this gets you to the heart of the town.

The next stop on his tour was Philadelphia, they have all systems of transportation, busses, trams, subway, Amtrak, and he mentioned that you have to have some kind of an Authority to run these as there is such a big feeder line there. There are two lines in Philadelphia, one runs east and west, and the other north and south, and the intersection is right downtown. It appears that low income people ride the system. Philadelphia seems to attract the people to the downtown area, which is different from our particular area. They have an intricate system, you can transfer on this one. There are systems elsewhere where you have to pay extra fares to get on them.

Boston is an old city which has a subway, they have about four or five lines, one goes to Harvard, one to Boston College and Boston University, they run into the old North Station. Now, there is a new line which they are starting, which goes towards Maine, there are a number of cities out that way. This was an overhead trestle that was used at one time to bring people from Charleston which is the river into this North Station, this station is being remodeled, making this the tram system through that. There are a lot of little cities, and towns north of Boston. They have two railroad stations, the South Station where Amtrak comes in now, and the North Station where the trains came from the North at one time, and still have commuter trains coming in. Boston has a great deal of subway which brings people right downtown to where the Government Center is. Boston is similar to Philadelphia as the central part of the city is a big place, and they really bring people into town.

The City of Buffalo has a new system, only have about six miles, but they have a problem, they try to cross streets. If you are going to build a light rail, he would recommend that you not try to cross streets, this doesn't work, as you have to have some right of way that is yours. They are crossing streets in Buffalo, and they zip right through, you have to hold the traffic back as before the arm goes down, this system goes through. It is a new system about 1½ mile or 2 miles is outside of the subway, and then it goes 2 to 3 miles that is semi ground, and semi underground, and when it gets downtown in Buffalo, it is down in the hole very deep, there are solid rock caves. This system has the new car also, this car seats 48, and the cars are really packed. The handicapped get into the first car, which is close to the operator, this is where the ramps and everything that puts the handicapped in these vehicles, they have to get in the first car. This is really a good operation. He does not really know where they are going in this operation, the area is similar to ours, it seems to be spread out quite a bit.

Another city Commissioner Norgard visited was Cleveland, and this system goes to Shaker Heights, this is the old streetcar line, with a tunnel system.

Commissioner Hunt asked if the Commissioner had asked if the Cleveland line was a cost effective system. Every system is costly, and unless you have an Authority that controls all systems, it is not economically feasible as this costs money. Our County could not operate one of these systems, as it costs money, that is why it has to be an allout deal to make it operate and make it efficient.

Detroit system is computer controlled, this takes you downtown to their Civic Center.

Chicago system has been extended out to O'Hare field, as far as Comiskey Park on the south side. There does not seem to be too much activity on the south side, empty buildings, stockyards, steel plants, industry has shifted, but there are a lot of people who live there. This has shifted toward O'Hare, by extending their line to the airport, and west of the airport is where the expansion of Chicago really is. This might be similar to what is happening here in the Twin Cities, that industry is moving out.

Commissioner Norgard has come back with some impressions, these cars go fifty miles an hour, they go distance, you are not going to stop at every crossroad. For example, if you were going from here to Minneapolis you might have two stops, one at Snelling and University and downtown. Another thing is you have to have a lot of people riding to make this thing operate, in Philadelphia and Boston areas they really pack them in. He does not know if we have that amount of people in this area, but if we ever are going to have something here, you have to have modern equipment, which is smooth and quiet, similar to the Washington system. This is really the way of moving people if you have the people to move.

Commissioner Norgard reiterated the three things, don't cross the track, don't cross the road,you have to move fast and quick, and this has to have good clean equipment. We can look at other systems, and really use it as a gauge for what we need and what we can do. Personally, he does not see the people here at this time in our area to really fight to make this thing go. In all fairness, this might come sometime, but right now he does not see the amount of people.

Another thing that was very obvious in the cities he visited was that you do not see any parking ramps downtown, in Philadelphia you can't find a parking ramp downtown, Boston has tradition going, they do not have parking ramps, they draw a line around the cities, and this means you do not come any farther than that. The people are educated. There are huge parking lots for cars but they are not downtown, these are for users of the system.

Commissioner Ahrens commented that Philadelphia and Boston have fifty years of railroad commuter system that have been bringing people into the cities. If you live in the suburbs, you do not take your car into the cities, you get on the railroad and commute in. This is built into the culture of the city, we have never had it here in the Twin Cities, we build the road. It is easy for these cities to design another system as the people are used to commuting. Commissioner Norgard commented that Philadelphia does not have any roads, so you cannot have a place to park downtown.

Chairman Finley said that Commissioner Norgard's comments are interesting, as last week he was asked to write an article on what effect Light Rail Transit would have on the Bus System. One of the things he had included in the article was - "We will see the bus system, which is our present public mode of transportation, take on a new role as it becomes a feeder to the light rail system. This bus will not only take us to our ultimate destination, but will take us to the station stops where it will connect with light rail transit vehicles. The bus will act as a continuum to getting us to our ultimate destination via light rail transit." "As the light rail system expands and people become more familiar with this fast, efficient, clean mode of transportation, they will want to leave their second automobile with the used car dealer and will demand more public transportation from their homes to the LRT stations." "More and more middle and upper-income people will then use public transportation rather than leaving their second car parked in a downtown ramp all day." This is almost exactly what Commissioner Norgard has said about the cities he visited.

Copies of this article were distributed to the Board Members, with a copy of his letter to the Minnesota Public Transit Association dated September 9, 1988.

Chairman Finley thanked Commissioner Norgard for his very interesting report, and Commissioner Norgard said he will be writing a full report on this trip, as it is very interesting to see the areas where these systems are run through the cities.

Commissioner Hunt commented when she was in Philadelphia last fall, she was advised by everyone not to ride the subway as it was much too dangerous. Commissioner Norgard agreed about the subway, but they do have two very good transit systems.

Chairman Finley discussed San Diego which has the same system, you have one authority operating the bus, and one operating the light rail, this is one Transit Authority, with the authority under that but the ultimate decisions are made by the Transit Authority.

Commissioner Norgard said the subway system in Philadelphia is old equipment, it is dingy, and dirty. They are trying to replace aging equipment, and there are a lot of low income people riding these things.

Commissioner Ahrens feels this is very valuable information, as it pulls together some perception of what we really need to help direct our thinking, and she liked the comment about not putting streets in the way, this is really valuable, and she is beginning to come full circle from her thinking, and that is a very good point. Another thing is the point about population and who is going to ride in it, when our engineer gets going in the study, that will be one of the things to clarify is when we look at that population, we need a valid tool of assessing as to who is to be served. We already have a bus system that is the express bus on 94 which looks to be heavily utilized, we need to assess that, if we had a better system, how would this affect the ridership. We need other ways of sensing ridership than we have had in the past.

Chairman Finley wondered if this was taken into consideration with the BRW Study, both with 94E operating, and without it operating.

Ms. DeSpiegelaere said this was considered in the study on the 1/4 mile stop, it was assumed that the 94E would have to continue to make those express trips. She asked if the Commissioner was asking about the type of riders, or the actual numbers on the 94.

Commissioner Ahrens said we need to look at that, even with the 1/4 and 1/2 mile stops we are beginning to talk about a system that is not going to make those stops, it will be much more rapid. This is a different kind of situation than the University System would have provided for.

Commissioner McCarty is a member of the RTB, and he said that our pilot project will set the tone for the future, looking at where people will be moving in the metro area, it is not as much suburban downtown as it would appear, and he is suggesting that a sound assessment of the ridership where people are going, and where we put that first line may be very important, it may not be University Avenue. Commissioner Norgard added that this line has to be somewhere you are by yourself, Chicago in the downtown has overhead, but when it comes out, it follows the highway to the airport, they don't have any interference.

Chairman Finley feels that the exclusivity of the right of way is very important, if you are going to have a system, that is the one when you are in the urban area, not necessarily outside the urban area. When you are in the core of the city, he does not know what else you can do, you either have to tunnel, or go above. It is a matter of whether or not we can do it.

5. Grant Application submitted to Minnesota Department of Transportation for LRT Funds.

Chairman Finley informed the Board that he had received a letter from Len Levine, Minnesota Department of Transportation, stating that they have received our Grant Application and this has been forwarded to the Regional Transit Board and Metropolitan Council for comments, which are to be sent back to the Mn/DOT (this is true of all grant applications, not just Ramsey County), the comments are to be back back by November 2nd, with Mn/Dot making their allocations on November 15th. One problem that he can see is that we have made a commitment that we were going to fund our portion of the grant, but we do not know whether or not the grant will be allocated by the time we have to make that levy. The same will be true with the other counties, of course, but he wished to call this to the Board's attention, and the grant application is a little bit higher than the figures that we were originally looking at when we approved the resolution.

The State Funds requested was $5,230,000, Ramsey County was $2,355,000, Hennepin County was $2.5, Dakota and Anoka County made small requests. The State has $4.17 million, so it appears that all except about $1 million will be funded out that total request.

The Preliminary Engineering is divided into three separate parts, based upon the numbers, it appears we are in pretty good shape to get the funding.

Ms. DeSpiegelaere pointed out that the grant application for Ramsey County calls for work to be undertaken over a three year period, so it is not necessary to fund all this in one year.

Commissioner Salverda wished to comment on the excellent document which was submitted, and Ms. DeSpiegelaere does an excellent. Ms. DeSpiegelaere said the consultants were on board, and the following, Edwards and Kelcey, Inc. and LS Transit did assist in providing information.

Chairman Finley asked if every member received a copy of the letter from Len Levine, and a copy of the sheet which lists the summary of requests, and the total costs for the counties. These were distributed to members.

6. Assessment of Recreation Potential of Northeast Burlington Northern Corridor including a slide presentation.

Chairman Finley said the City Council has now passed a resolution that they want to acquire it too for their Parks Department, so with everyone in the act, maybe we won't be involved in this if the City wants to take over light rail corridors, we understand they are going to be applying for a grant or have applied for a grant for acquisition of this line. He would like to know if this includes the acquisition outside of the City of St. Paul. Ms. DeSpiegelaere said she is not certain. Chairman Finley feels that is one of the reasons the State wanted the Counties to be involved in light rail is because of the overlap of boundaries.

Greg Mack said the application by St. Paul goes beyond the City, at least through the Payne Avenue, that was simply to get the grant application in the works to the Metropolitan Council that it would be a joint City County effort for the trail.

Greg Mack gave a brief overview of the information in the packet in the documentation, and explained the slides themselves were prepared by the Department of Natural Resources as assessment. They had seen them at an earlier presentation and thought it might be helpful for those who may not have been in the corridor. Their assessment was based on the request that the Railroad Authority asked to compile an assessment on June 14, 1988, and their findings are summarized in the documentation, and he suggested that Larry Holmberg give the presentation.

Chairman Finley said if the City proceeds along their plans, there will not be able to be a multiple use as he understands it. The City's plans do not preclude that, according to Greg Mack who has not been involved in all of their discussions but he does know that their Planning Committee recently discussed the need to assess it as light rail corridor as well, so this has been an effort on the part of the Recreation Department, primarily dealing with the fill on I-94, and that is where the primary thrust has been to date. The fill, the option that they are discussing, with Mn/DOT does not accommodate light rail. Light rail would require an additional modification of that crossing.

Larry Holmberg proceeded with the slide presentation, showing an overall map of downtown St. Paul, Swede Hollow, the course of the BN corridor to north of Beam Avenue to Maplewood, just south of 694, aerial photos showing industrial areas, residential areas through which it passes. The width of this corridor varies from 60 feet, to 120 feet, and in some areas it is wider, segments of this line go over very narrow bridges.

Arne Stefferud addressed the Committee, this particular right of way is listed as a third priority in a study that was done in 1985. Higher priorities were given to the Mpls.St. Paul corridors, but if we were to look twenty years down the road, this may make some sense, and the comments made by Commissioner Norgard about having to have the population to justify it, is the point that is raised here. Consequently, the staff person will be recommending as part of the designation that if they should go ahead and do this, they would have to hold public hearings at the beginning of the process. They will probably recommend as well that future consideration be given to LRT, and this assessment which Mr. Mack has prepared indicates that both the trail and a LRT line could coexist. Part of the Master Plan for this trail should take that into consideration for this trail. They also met regards to not only LRT, but a section of this right of way may be needed for road construction purposes for improving some streets in St. Paul, and they are working with the planning staff there. So, he does not think there is going to be anyone who is going to be precluded. If anything, this action would bank the rail line for you in the future if you decide to put in light rail. It is is in the interest of all transportation and recreation that this be done.

In answer to Commissioner Schaber's question, Mr. Mack said that the City is proceeding with the application, and he had transmitted to Commissioner Finley that perhaps some additional review is necessary with our technical advisory task force that has been involved in the process with the assessment to validate that. They were planning no specific action right now in that the application is going to the Metropolitan Council who is going to be the primary funding source is already in place with the City of St. Paul.

Chairman Finley feels that as a Rail Authority we should take some action if it is going to become a part of the trail system, along the lines which Mr. Stefferud has said that our position is that we would prefer to also have it considered for light rail transit, or for other mode of transportation. This could be in support of the trail as a recreational system at this time, reserving the right for other future needs.

Commissioner Schaber said there is a proposed resolution that this should be sent to the task force as well, for review and recommendation.

Chairman Finley feels that we are on rather a tight time frame schedule as well, and Mr. Stefferud said the request that the City is submitting is essentially a yes or no answer, should the Council go ahead and designate this as a regional trail, and from the County's timeframe perspective, they could wait if you wish to submit something at the Public Hearing, or go ahead and do something now. The Council may be taking action by October 13th.

Chairman Finley asked the Board if they wish to take a position prior to the Council action.

Commissioner Hunt said she is not clear on the Met Council policy, she understands that the Met Council if they were going to designate this as a trail, would according to their policy put a restrictive covenant on it, so that our taking action saying that it should be reserved for future rail use might be in conflict with their restrictive covenant.

Mr. Stefferud explained that the Council can also remove any restrictive covenant, it is a policy plan of that space for recreation open space allow that to happen, and in this particular case, it should be part of the designation that it is not only being preserved for recreational purposes, but that in the future, if it is appropriate to build light rail transit on it, that can be done, as there is really no reasonable alternative that exists for an LRT in this corridor area. So, therefore if the County wished to take that position, it would not be in conflict with the Met Council.

Chairman Finley asked Ms. DeSpiegelaere if she wished to put something together for the Board to consider, and she said she would prefer to bring this back in two weeks, after we have had time to think through some of the elements of it.

Ms. DeSpiegelaere said there is a resolution to be considered today that recommends that this report go to an Advisory Technical Task Force, if the

primary purpose is acquisition for trail purposes, is it appropriate that the Regional Rail Authority staff would have to do with the Technical Advisory Committee, or is that more appropriately someone else's.

Chairman Finley said what is the sense of having any kind of a task force, if we are not doing anything with light rail (the next item on the agenda), so that is why he suggested that possibly we want to take some type of action. preserving it for the future for light rail, or not even appointing the task force. If this is going to be a City Park or a Metropolitan Trail designated by the Metropolitan Council, why should we consider it. Chairman Finley did not recommend any action on this proposed resolution in question.

Commissioner Norgard wanted to know if Mn/DOT is putting any money into it at all. He was at a meeting in White Bear, and the Dept. of Transportation had stated if someone was interested in buying it, that the Department would put in an X amount of dollars, and he wondered if this had been taken up with the Met Council at all.

Ms. DeSpiegelaere said they have not proceeded, but there is a state rail bank program that would fund up to 50% of it. The reason we have not proceeded is because the Railroad Authority felt that the corridor should be studied for light rail transit suitability before we determine whether or not it should be acquired. The study should be done, then you can decide whether or not to acquire, and then if you decide, you make application.

Chairman Finley feels it would be too late then, with the city proceeding as they are without the study.

Commissioner Schaber said the staff person from Met Council had indicated if it were acquired by the City, that option would still be open at a future date to look at it for Regional Rail. He shares Chairman Finley's concern, but he also said the Board knows how he feels as he does not see any justification for this particular line to be looked at for light rail. Maybe twenty to thirty years from now there might be a justification, when population trends have changed, but it seems to him that as long as the City acquires it with the understanding that they have to be cognizant of the fact that there is a possibility at some future date that light rail might be used, that we have as good a safeguard as we have, because as you know the Metropolitan study of the Regional Rail Systems that this is the lowest ranking one, so he does not expect this to be any priority for the next ten to twenty years.

Chairman Finley's feeling is that it is fine for the staff to recommend it at Metropolitan Council, but if the Regional Rail Authority does not care one way or the other, they will feel why should they put the restrictive clause on as a caveat. Therefore, Ramsey County should take some action indicating to the Metropolitan Council any interest or lack of interest that we have, by saying nothing, we will say we go along with it as a recreational trail. In the St. Paul situation, they did nothing with regard to the I-94 bridges, when they were informed of the removal of bridges, so the State assumed the City did not care, but now the City does care.

Commissioner Schaber added that he held two meetings with the people regarding the I-94 situation, because of the East side bypass, and never did they mention doing what they did.

Three or four years from now, when this is looked at, the Metropolitan Council members be changed, Mr. Stefferud may not be there, no one will remember where we were on this situation, according to Chairman Finley.

Commissioner Salverda feels the same way, he is very supportive of a trail on a short term basis, but on a long term basis, feels we should keep this option open, Ramsey County should be pro-active with the role of the Metropolitan Council also.

Chairman Finley agrees, that we should take the position to support, or if we have some concerns, raise them, he has no problem supporting the trail system. He thinks that the lack of any action does not look good.

Commissioner Schaber to clarify, feels we should support the trail system, in planning of the system, that they should keep in mind as a possibility of the future that light rail might come down that corridor, so they do notave have to make modifications years from now, to keep this option open.

Commissioner Norgard said that Washington County should come into play in this matter sometime in the future.

Commissioner Salverda moved the following recommendation, seconded by Commissioner Schaber.

The Ramsey County Regional Railroad Authority will support the Burlington Northern N.E. Corridor as a trail system, but in the planning of the system, they are to keep in mind the possibility of construction of light rail transit in the future. A draft resolution will be prepared for submission to the Metropolitan Council from Ramsey County Regional Railroad Authority, and this will be presented to this Board at the next meeting.

Roll Call: Ayes - 7, Nays - 0
Motion adopted.

Ms. DeSpiegelaere said she would bring back for the next meeting the position statement, as well as the resolution.

Commissioner McCarty asked for clarification of the motion, by expressing support of the trail, how does that put us in the planning process, for example, exact placement of trail, exact mechanics and engineering of all this. Would be included in the planning process? Chairman Finley said we do not, that is why we have to ask to be included in the planning process.

Mr. Stefferud said it would be appropriate for the County to say that they would want to be considered when you get beyond the City of St. Paul border, it will be a County issue. They have in the past had joint master plans, where both are co-authors,

Commissioner Schaber added that with St. Paul, it is a County issue, so if we are going to design the system, we had better have input on the design with the City of St. Paul.

Larry Holmberg said the entire Regional Trail Corridor could be a joint Regional Trail for the City and County, and be so designated, for example we have regional parks like Battle Creek, where both agencies had to approve the plan. The operation may be only to the City line, but it would be a joint agency master plan. Chairman Finley said he has not heard anything about what the City's plan is.

Commissioner Salverda suggested that this only a conceptual approval, and Chairman Finley added that we want to be taken into consideration during the planning stages of this trail both within and without the City of St. Paul.

7. Northeast Burlington Northern Corridor Task Force Appointments

Chairman Finley asked that the name Robert Weisenburger, Town of White Bear be included in the resolution.

Commissioner Schaber said he had received a letter for the nomination from District 2, Richard Kramer, and asked that this be included in the resolution also.

Chairman Finley acknowledged a letter from Paul Gilliland which suggested that there should be more people within the City of St. Paul because of the population, and we have already decided on how we are going to do this. Also, he received a letter from Washington County saying they do not want to participate.

When Chairman Finley was at a Transportation Committee of the State Senate, one of the questions was whether Washington County was going to participate, and the Committee was chagrined at the fact that Washington County did not want to participate in this corridor, as well as the lack of Dakota County being involved in the regional rail authorities to the extent that Ramsey, Hennepin and Anoka counties are.

Commissioner Norgard suggested that the new Chairman for Washington County Mr. Jergens be contacted.

Commissioner Schaber said that Mr. Gilliland does raise a point on the vote because of the suburbs, we have more members, and we do not have on here any City representatives.

Chairman Finley explained the reason we do not is that there are four District Councils in St. Paul. Ms. DeSpiegelaere said they had been asked to submit names, but she has not received a response.

Commissioner Schaber moved the following recommendation. seconded by Commissioner Norgard.

WHEREAS, The Ramsey County Regional Railroad Authority has authorized a study of the recreation and transportation potential of the Northeast Burlington Northern Corridor; and

WHEREAS, the study will include review and recommendations from a Northeast Burlington Northern Corridor Task Force, comprised of citizens and business representatives in the affected area; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority appoints the following individuals to the Northeast Burlington Northern Corridor Task Force:

Suzanne Parisi - Payne Avenue Business Association.
M. William Newstrand - Vadnais Heights
Robert Hohenauer -Vadnais Heights
Dick Sand - Town of White Bear
Dean Anderson - District 4 Community Council
Frank Sandberg - Citizens Advisory Committee
Robert Rossmen - Citizens Advisory Committee
Charles Wold - Citizens Advisory Committee
Helen Sever - Citizens Advisory Committee
Robert Van Hoef - Citizens Advisory Committee
Paul Gilliland - Citizens Advisory Committee
Richard Kramer - District 2 Community Council
Robert Weisenburger - Town of White Bear

Roll Call: Ayes - 7, Nays - 0
Motion adopted.

8. Timeline for Request for Proposal for Comprehensive LRT Plan

Chairman Finley said this is informational, this means that the contract will actually come in after we know whether or not the grant has been approved.

9. Chairman's Comments

Chairman Finley informed the Board that he had a long conversation with Wayne Hatton of Burlington Northern as there has been some confusion raised by letters that were communications made to BN by members of staff, and the City Council regarding the availability. Mr. Hatton has assured him that they are willing to discuss BN, they do want to participate in the engineering of the BN lines, they do not want to be left out of the process, which they felt they were when BRW did the study. They want to play an important role in the preliminary engineering when we get to that.

Mr. Hatton is going to be leaving the area physically, but will still be in charge of light rail transit in the metropolitan area, he will be stationed in Kansas City, his position has not changed from the standpoint, they are not welcoming light rail transit on their corridor with open arms, but they are not forgoing it on the Burlington Northern Southern route. He does not mean to say that they are ready to give us their right of way, and let us do what we want, as that is not the case, but they are willing to work with us, they do want to participate in the preliminary engineering. He is going to send a letter to Mr. Hatton, indicating the conversation.

There has been communications back and forth, messages which were left for Mr. Hatton he did not receive.

We are requesting preliminary engineering to be looked at on both fronts, and by our actions here we are trying to get everyone here to cooperate but fragmentation by one unit of government, proceeding without input from the other units causes problems which will jeopardize the entire process that we are trying to do in a thoughtful, slow manner. This goes for the NE corridor to some extent, and we are getting some of that feedback where we could be in jeopardy of losing substantial state funds if we do not act in a cooperative way.

There being no further matters to come before this Board, Chairman Finley declared the meeting adjourned.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

BUDGETING & ACCOUNTING
Originating Department

Jim Van Houdt
Authorized Signature

9/20/88
Date

Board Action Requested

Bonding Information Requested
by Regional Railroad Authority

Request Justification

See attached: Memo to Terry Schutten from J. Van Houdt dated 9/20/88

Per request of Chairman Finley at RCRRA Board Meeting
of September 13, 1988

Reviewed by
Budgeting and Accounting Ed Granlie 9/21/88
County Attorney Michele L. Timmons 9/21/88
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date September 27, 1988	Signature T L Glendenning	Date 9/20/88
Board Date	Signature	Date

RAMSEY COUNTY

Office of
BUDGETING AND ACCOUNTING

Room 36, Court House
St. Paul, Minnesota 55102
298-4196

TERRY SCHUTTEN
Executive Director

JAMES H. VAN HOUDT
Director - Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

MEMORANDUM

DATE: September 20, 1988

TO: Terry Schutten, Executive Director

FROM: JVH James Van Houdt, Director-Budgeting & Accounting

SUBJECT: Bonding Information Requested by Regional Railroad Authority

At the September 13, 1988 meeting of the Regional Railroad Authority the following question was asked by Chairman Finley:

"What would a levy of $11,704,307 generate in bonds?"

This question was based on a letter from Robert Pulscher from Springsted, Inc., in which he indicated the two mill taxing authority would raise $11,704,307.

We have discussed this with Mr. Pulscher who indicated that, depending on bond issue lengths, a levy of $11,704,307 used for debt service could raise $110,000,000 to $150,000,000 in bond proceeds. He also indicated that total bonds issued would probably be a blend of several issues with different lengths, depending upon what capital items are being financed.

JVH:dks/xke
cc: Kathryn DeSpiegelaere

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

BUDGETING & ACCOUNTING
Originating Department

Jim Van Houdt 9/20/88
Authorized Signature Date

Board Action Requested

Adopt a resolution requesting a loan of $125,000 from Ramsey County for 1988 expenditures, and budget adjustments.

Request Justification

Attachments:

. Memorandum from J. Van Houdt 9/16/88
. Summary of expenditures, need and budget
. Memo from K. DeSpiegelaere outlining expenditures for the Regional Railroad Authority
. Proposed Resolution

Reviewed by

Budgeting and Accounting Ed Blaubitz 9/21/88

County Attorney Michele L. Timmons 9/21/88

Risk Manager N/A

Data Processing N/A

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
September 27, 1988	F L Glundenning	9/20/88
Board Date	Signature	Date

RAMSEY COUNTY

Office of
BUDGETING AND ACCOUNTING

Room 36, Court House
St. Paul, Minnesota 55102
298-4196

TERRY SCHUTTEN
Executive Director

JAMES H. VAN HOUDT
Director - Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

MEMORANDUM

DATE: September 16, 1988

TO: Commissioner John Finley, Chairman, Regional Railroad Authority

FROM: JVH James Van Houdt, Director-Budgeting & Accounting

SUBJECT: Regional Railroad Authority/County Loan

Kathryn DeSpiegelaere, Director of Light Rail Planning, has indicated in a memo dated September 13, 1988, that the Regional Railroad Authority's 1988 budget needs an additional $125,000 to finance its expenditures for 1988.

The Regional Railroad Authority should request a loan from Ramsey County's General Fund for this $125,000 with the understanding that the Regional Railroad Authority will repay this loan with legal interest from its 1989 tax levy.

JVH:dks/xka
cc: K DeSpiegelaere
T Schutten
P O'Malley

CODE	TITLE	1988 BUDGET	EXPENDED	ESTIMATED NEED	OVER (SHORT)
020102	CONSULTING SERVICES	4,280	0	4,000	280
020103	ENGINEERING SERVICE	30,000	29,416	92,329	(91,745)
020174	COUNTY ATTORNEY SERVICES	3,000	1,889	10,000	(8,889)
020176	EXECUTIVE DIRECTOR SERVICES	3,000	0	38,500	(35,500)
020179	BUDGETING & ACCOUNTING SERVICES	2,545	1,428	5,000	(3,883)
020185	DATA PROCESSING	-	0	1,100	(1,100)
020202	POSTAGE	300	350	1,000	(1,050)
020207	TELEPHONE LONG DISTANCE CHARGES	30	8	22	0
020209	TELEPHONE EQUIPMENT	-	0	200	(200)
020401	PRINTING MINUTES & NOTICES	1,500	0	4,800	(3,300)
020501	PRINTING & STATIONERY	2,500	2,973	2,500	(2,973)
020909	PARKING SPACE	425	180	475	(230)
021192	INTEREST	2,420	1,782	638	0
021226	COMMITTEE COMPENSATION	4,000	950	500	2,550
021403	CONFERENCE & SEMINAR EXPENSES	-	0	500	(500)
021407	OTHER TRAVEL	10,000	7,461	5,000	(2,461)
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	1,000	222	500	278
	TOTAL SERVICES & CHARGES	65,000	46,658	167,064	(148,722)

CODE	TITLE	1988 BUDGET	EXPENDED	ESTIMATED NEED	OVER (SHORT)
030101	OFFICE SUPPLIES	-	-	800	(800)
	TOTAL SUPPLIES	-	0	800	(800)

CODE	TITLE	1988 BUDGET	EXPENDED	ESTIMATED NEED	OVER (SHORT)
061001	CONTINGENT APPROPRIATIONS	35,000	-	10,000	25,000
	TOTAL CONTINGENT	35,000	0	10,000	25,000

CODE	TITLE	1988 BUDGET	EXPENDED	ESTIMATED NEED	OVER (SHORT)
070201	DUE TO COUNTY REVENUE	25,000	12,500	12,500	0
	TOTAL DUE TO COUNTY REVENUE	25,000	12,500	12,500	0
TOTAL RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY		125,000	59,158	190,364	(124,522)

COLUMNS MAY NOT ADD DUE TO ROUNDING.

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere

SUBJECT: Regional Railroad Authority Expenditures for 1988

DATE: September 16, 1988

The 1988 Ramsey County Regional Railroad Authority budget was $125,000, which included repayment of a $25,000 loan made to the Authority in 1987 by Ramsey County.

Expenditures are approaching the budgeted amount and additional appropriations are needed. There is also a need to request a loan from Ramsey County to cover anticipated expenditures for the remainder of 1988.

The expenditures anticipated for 1988 from July to December 31 are:

OBJECT CODE	TITLE	ESTIMATE OF NEED FOR REMAINDER OF 1988
020102	Consulting Services	$4,000

Consultants have been used to assist with a grant application for LRT funds ($3000) and to provide financial advice ($1000).

020103	Engineering Services (Proj. Mgmt. Team)	$92,329

Services of three members of the project management team, plus support secretarial, drafting and administrative staff are needed to manage projects, coordinate with the public and agencies.

Director of LRT Planning	$39,000
Project Engineer	23,000
Community Participation Coordinator	19,000
Secretarial (Public Works Dept.)	6,329
Drafting (Public Works Dept.)	5,000

020174 County Attorney Services $10,000

Services of staff of the county attorney's office are used to provide legal opinions, draft and review contracts and review items for the Regional Railroad Authority agenda.

020176 Executive Director Services $38,500

Services of the property manager and clerical staff are required to assist with budget preparation, negotiations with railroads, prepare agendas, minutes and correspondence.

Property Manager (July to December, 1988)	$ 8,500
Secretarial	19,500
Director of Information Services	2,000
Property Manager (January to June, 1988)	8,500

020179 Budgeting & Accounting Services $5,000

Services of the budgeting and accounting office are used to monitor expenditures, assist with review of documents and contracts for the Regional Railroad Authority.

020185 Data Processing Equipment and Maintenance $1,100

The installation and monthly maintenance for one office automation system for Authority staff is included in this estimate.

020202 Postage $1,000

Mailing of agendas, correspondence and reports is required.

020207 Telephone Long Distance $22

Long distance telephone calls are made relating to Authority activities

020209 Telephone Equipment $200

Additional telephone equipment is required at 316 Courthouse for the project management team.

020401 Publishing Expenses **$4,800**

Publishing of a newsletter, legal notices for the levy authorization and minutes have been or will be undertaken. The request for proposals for the comprehensive LRT plan will be published.

020501 Printing/Duplicating **$2,500**

Reports, agendas and newsletters require copying

020909 Parking **$475**

Parking fees for Director of LRT Planning

021192 Interest **$638**

Interest on a loan from Ramsey County in 1987.

021226 Committee Compensation **$500**

Reimbursement for meeting attendance is made to advisory committee and corridor task force members.

021403 Conferences/Seminars **$500**

Seminars/conferences may be attended to further knowledge of light rail transit systems, public participation skills, etc.

021407 Travel **$5,000**

Travel to observe rail transit systems and to meet with railroad and transit officials.

021408 Volunteer/committee expenses **$500**

Expenses associated with holding committee meetings.

030101 Office supplies **$800**

Supplies for the project management team office at 316 Courthouse are needed.

061001 Contingency **$10,000**

Funds are needed to cover unanticipated expenditures.

070201 Due to County Revenue **$12,500**

Repayment of a loan made by Ramsey County in 1987.

TOTAL **$190,364**

Funding to be supplied by:

1988 Appropriations	$30,164
Contingent Account	35,000
Loan (Advance from Ramsey County against 1989 tax levy of RCRRA)	125,000
TOTAL	**$190,364**

Recommendation:

Request a $125,000 loan from the Board of Ramsey County Commissioners for 1988 for the Regional Railroad Authority to be repaid from the 1989 Regional Railroad Authority tax levy.

KD/gb

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

WHEREAS, Ramsey County Regional Railroad Authority expenditures through the first six months of 1988, and estimated needs for the remainder of 1988 indicate a need for increased appropriation in certain cost items; and

RESOLVED, That the Ramsey County Regional Railroad Authority request the Ramsey County Board to loan the amount of $125,000 to the Ramsey County Regional Railroad Authority to be paid from the Authority's 1989 Tax Levy; and Be It Further

RESOLVED, That this sum so advanced by the County shall be charged to the Regional Railroad Authority and shall be repaid with interest at a rate equal to the average yield on County Investment during the life of the loan; and Be It Further

RESOLVED, That the Executive Director shall be authorized to execute the funds and budget adjustments necessary to transact this loan after it is authorized by the Board of Ramsey County Commissioners, and the budget adjustments from the Contingent Appropriations necessary to meet the expenses for 1988.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

Public Works
Originating Department

K. DeSpiegelaere /S/ — 9/20/88
Authorized Signature — Date

Board Action Requested

Coordination with Other County Regional Railroad Authorities

Adopt Proposed Resolution

Request Justification

See Attached: Memo from K. DeSpiegelaere dated September 13, 1988

Proposed Resolution

Budgeting and Accounting
County Attorney Michele L. Timmons 9/21/88
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
September 27, 1988	J L Glendenning	9/20/88
Board Date	Signature	Date

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
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MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD
Director of LRT Planning

SUBJECT: Coordination with Other County Regional Railroad Authorities

DATE: September 13, 1988

At the August 23, 1988 Regional Railroad Authority meeting, you asked that coordination be established with Hennepin and Anoka Regional Railroad Authority staff members in the area of systems standards (vehicles, tracks, etc.) for light rail transit. I met on September 9 with staff members of those two agencies and we agreed to meet again on September 26 to discuss systems standards coordination and legislative proposals.

Another area that needs to be addressed as Ramsey County Regional Railroad Authority (RCRRA) initiates a comprehensive LRT plan is the study of potential LRT corridors that extend beyond Ramsey County's borders. The work program for the plan that you previously adopted includes this provision:

> While it is assumed that the major portions of corridors will be in Ramsey County, logical extensions into the four adjacent counties will be considered in this analysis.

The issue is who pays for the study of corridors that extend into other counties. At this time the corridors have yet to be defined.

The attached resolution recommends that for purposes of the comprehensive LRT plan, RCRRA absorb the cost of study of corridors that are primarily in Ramsey County but extend to logical termini in other counties, with the exception of the Midway Corridor. The reason for the recommendation is the difficulty and delay that could be encountered as corridors are defined in determining what portion of the study costs should be absorbed by other counties and the willingness of those counties to fund those costs. As LRT corridors are defined, if they extend a considerable length into other counties, I would return to you for direction about cost participation of other counties in their study.

The four counties adjacent to Ramsey will be requested to participate in the comprehensive LRT plan through the technical advisory committee and intergovernmental committee.

Recommendation:

The resolution attached has been prepared for your consideration.

KD/gb
Attachment

RAMSEY COUNTY Regional Railroad Authority

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

WHEREAS, The Ramsey County Regional Railroad Authority has authorized preparation of a comprehensive LRT plan; and

WHEREAS, The Ramsey County Regional Railroad Authority has approved a work program for the plan that indicates that the plan will include study of logical extensions of light rail transit corridors into other counties; and

WHEREAS, The Ramsey County Regional Railroad Authority is expected to initiate preparation of the plan in November, 1988; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority agrees to fund the planning study of corridors that may extend beyond the Ramsey County borders if the major portion of those corridors is in Ramsey County, with the exception of the Midway Corridor between downtown St. Paul and Minneapolis; and Be It Further

RESOLVED, That should it be determined to proceed with preliminary engineering of corridors for LRT that extend into other counties, that Ramsey County would attempt to work out cost-sharing arrangements with the affected counties for that work.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

Public Works
Originating Department

K. DeSpiegelaere /S/ 9/20/88
Authorized Signature Date

Request Justification

Board Action Requested

Ramsey County Regional Railroad Authority and St. Paul Action on Northeast Burlington Northern Corridor - Approve letter and resolution to be sent to Steve Keefe, Metropolitan Council. Adopt proposed resolution reflecting action taken on September 27, 1988.

Attachments: Memo from K. DeSpiegelaere with attachments, dated 9/16/88 and recommendations dated 9/16/88

Proposed Resolutions

Budgeting and Accounting
County Attorney Mildred L. Simmons 9/22/88
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date — Signature — Date

Committee / Meeting Date: September 27, 1988 — Signature: F. L. Glendenning — Date: 9/20/88

Board Date — Signature — Date

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
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MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Northeast Burlington Northern Corridor

DATE: September 16, 1988

At the September 13 Ramsey County Regional Railroad Authority meeting, you took action on the Northeast Burlington Northern corridor (map is attached). One of the directions you provided was for staff to expand on the information discussed at the meeting. I wanted to provide background information for you before your recommendations are forwarded to the Metropolitan Council to make certain that the correspondence accurately reflects your wishes. A resolution and letter to the Metropolitan Council chairman from Chairman Finley are attached. Another resolution pertaining to requested action at the September 27 meeting has been provided for your consideration.

KD:ptd

BURLINGTON NORTHERN NORTHEAST CORRIDOR

BACKGROUND

The Burlington Northern tracks from downtown St. Paul to Beam Avenue in Maplewood were abandoned in April, 1987, the same month that Ramsey County formed a Regional Railroad Authority (RCRRA). The extension of the Burlington Northern tracks, still in service, is located within Ramsey County in Maplewood, Gem Lake, Vadnais Heights, White Bear Lake and Town of White Bear.

Many representatives of the affected cities and other agencies have indicated that the corridor should be in public ownership. It was believed that there may be a potential for transportation and/or recreation uses of the corridor. RCRRA requested a study of the transportation and recreation potential of the corridor. A technical advisory committee, including representatives of the cities, affected agencies and County, has met since April, 1988, to discuss the corridor.

The recreation assessment of the corridor was completed by Ramsey County Parks and Recreation Department in September, 1988. Also in September, the St. Paul City Council passed a resolution requesting financial support from Metropolitan Council park funds for acquisition by the City of the corridor. This source of funds could supply 100 percent of acquisition and development costs, if the request is granted.

The transportation assessment of the corridor, including its potential for light rail transit, has yet to be assessed. The Metropolitan Council's Long Range Transit Study indicated that this corridor has good potential for transit capital investments, although its potential is not as high as that of some other corridors in the Twin Cities region. The Metropolitan Council's Transportation Development Guide/Policy Plan indicates a need to consider preservation of potential transportation corridors.

The recreation assessment of the corridor concludes that a trail in this corridor would provide important connections to other recreation facilities. There would be little if any physical contraints for trail use as a single use. There are a few areas where narrow right of way would need to be addressed if other uses of the corridor would occur in addition to trail use.

I-94 AT BURLINGTON NORTHERN AREA

The Minnesota Department of Transportation (Mn/DOT) has plans to rehabilitate/reconstruct I-94. At the area just east of downtown St. Paul where the Burlington Northern tracks met I-94, Mn/DOT has decided to remove existing bridges, rather than replace them at a $2.5 million cost. St. Paul Parks Department has expressed concern over how trail use will be accommodated in this area and is seeking $1 million from the Metropolitan Council parks funding for an additional span to better accommodate recreation trail use.

The Metropolitan Council will address the City's request in October of this year.

Light rail transit in this area would require either tunneling or construction of bridges at some future date. The City's proposal will not accommodate light rail transit. Nor has it yet been determined by RCRRA that light rail transit definitely should be located in this area.

2

COUNTY'S INTERESTS IN CORRIDOR

Ramsey County's interests span the municipal jurisdiction boundaries within the Burlington Northern corridor.

The Parks and Recreation Department of Ramsey County, as previously discussed, has completed a recreation assessment of the corridor.

Ramsey County has jurisdiction of several roads which intersect the Burlington Northern Corridor. Acquisition of sufficient right of way at those crossings to meet future needs, as specified in Ramsey County's Major Street Plan, is desirable.

Ramsey County Regional Railroad Authority has responsibility for light rail transit planning in this corridor. RCRRA has adopted a work program and authorized preparation of a comprehensive LRT plan that will include a study of the LRT potential of this corridor in the future. RCRRA has appointed a Corridor Task Force to examine the potential for LRT of the corridor.

RCRRA'S POSITION

The RCRRA's position regarding the City of St. Paul's request to the Metropolitan Council is:

- The RCRRA is supportive of acquisition of the Burlington Northern corridor with Metropolitan Council Park funds, and of temporary trail use of the corridor.

- The usual restrictive covenant as a condition of acquisition with parks funds is not acceptable for this corridor. If a restrictive covenant is placed on the acquired corridor, it should specifically allow the use of the corridor for LRT. The potential for light rail transit use in this corridor, either singly or in joint trail/LRT use, must not be discounted or obstructed and must be a part of the park trail planning process from its inception.

- Since the corridor encompasses more than one city in the County, the jurisdiction of ownership is an issue that needs to be resolved to ensure coordinated planning, maintenance and implementation of the immediate and long term uses.

OTHER ISSUES

1. The RCRRA has jurisdiction over rail transit in the County. It is recommended that issues such as:

   - Coordination of acquisition and planning for trail purposes;
   - Impact on County if request for funds is successful in terms of trail maintenance costs;
   - County road crossing needs; and
   - Bridges and other structures in the corridor

   be addressed by the Public Works Committee and the full Board of Ramsey County Commissioners.

2. The subjects to be addressed by the Northeast Corridor Task Force require clarification. Is it the desire of RCRRA to have the Northeast Corridor Task Force review the recreation assessment when the RCRRA has already taken a position on the potential use? Should the Northeast Corridor Task Force role now be that of review and comment on only the LRT assessment of the corridor?

3

3. There is a disparity in sources of funding for recreation vs. transportation purposes. Recreation acquisition may qualify for 100 percent funding from the Metropolitan Council. The maximum available for transportation acquisition is 50 percent funding from the State Rail Bank program. An equitable funding source would help to ensure acquisition for the best ultimate use, not merely the most expedient funding source. In some cases the best ultimate use may be multiple uses. Legislation to remedy the inequity should be supported by RCRRA.

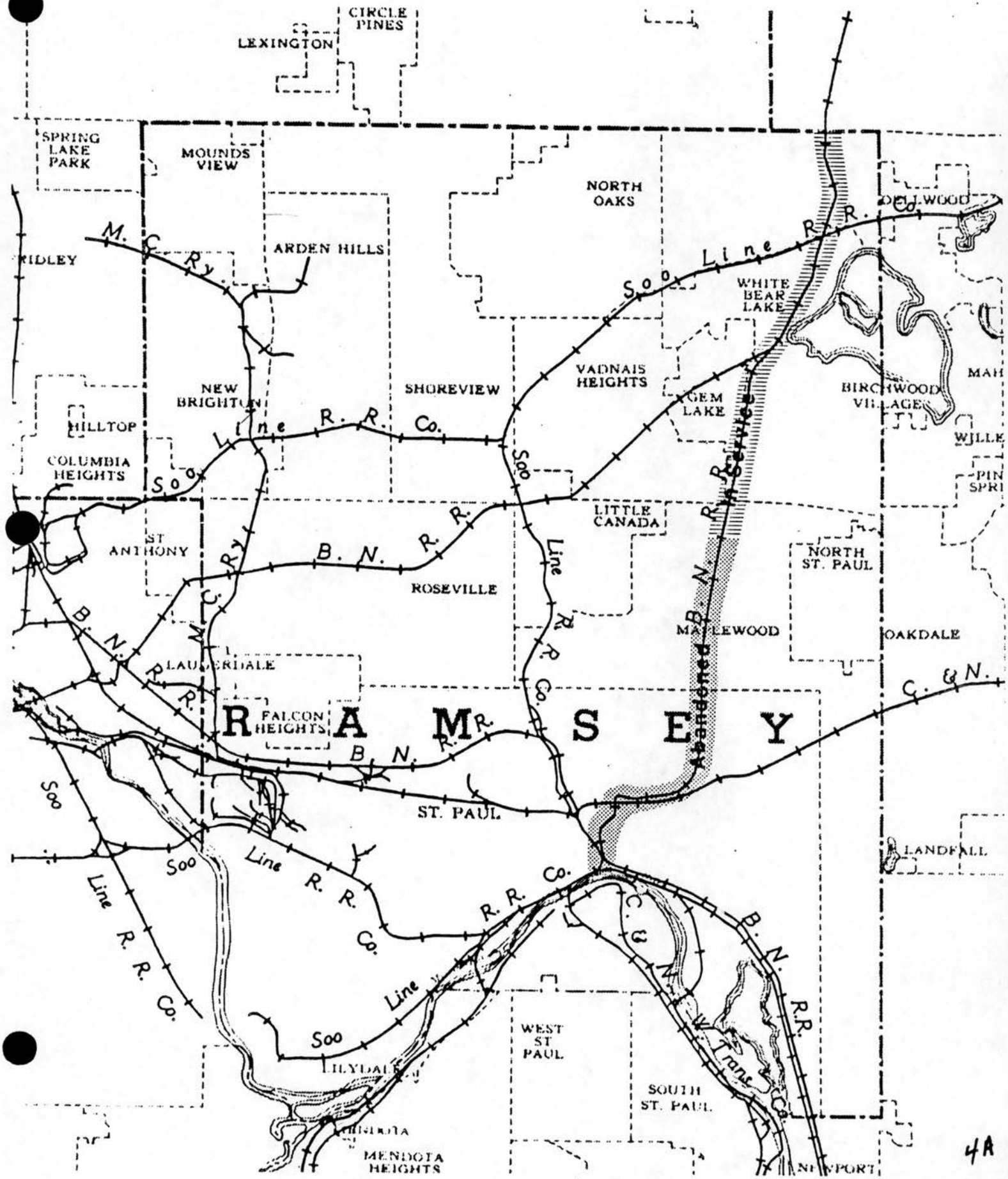
Recommendations:

1. Approve the resolution for forwarding to the Metropolitan Council.

2. Consider the three issues presented in this memorandum relating to County issues, Northeast Corridor Task Force and legislation.

3. Approve the letter from Chairman John Finley to Steve Keefe transmitting the resolution.

Northeast Corridor Study Area



4A

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
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Warren W. Schaber
District 6

September 27, 1988

Steve Keefe, Chairman
Metropolitan Council
230 East Fifth Street
Mears Park Centre
St. Paul, Minnesota 55101

Dear Steve:

Ramsey County Regional Railroad Authority has adopted the enclosed resolution relating to the Northeast Burlington Northern corridor. As indicated in the resolution, we support acquisition of the corridor with park funds if that method of acquisition does not preclude ultimate use of the corridor for light rail transit. We also believe that jurisdiction of the corridor in terms of coordinated planning and implementation activities needs to be addressed and that Ramsey County should be a part of that process from its inception to completion of the project.

In addition, the Ramsey County Regional Railroad Authority would support legislation that would permit continued state or regional funding of 100 percent of corridor acquisition costs for transportation purposes and recreation purposes, with the caveat that it may be used for transportation in the future, including light rail transit.

Very truly yours,

John T. Finley, Chairman
Ramsey County Regional Railroad Authority

JTF/gb

cc: Ramsey County Commissioners
Terry Schutten
Mayor George Latimer
St. Paul City Council Members
Mayors of Gem Lake, Maplewood, Vadnais Heights, White Bear Lake and White Bear Township Supervisor
Washington County Regional Railroad Authority Chairman
Commissioner of Department of Transportation
Commissioner of Department of Natural Resources
Chairman of Regional Transit Board
Metropolitan Council Members in Ramsey County

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RAMSEY COUNTY Regional Railroad Authority

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: September 13, 1988 No. _____

Whereas that portion from Beam Avenue to the north Ramsey County line

WHEREAS, The Northeast Burlington Northern Corridor from downtown St. Paul to Beam Avenue in Maplewood is available for acquisition; and

WHEREAS, Representatives of cities and agencies have previously indicated that the corridor should be in public ownership; and

WHEREAS, The Ramsey County Parks and Recreation Department has conducted a recreation assessment of the corridor and the Regional Railroad Authority will conduct an assessment of the light rail transit (LRT) potential of the corridor in its comprehensive LRT plan for the County; and

WHEREAS, The City of St. Paul has applied to the Metropolitan Council for parks funding for acquisition of the corridor; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority is supportive of acquisition of the Burlington Northern corridor with Metropolitan Council parks funds and of trail use of the corridor ~~on a temporary basis~~; And Be It Further

RESOLVED, That the usual provision of a restrictive covenant as a condition of acquisition with parks funds is not acceptable for this corridor because the potential for light rail transit use in this corridor, either singly or in joint trail/LRT use, must not be discounted nor obstructed but rather be specifically permitted and must be a part of the park trail planning process from its inception; And Be It Futher

RESOLVED, That because the abandoned portion of the corridor encompasses two cities and its extension encompasses five cities and one township in Ramsey County, the question of ownership is an issue that needs to be resolved to ensure coordinated planning, maintenance and implementation of any potential use and that Ramsey County should be a part of that process from its inception to completion of the project.

at this time

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

b

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

WHEREAS, At the September 13 Ramsey County Regional Railroad Authority meeting discussion occurred about the Northeast Burlington Northern Corridor; and

WHEREAS, Some of the issues associated with this corridor are pertinent to Ramsey County as well as the Regional Railroad Authority; and

WHEREAS, The action taken at the September 13 meeting impacts the assignments of the Northeast Corridor Task Force being appointed by the Regional Railroad Authority; and

WHEREAS, The source of funding of acquisition costs may determine the ultimate use of abandoned railroad corridors; Now, Therefore, Be It

RESOLVED, That the resolution attached responds to the intent of the Ramsey County Regional Railroad Authority as indicated at the September 13 meeting; And Be It Further

RESOLVED, That issues relating to coordination, trail maintenance costs, road crossing right of way needs and structures in the corridor are referred to the Public Works Committee and the full Board of Ramsey County Commissioners for discussion and action; And Be It Further

RESOLVED, That the Northeast Corridor Task Force work will consist of review and recommendations on light rail transit in the corridor; And Be It Further

RESOLVED, That legislation to ensure equitable regional or state funding sources for abandoned railroad corridor acquisition should be supported, And Be It Further

RESOLVED, That the resolution and letter to Steve Keefe from Chairman John Finley should be forwarded to Steve Keefe of the Metropolitan Council and the list of those indicated to receive copies.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

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DRAFT RESOLUTION

WHEREAS, The Burlington Northern Railroad has abandoned approximately 6 miles of its line between downtown St. Paul and White Bear Lake; and

WHEREAS, The Ramsey County Parks and Recreation Department has prepared a recreation assessment of the Burlington Northern rail corridor which indicates that the corridor would be an important regional recreation trail corridor; and

WHEREAS, The City of St. Paul has requested the Metropolitan Council to designate the Burlington Northern Corridor as a regional trail and provide funding for the acquisition of the corridor, and

WHEREAS, The Ramsey County Regional Rail Authority has identified the corridor as a potential future corridor for light rail transit (LRT); and

WHEREAS, The Ramsey County Regional Rail Authority, on September 13, 1988 voted to support acquisition of the Burlington Northern Corridor with Metropolitan Council park funds and trail use of the corridor on a temporary basis provided the potential for LRT use in the corridor is not discounted or obstructed;

RESOLVED, The Ramsey County Board of Commissioners hereby supports the designation and use of the Burlington Northern Railroad corridor between downtown St. Paul and White Bear Lake as a regional trail with the provision that future LRT use of the corridor is not precluded; and Be It Further

RESOLVED, The Board supports joint involvement with the City of St. Paul in the planning, acquisition, development, operation and maintenance of the regional trail subject to Metropolitan Council funding.

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: September 13, 1988 No. _____

WHEREAS, The Northeast Burlington Northern Corridor from downtown St. Paul to Beam Avenue in Maplewood is currently available for acquisition; and

add new whereas →

WHEREAS, Representatives of cities and agencies have previously indicated that the corridor should be in public ownership; and

WHEREAS, The Ramsey County Parks and Recreation Department has conducted a recreation assessment of the corridor and the Regional Railroad Authority will conduct an assessment of the light rail transit (LRT) potential of the corridor in its comprehensive LRT plan for the County; and

WHEREAS, The City of St. Paul has applied to the Metropolitan Council for parks funding for acquisition of the corridor; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority is supportive of acquisition of the Burlington Northern corridor with Metropolitan Council parks funds and of trail use of the corridor ~~on a temporary basis~~ at this time; And Be It Further

RESOLVED, That the usual provision of a restrictive covenant as a condition of acquisition with parks funds is not acceptable for this corridor because the potential for light rail transit use in this corridor, either singly or in joint trail/LRT use, must not be discounted nor obstructed but rather be specifically permitted and must be a part of the park trail planning process from its inception; And Be It Futher

RESOLVED, That because the abandoned portion of the corridor encompasses two cities and its extension encompasses five cities and one township in Ramsey County, the question of ownership is an issue that needs to be resolved to ensure coordinated planning, maintenance and implementation of any potential use and that Ramsey County should be a part of that process from its inception to completion of the project.

WHEREAS, that portion of the right-of-way from Beam Avenue to the North Ramsey County line may be available for acquisition in the future, and

b

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: September 27, 1988 No. R-88-

WHEREAS, The Northeast Burlington Northern Corridor from downtown St. Paul to Beam Avenue in Maplewood is currently available for acquisition; and

WHEREAS, That portion of the right-of-way from Beam Avenue to the north Ramsey County line may be available for acquisition in the future; and

WHEREAS, The Ramsey County Parks and Recreation Department has conducted a recreation assessment of the corridor and the Regional Railroad Authority will conduct an assessment of the light rail transit (LRT) potential of the corridor in its comprehensive LRT plan for the County; and

WHEREAS, The City of St. Paul has applied to the Metropolitan Council for parks funding for acquisition of the corridor; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority is supportive of acquisition of the Burlington Northern corridor with Metropolitan Council parks funds and of trail use of the corridor at this time; and Be It Further

RESOLVED, That the usual provision of a restrictive covenant as a condition of acquisition with parks funds is not acceptable for this corridor because the potential for light rail transit use in this corridor, either singly or in joint trail/LRT use, must not be discounted nor obstructed but rather be specifically permitted and must be a part of the park trail planning process from its inception; and Be It Further

RESOLVED, That because the abandoned portion of the corridor encompasses two cities and its extension encompasses five cities and one township in Ramsey County, the question of ownership is an issue that needs to be resolved to ensure coordinated planning, maintenance and implementation of any potential use and that Ramsey County should be a part of that process from its inception to completion of the project.

John T. Finley, Chairman

By Warren W. Schaber
Warren W. Schaber, Secretary

K De Spiegelaere

Ramsey County Board of Commissioners

316 Court House 15 W. Kellogg Blvd.
Saint Paul, Minnesota 55102
(612) 298-4145

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Donald E. Salverda
District 2
Terry Schutten
Executive Director

AGENDA

FINANCE, PERSONNEL AND MANAGEMENT COMMITTEE

Tuesday, September 27, 1988

COMMITTEE OF THE WHOLE

IMMEDIATELY FOLLOWING RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING (which meets at 10:30 A.M.)

Room 316 - Large Conference Room

1. Ramsey County Regional Railroad Authority - Adopt a resolution granting a loan of $125,000 to Ramsey County Regional Railroad Authority for 1988 Expenditures.

   Action Requested: Committee recommendation.

POLICY AGENDA

REQUEST FOR BOARD ACTION RAMSEY COUNTY

Department Summary
To be completed by Originating Department

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
Originating Department

K. DeSpiegelaere /S/
Authorized Signature

9/20/88
Date

Board Action Requested

Adopt a resolution granting a loan of $125,000 to Ramsey County Regional Railroad Authority for 1988 Expenditures

Request Justification

See Attached: Memorandum from J. Van Houdt 9/16/88
Summary of expenditures, need and budget
Memo from K. DeSpiegelaere outlining expenditures for the Regional Railroad Authority
Proposed Resolution

Executive Director Summary
To be completed by County Executive Director's Office

Budgeting and Accounting Reviewed by Ed Glaubitz 9/21/88
County Attorney Michele L. Timmons 9/21/88
Risk Manager N/A
Data Processing N/A
Policy Analysis Unit N/A

Previous Action taken on Request

Date / Time Received By
County Executive Director

RECEIVED
1988 SEP 20 PM 5:20
RAMSEY COUNTY BOARD OF COMMISSIONERS

Comments / Recommendation

CED recommends approval of the loan to the Ramsey County Regional Railroad Authority.

Documentation certified complete for:

FINANCE, PERSONNEL AND MANAGEMENT COMMITTEE	F L Glendenning	9/20/88
Committee / Meeting Date OF THE WHOLE 9/27/88	Signature	Date
Committee / Meeting Date	Signature	Date
County Board Date	Signature	Date

CB-21

RAMSEY COUNTY

Office of
BUDGETING AND ACCOUNTING

Room 36, Court House
St. Paul, Minnesota 55102
298-4196

TERRY SCHUTTEN
Executive Director

JAMES H. VAN HOUDT
Director - Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

MEMORANDUM

DATE: September 16, 1988

TO: Commissioner John Finley, Chairman, Regional Railroad Authority

FROM: JVH James Van Houdt, Director-Budgeting & Accounting

SUBJECT: Regional Railroad Authority/County Loan

Kathryn DeSpiegelaere, Director of Light Rail Planning, has indicated in a memo dated September 13, 1988, that the Regional Railroad Authority's 1988 budget needs an additional $125,000 to finance its expenditures for 1988.

The Regional Railroad Authority should request a loan from Ramsey County's General Fund for this $125,000 with the understanding that the Regional Railroad Authority will repay this loan with legal interest from its 1989 tax levy.

JVH:dks/xka
cc: K DeSpiegelaere
T Schutten
P O'Malley

CODE	TITLE	1988 BUDGET	EXPENDED	ESTIMATED NEED	OVER (SHORT)
020102	CONSULTING SERVICES	4,280	0	4,000	280
020103	ENGINEERING SERVICE	30,000	29,416	92,329	(91,745)
020174	COUNTY ATTORNEY SERVICES	3,000	1,889	10,000	(8,889)
020176	EXECUTIVE DIRECTOR SERVICES	3,000	0	38,500	(35,500)
020179	BUDGETING & ACCOUNTING SERVICES	2,545	1,428	5,000	(3,883)
020185	DATA PROCESSING	-	0	1,100	(1,100)
020202	POSTAGE	300	350	1,000	(1,050)
020207	TELEPHONE LONG DISTANCE CHARGES	30	8	22	0
020209	TELEPHONE EQUIPMENT	-	0	200	(200)
020401	PRINTING MINUTES & NOTICES	1,500	0	4,800	(3,300)
020501	PRINTING & STATIONERY	2,500	2,973	2,500	(2,973)
020909	PARKING SPACE	425	180	475	(230)
021192	INTEREST	2,420	1,782	638	0
021226	COMMITTEE COMPENSATION	4,000	950	500	2,550
021403	CONFERENCE & SEMINAR EXPENSES	-	0	500	(500)
021407	OTHER TRAVEL	10,000	7,461	5,000	(2,461)
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	1,000	222	500	278
	TOTAL SERVICES & CHARGES	65,000	46,658	167,064	(148,722)

CODE	TITLE	1988 BUDGET	EXPENDED	ESTIMATED NEED	OVER (SHORT)
030101	OFFICE SUPPLIES	-	-	800	(800)
	TOTAL SUPPLIES	-	0	800	(800)

CODE	TITLE	1988 BUDGET	EXPENDED	ESTIMATED NEED	OVER (SHORT)
061001	CONTINGENT APPROPRIATIONS	35,000	-	10,000	25,000
	TOTAL CONTINGENT	35,000	0	10,000	25,000

CODE	TITLE	1988 BUDGET	EXPENDED	ESTIMATED NEED	OVER (SHORT)
070201	DUE TO COUNTY REVENUE	25,000	12,500	12,500	0
	TOTAL DUE TO COUNTY REVENUE	25,000	12,500	12,500	0
TOTAL RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY		125,000	59,158	190,364	(124,522)

COLUMNS MAY NOT ADD DUE TO ROUNDING.

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
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Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere

SUBJECT: Regional Railroad Authority Expenditures for 1988

DATE: September 16, 1988

The 1988 Ramsey County Regional Railroad Authority budget was $125,000, which included repayment of a $25,000 loan made to the Authority in 1987 by Ramsey County.

Expenditures are approaching the budgeted amount and additional appropriations are needed. There is also a need to request a loan from Ramsey County to cover anticipated expenditures for the remainder of 1988.

The expenditures anticipated for 1988 from July to December 31 are:

OBJECT CODE	TITLE	ESTIMATE OF NEED FOR REMAINDER OF 1988
020102	Consulting Services	$4,000

Consultants have been used to assist with a grant application for LRT funds ($3000) and to provide financial advice ($1000).

020103	Engineering Services (Proj. Mgmt. Team)	$92,329

Services of three members of the project management team, plus support secretarial, drafting and administrative staff are needed to manage projects, coordinate with the public and agencies.

Director of LRT Planning	$39,000
Project Engineer	23,000
Community Participation Coordinator	19,000
Secretarial (Public Works Dept.)	6,329
Drafting (Public Works Dept.)	5,000

020174 County Attorney Services $10,000

Services of staff of the county attorney's office are used to provide legal opinions, draft and review contracts and review items for the Regional Railroad Authority agenda.

020176 Executive Director Services $38,500

Services of the property manager and clerical staff are required to assist with budget preparation, negotiations with railroads, prepare agendas, minutes and correspondence.

Property Manager (July to December, 1988)	$ 8,500
Secretarial	19,500
Director of Information Services	2,000
Property Manager (January to June, 1988)	8,500

020179 Budgeting & Accounting Services $5,000

Services of the budgeting and accounting office are used to monitor expenditures, assist with review of documents and contracts for the Regional Railroad Authority.

020185 Data Processing Equipment and Maintenance $1,100

The installation and monthly maintenance for one office automation system for Authority staff is included in this estimate.

020202 Postage $1,000

Mailing of agendas, correspondence and reports is required.

020207 Telephone Long Distance $22

Long distance telephone calls are made relating to Authority activities

020209 Telephone Equipment $200

Additional telephone equipment is required at 316 Courthouse for the project management team.

020401 Publishing Expenses **$4,800**

Publishing of a newsletter, legal notices for the levy authorization and minutes have been or will be undertaken. The request for proposals for the comprehensive LRT plan will be published.

020501 Printing/Duplicating **$2,500**

Reports, agendas and newsletters require copying

020909 Parking **$475**

Parking fees for Director of LRT Planning

021192 Interest **$638**

Interest on a loan from Ramsey County in 1987.

021226 Committee Compensation **$500**

Reimbursement for meeting attendance is made to advisory committee and corridor task force members.

021403 Conferences/Seminars **$500**

Seminars/conferences may be attended to further knowledge of light rail transit systems, public participation skills, etc.

021407 Travel **$5,000**

Travel to observe rail transit systems and to meet with railroad and transit officials.

021408 Volunteer/committee expenses **$500**

Expenses associated with holding committee meetings.

030101 Office supplies **$800**

Supplies for the project management team office at 316 Courthouse are needed.

061001 Contingency **$10,000**

Funds are needed to cover unanticipated expenditures.

070201 Due to County Revenue **$12,500**

Repayment of a loan made by Ramsey County in 1987.

TOTAL **$190,364**

Funding to be supplied by:

1988 Appropriations	$30,164
Contingent Account	35,000
Loan (Advance from Ramsey County against 1989 tax levy of RCRRA)	125,000
TOTAL	**$190,364**

Recommendation:

Request a $125,000 loan from the Board of Ramsey County Commissioners for 1988 for the Regional Railroad Authority to be repaid from the 1989 Regional Railroad Authority tax levy.

KD/gb

Resolution

Board of

Ramsey County Commissioners

Presented By_____ Date_____ *1988* No._____
Attention:

WHEREAS, The Ramsey County Board of Commissioners has established the Ramsey County Regional Railroad Authority and the Regional Railroad Authority has undertaken studies of light rail transit, and has authorized initiation of a comprehensive LRT plan for Ramsey County; Now, Therefore, Be It

RESOLVED, That the Ramsey County Board of Commissioners authorizes the Executive Director to advance the amount of $125,000 from Fund Balance in the County Revenue to the Ramsey County Regional Railroad Authority; and Be It Further

RESOLVED, That this sum so advanced by the County shall be charged to the Regional Railroad Authority and shall be repaid with interest at the maximum legal amount during 1989; and Be It further

RESOLVED, That the Executive Director shall establish the appropriate account for depositing and expending funds for the Ramsey County Regional Railroad Authority.

WARREN W. SCHABER, Chairman

By_____
Chief Clerk - County Board

7

RAMSEY COUNTY

Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
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District 7
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Warren W. Schaber
District 6

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, October 18, 1988

*Immediately following 2:00 P.M. County Board Meeting

Large Conference Room - 316

** 1. Approve the 1989 Ramsey County Regional Railroad Authority Budget.

Adopt a tax levy of $2,178,508 for 1989.

R88-40

** Action Required.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

Ramsey County Regional Railroad
Originating Department Authority

K. DeSpiegelaere — 10/4/88
Authorized Signature — **Date**

Board Action Requested
Approve the 1989 Ramsey County Regional Railroad Authority budget and adopt a tax levy of $2,178,508 for 1989.

Request Justification
See attached:
- Memorandum from K. DeSpiegelaere of 10/3/88
- Proposed resolution
- Budget summary
- Budget explanation forms
- Estimated gross taxes
- Letter from Robert Pulscher of 8/30/88
- Memorandum from James Van Houdt of 9/20/88
- Memorandum from K. DeSpiegelaere 10/10/88 - with affidavit of Intent to Tax Notice.

Reviewed by Ed Blaufuss 10/5/88
Budgeting and Accounting
County Attorney Michele L. Timmons 10/7/88
Risk Manager N/A
Data Processing N/A

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date October 18, 1988	Signature F. L. Hendenning	Date 10/5/88
Board Date	Signature	Date

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

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

WHEREAS, The Ramsey County Regional Railroad Authority, pursuant to Minnesota Statutes 398A, Subdivision 8, amended by Minnesota Laws 1988, Chapter 719, Article 5, Section 36, published notice of its intent to levy a tax on all taxpayers in Ramsey County to raise not to exceed the amount permitted by law on all taxable property situated within Ramsey County; and

WHEREAS, The requested budget of the Ramsey County Regional Railroad Authority is within the dollar limitation of $11,704,307, as permitted by law, and reflects an estimated tax capacity rate of .553%; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby adopts the 1989 budget, a summary of which is shown in the Tax Levy Statement, as follows:

1989 Tax Levy Statement
Countywide Levy

1989 Approved Budget	$3,445,008
FINANCING	
Estimated Revenue	1,266,500
Current Taxes Receivable (Tax Levy)	2,222,078
Less: Allowance for Uncollectible	43,570
Net Tax Levy:	$2,178,508

WHEREAS, Minnesota Statutes, Section 398.04, Subdivision 8, permits a tax levy for a Regional Railroad Authority, Now, Therefore, Be It

RESOLVED, That there be and hereby is levied upon all taxable property in Ramsey County for the year 1989 a tax rate percentum necessary to raise a Net Tax Levy of $2,178,508.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
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Phone 298-4145

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District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD

SUBJECT: 1989 Budget

DATE: October 3, 1988

A 1989 Ramsey County Regional Railroad Authority (RCRRA) budget has been prepared for your consideration and adoption.

Since you received previous drafts of the proposed budget, information on work to be undertaken by RCRRA in 1989 has been better defined with the assistance of consultants who helped with the grant application for light rail transit (LRT) funds to the Minnesota Department of Transportation (Mn/DOT).

The amount of funds requested by Regional Railroad Authorities ($5.23 million) exceeds the $4.17 million that is available. RCRRA requested $2.35 million as a 50 percent match for work to be undertaken over a three-year period. The grant award will be known November 15. Chairman Finley requested an early decision to assist with budget decisions that must be made in October; however, that request was unable to be accommodated.

This budget was prepared with the assumption that **$516,000** would be received in 1989 from the Mn/DOT LRT grant to complete a Comprehensive LRT Plan and to begin work on preliminary engineering and an Environmental Impact Statement for the Midway Corridor in the concluding months of 1989. The accuracy of that assumption is uncertain at this time.

The Minnesota Department of Transportation administers a State Rail Bank program that funds up to 50 percent of the acquisition costs of abandoned

A

railroad lines. This budget was prepared with the assumption that $750,000 would be received in 1989 from the State Rail Bank program if acquisition of an abandoned rail line is undertaken by RCRRA. The accuracy of that assumption is uncertain at this time.

There are several alternatives to deal with these uncertainties:

Comprehensive LRT Plan

I do not recommend reducing the scope or timing of this project. It is the foundation for subsequent LRT work and will pay dividends if conceptual plans are thorough. Lengthening the plan preparation period would reduce Ramsey County's impact on LRT decisions being made by other counties proceeding at a more rapid pace. Hennepin County plans to complete preliminary engineering on 29 miles of LRT by December, 1989. That county's decisions affect Ramsey County.

Alternatives are:

1. Adopt the budget as proposed. If the anticipated grant funds are not received, request a $300,000 loan as needed from Ramsey County to complete the Comprehensive LRT Plan in 1989.

2. Modify the proposed budget. Increase the contingency account and tax levy by $300,000 to allow completion of the Comprehensive LRT Plan with RCRRA funds, if necessary.

Preliminary Engineering/Environmental Impact Statement

It is anticipated that this work would be initiated immediately upon completion of the Comprehensive LRT Plan in November, 1989. A two-month delay in starting the work may not be significant.

Alternatives are:

1. Adopt the budget as proposed. Delay the initiation of activities until 1990.

2. Adopt the budget as proposed. Do not conduct these activities if no grant funds are available to assist.

3. Adopt the budget as proposed. If the anticipated grant funds are not received, request a $216,500 loan as needed from Ramsey County to begin these activities in 1989.

4. Adopt the budget with a modification. Increase the contingency account and tax levy to allow RCRRA funds to be used, if needed, to fund the initiation of these activities ($216,500).

Abandoned Railroad Right-of-Way Acquisition

At this time RCRRA has not determined if any abandoned railroad right of way will be acquired in 1989. If right of way is to be acquired, application would be made for State Rail Bank funds for 50 percent of the cost. Alternatives if State Rail Bank funds are not received would be:

1. Delay acquisition until 1990.
2. Negotiate a lower purchase price.
3. Do not purchase the right of way.
4. Purchase less right of way.
5. Request a loan from Ramsey County.
6. Seek other sources of funds for acquisition.

All of these alternatives assume adoption of the budget as it is proposed.

Recommendation:

Attached for your consideration is the proposed budget summary, budget explanation forms, information on estimated RCRRA levy effect on taxes, information from the financial consultant related to RCRRA's budget and a resolution adopting the budget.

KD/clm
Attachments

C

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
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Phone 298-4145

John T. Finley, Chairman
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District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Executive Director Terry Schutten
FROM: Kathryn DeSpiegelaere KD
SUBJECT: Intent to Tax Notice
DATE: October 12, 1988

As required by state statutes (398A.04,subd 8,1987), Ramsey County Regional Railroad Authority has published a notice of intent to tax for six successive weeks beginning on August 10, 1988. The notice was published in the Ramsey County Review.

A copy of the affidavit of publication is attached. The intent to tax notice authorizes a levy of up to two mills.

The law permits a referendum on the intent to tax if a petition is received within nine weeks of the first published notice. No petition has been received.

Recommendation:

In light of these facts, legal counsel has advised that it is lawful for the Regional Railroad Authority to levy a tax of up to two mills.

Attachments

D-1

Affidavit of Publication

State of Minnesota }
County of Ramsey } ss.

N. Theodore Lillie, being duly sworn, on oath says that he/she is the publisher or authorized agent and employee of the publisher of the newspaper known as Ramsey County Review, and has full knowledge of the facts which are stated below:

(A) The newspaper has complied with all of the requirements constituting qualification as a qualified newspaper, as provided by Minnesota Statute 331A.02, 331A.07, and other applicable laws, as amended.

(B) The printed Notice of Intent to Tax

which is attached was cut from the columns of said newspaper, and was printed and published once each week, for 6 successive weeks; it was first published on Wednesday, the 10th day of August, 19 88 and was thereafter printed and published on every Wed. to and including Wed., the 14th day of Sept., 19 88; and printed below is a copy of the lower case alphabet from A to Z, both inclusive, which is hereby acknowledged as being the size and kind of type used in the composition and publication of the notice:

-*ABCDEFGHIJKLMNOPQRSTUVWXYZ
*ABCDEFGHIJKLMNOPQRSTUVWXYZ
*abcdefghijklmnopqrstuvwxyz

BY: N. Theodore Lillie
TITLE: V.P.

Subscribed and sworn to before me on this 15th day of Sept, 19 88.

Carole Heurung
Notary Public

*Alphabet should be in the same size and kind of type as the notice.

CAROLE HEURUNG
NOTARY PUBLIC — MINNESOTA
RAMSEY COUNTY
My Commission Expires [illegible]

RATE INFORMATION

(1) Lowest classified rate paid by commercial users for comparable space ..... $10.31 per col. inch

(2) Maximum rate allowed by law for the above matter ..... $7.04 per col. inch

(3) Rate actually charged for the above matter ..... $ per col. inch

1/88

D-2

NOTICE OF INTENT TO TAX BY THE RAMSEY COUNTY REGIONAL RAIL AUTHORITY

Pursuant to Minn. Stat. § 398A.04, subd. 8 (1987), the Ramsey County Regional Rail Authority ("the Authority") hereby gives notice of its intent to levy an ad valorem tax not to exceed two mills or any other amount permitted by law on the assessed valuation of all taxable property situated within Ramsey County. Said tax will be levied by October 25, 1988, and annually thereafter.

This notice shall be published once each week for six successive weeks in all municipalities in Ramsey County.

Pursuant to Minn. Stat. § 398A.04, sub. 8 (1987), if a number of voters in Ramsey County equal to five percent (5%) of those who voted for candidates for governor at the last gubernatorial election present a petition within nine weeks of the first published notice to the Secretary of State of Minnesota requesting that the matter be submitted to popular vote, it shall be submitted at the next general election. The question prepared shall be:

"Shall the regional rail authority have the power to impose a property tax?

Yes _____

No _____"

If a majority of those voting on the question approve, or if no petition is presented within the prescribed time, the Authority shall have the power to levy and may levy the tax stated herein by October 25, 1988, and annually thereafter.

(Review: Aug. 10, 17, 24, 31, Sept. 7, 14, 1988)

D-3

INFORMATION PROVIDED BY RAMSEY COUNTY PROPERTY TAXATION:

Effect of Net Tax Levy of $2,178,508 for Ramsey County Regional Railroad Authority:

Estimated Gross Taxes:

Home with Estimated Market Value of:	$70,000	$100,000	$150,000
Estimated Gross Tax:	$8.44	$12.60	$21.72

Commercial Property with Estimated Market Value of:	$100,000	$500,000	$1,000,000
Estimated Gross Tax:	$18.26	$134.38	$279.54

Estimated Gross Taxes are bases on Estimated Payable 1989 Gross Tax Capacities as of 7/26/88 and the Payable 1989 Homestead and Commercial Tax Capacity formulas.

E

SPRINGSTED

PUBLIC FINANCE ADVISORS

85 East Seventh Place, Suite 100
Saint Paul, Minnesota 55101-2143
612-223-3000
Fax: 612-223-3002

August 30, 1988

Mr. John Finley, Chair
Members, Ramsey County Regional Railroad Authority
Mr. Pat O'Mallay, Director, Property Management
Room 316
Ramsey County Courthouse
St. Paul, Minnesota 55102

Re: 1989 Regional Railroad Authority Budget

It is our understanding you have asked our opinion on several questions confronting the Authority and we have attempted to address those questions as we understand them.

1. What will the two mill tax levy authority produce in tax revenue?

   I have attached a copy of a June 29, 1988 memorandum from Len Olson, Manager, Ramsey County Revenue Division to James Van Houdt which indicates the estimated 1989 dollar limit will be $11,704,307. It is our understanding this is still a valid number for estimating purposes.

   You may be aware that a levy of $11,704,307 would require an actual tax levy of approximately 3.34 mills, based on the County's 1987/88 taxable assessed valuation of $3,507,490,846.

2. What will it cost to fund the Authority's proposed 1989 operating and capital budget?

   That budget is currently proposed at, and comprised of, the following items:

Engineering and Consulting Services	$1,000,000
Real Estate Appraiser Services	30,000
Land Acquisition	1,500,000
Legal Services	16,250
Internal Administrative Charges	61,350
Interest (Internal)	2,720
Travel	10,000
Contingent	10,000
Total	$2,630,320

   An annual levy to produce this total would be an estimated 3/4 of 1 mill.

Indiana Office:
251 North Illinois Street, Suite 1510
Indianapolis, Indiana 46204-1942
317-237-3636
Fax: 317-237-3639

Wisconsin Office:
500 Elm Grove Road, Suite 101
Elm Grove, Wisconsin 53122-0037
414-782-8222
Fax: 414-782-2904

F

3. Could bonds be issued for all or a portion of the proposed budget?

Yes. The Railroad Authority legislation gave you extraordinarily broad authorization to issue bonds based on anticipation of various revenue sources including taxes, long-term bonds, grants, and operating revenues. Therefore, you could issue bonds now for capital related items in the budget, which in our opinion would include the $2,530,000 for consulting and land acquisition related costs.

It is conceivable you might wish to issue annually a small bond program, accumulating initial capital costs until the time definitive, long-term financing would become a reality. The annual bonds might be issued with a single balloon maturity so that the Authority would be responsible for only the payment of interest each year, refinancing the cumulative principal at the temporary bond maturity.

This financing method would decrease the proposed 1988 levy requirement from 3/4 of 1 mill to 1/10 of that, based on the following estimate:

1989 Temporary Bond Interest (12 months)	$165,000
Balance of 1989 Budget Operating Costs	97,600
	$262,600

262,600 * 3,507,490,846 = .000075

4. What would it cost to issue the bonds?

If bonds were issued, the cost for fiscal, legal, rating, printing and registration would be an estimated $26,000 plus an estimated $25,000 in underwriting discounts. Selling the bonds at the same time as another issue will reduce the costs by only $2,000-$3,000 since the rating agencies will charge a separate fee because of the different legal authority. If the Authority wished to negotiate the placement of the bonds with a local bank, the cost of issuance could be reduced further, and that could be done at any time.

In the event you decide to issue bonds, we suggest you submit a tax levy for the amount of estimated interest due between the date of sale and

December 31, 1989. We would be pleased to provide you a final estimate once your decision is reached.

If you have any further questions, please feel free to contact us.

Respectfully submitted,

Robert D. Pulscher
Chief Executive Officer

cc: Mr. James Van Houdt
Director of Budget and Accounting

Enclosure

/gf

H

RAMSEY COUNTY

DEPARTMENT OF
TAXATION AND RECORDS ADMINISTRATION

COUNTY OF RAMSEY
113-138 COURT HOUSE
ST. PAUL, MINNESOTA 55102

LOU McKENNA
Director

ROGER VIK
Asst. Director

DIVISION MANAGE
RICHARD D. WARD
Property Valuation
LEONARD F. OLSON
Revenue
C. THOMAS OSTHOF
PEGGY RECTOR
Records
JOHN C. McLAUGHL
Abstract, Title and Ownership

M E M O R A N D U M

To: Jim VanHoudt, Director
Budget & Accounting

From: Len Olson, Manager
Revenue Division

Date: June 29, 1988

Re: Estimated Light Rail Transit Levy Limit - Pay 1989 per Laws 1988, Chapter 719, Art. 5, Sec. 36 (275.011, S. 1)

1.	'87 Pay '88 Assessors Assessed Value Excluding T.I.F.	$3,392,069,988
2.	Fiscal Disparities - Net Adjustment	115,420,858
3.	Agricultural & Urban Homestead Conversion (273.13, S. 7a)	1,708,840,552
4.	Exempt '66/'67 Personal Property (275.49)	55,613,147
		$5,271,944,545
5.	2 mills (398A.04) x 1.035339 Class 2 factor (272.64) = 2.071 mills	.002071
6.	Payable 1988 Dollar Limit	10,918,197
7.	Estimated Payable 1989 Estimated Market Value divided by 1988 Estimated Market Value	107.2%
8.	Estimated Payable 1989 Dollar Limit	$ 11,704,307*

*This figure will be adjusted each succeeding year by the percentage increase or decrease in Estimated Market Value over the preceding year.

3,392,069,988

LFO:el
cc: Lou McKenna, Director
Dept. of Taxation & Records Adm.

I

RAMSEY COUNTY

Office of
BUDGETING AND ACCOUNTING

Room 36, Court House
St. Paul, Minnesota 55102
298-4196

TERRY SCHUTTEN
Executive Director

JAMES H. VAN HOUDT
Director - Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

MEMORANDUM

DATE: September 20, 1988

TO: Terry Schutten, Executive Director

FROM: JVH James Van Houdt, Director-Budgeting & Accounting

SUBJECT: Bonding Information Requested by Regional Railroad Authority

At the September 13, 1988 meeting of the Regional Railroad Authority the following question was asked by Chairman Finley:

"What would a levy of $11,704,307 generate in bonds?"

This question was based on a letter from Robert Pulscher from Springsted, Inc., in which he indicated the two mill taxing authority would raise $11,704,307.

We have discussed this with Mr. Pulscher who indicated that, depending on bond issue lengths, a levy of $11,704,307 used for debt service could raise $110,000,000 to $150,000,000 in bond proceeds. He also indicated that total bonds issued would probably be a blend of several issues with different lengths, depending upon what capital items are being financed.

JVH:dks/xke
cc: Kathryn DeSpiegelaere

J

DEPARTMENT: 59101 - RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

ACTIVITY: 59000 - REGIONAL RAILROAD AUTHORITY

DEPARTMENT HEAD: John T. Finley, Chairman, Ramsey County Regional Railroad Authority

LOCATION: 316 Court House PHONE: 298-4145

MISSION

Ramsey County Regional Railroad Authority is dedicated to a long-range vision of transit services to meet changing needs for today and for succeeding generations.

The Authority strives to shape the future of Ramsey County and the region by preserving options for rail transit corridors and by providing rail transit services.

The Authority shall respond to the changing transit needs of the County's citizens in a manner that is sensitive to the financial impact to County taxpayers.

The Authority is committed to planning of integrated transportation services in cooperation with other agencies.

The authority will encourage continuing community participation in its deliberations and decision-making process.

ADDITIONAL INFORMATION

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

The registered office of this Authority shall be situated in St. Paul, County of Ramsey, Minnesota.

Neither the State of Minnesota, the County of Ramsey, nor any other political subdivision is liable for obligations of the Authority.

There will be an appropriate citizen participation component, including municipalities, in the rail authority process.

The corporate existence was created and filed with the Secretary of State, Minnesota, on June 9, 1987.

ORGANIZATION

The Ramsey County Regional Railroad Authority consists of the seven Ramsey County Commissioners.

BUDGET SUMMARY

CODE	TITLE	1987 EXPENDED	1988 BUDGET	1989 REQUEST	1989 APPROVED
020000	Other Services & Charges	16,633	65,000	1,547,983	
030000	Supplies	-	-	825	
040000	Capital Outlay	-	-	1,571,200	
060000	Contingent	-	35,000	200,000	
070000	Transfers	-	25,000	125,000	
		16,633	125,000	3,445,008	

ANTICIPATED REVENUE

		1987 REVENUE	1988 ESTIMATE	1989 REQUEST	1989 APPROVED
Intergovernmental Revenue					
321000	Minnesota DOT LRT Grant	-	-	516,500	
321000	Minnesota Rail Bank	-	-	750,000	
	Total	-	-	1,266,500	

TAX LEVY

CODE	TAX LEVY	1987	1988	1989 REQUEST	1989 APPROVED
	Appropriations	-	125,000	3,445,008	
	Revenue	-	-	1,266,500	
	Tax Levy	-	125,000	2,178,508	
	Allowance for Uncollectible Tax - 2 %	-	2,500	43,570	
	Net Tax Levy	-	127,500	2,222,078	

BUDGET DETAIL

020000 - OTHER SERVICES AND CHARGES

CODE	TITLE	1987 EXPENDED	1988 BUDGET	1989 REQUEST	1989 APPROVED
020102	CONSULTING SERVICES	-	4,280	941,000	
020103	ENGINEERING SERVICE	5,000	30,000	362,920	
020174	COUNTY ATTORNEY SERVICES	5,000	3,000	55,623	
020176	EXECUTIVE DIRECTOR SERVICES	3,200	3,000	74,988	
020179	BUDGETING & ACCOUNTING SERVICES	524	3,000	23,500	
020185	DATA PROCESSING	-	-	4,960	
020202	POSTAGE	210	300	5,630	
020207	TELEPHONE LONG DISTANCE CHARGES	-	-	369	
020208	TELEPHONE-LOCAL SERVICE	-	-	540	
020401	PRINTING MINUTES & NOTICES	1,670	1,500	8,313	
020501	PRINTING & STATIONERY	1,029	2,500	28,602	
020909	PARKING SPACE	-	-	1,275	
021101	BOOKS, PERIODICALS, SUBSCRIPTIONS	-	-	250	
021192	INTEREST	-	2,420	11,813	
021226	COMMITTEE COMPENSATION	-	4,000	4,000	
021401	MEMBERSHIP & DUES	-	-	500	
021403	CONFERENCE & SEMINAR EXPENSES	-	-	3,700	
021407	OTHER TRAVEL	-	10,000	17,000	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	-	1,000	3,000	
		16,633	65,000	1,547,983	

030000 - SUPPLIES

CODE	TITLE	1987 EXPENDED	1988 BUDGET	1989 REQUEST	1989 APPROVED
030101	OFFICE SUPPLIES	-	-	825	
	TOTAL SUPPLIES	-	-	825	

040000 - CAPITAL OUTLAY

CODE	TITLE	1987 EXPENDED	1988 BUDGET	1989 REQUEST	1989 APPROVED
040103	LAND ACQUISITION	-	-	1,570,000	
040300	EQUIPMENT	-	-	1,200	
	TOTAL CAPITAL OUTLAY	-	-	1,571,200	

060000 - CONTINGENT ACCOUNT

CODE	TITLE	1987 EXPENDED	1988 BUDGET	1989 REQUEST	1989 APPROVED
061001	CONTINGENT APPROPRIATIONS	-	35,000	200,000	
	TOTAL CONTINGENT	-	35,000	200,000	

070000 - TRANSFERS

CODE	TITLE	1987 EXPENDED	1988 BUDGET	1989 REQUEST	1989 APPROVED
070201	DUE TO COUNTY REVENUE	-	25,000	125,000	
	TOTAL DUE TO COUNTY REVENUE	-	25,000	125,000	
TOTAL RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY		16,633	125,000	3,445,008	

BUDGET EXPLANATION FORM PAGE NO. 1

DEPARTMENT 59101 Ramsey County Regional Railroad Authority BUDGET YEAR 1989
Code # Name

Use the following format for all accounts, and use as a continuous form.

020102 - Consulting Services

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	-0-	4,280	941,000	--	941,000	

EXPLANATION:

This account will fund services of independent consultants who perform rail authority work.
Estimated expenditures are:

	Total 1989	To be funded MN/DOT Grant	To be funded Tax Levy
Comprehensive LRT Plan	$501,000	$250,500	$250,500
Environmental impact statement	100,000	50,000	50,000
Phase I preliminary engineering for Midway Corridor	200,000	100,000	100,000
Miscellaneous (financial, engineering, legal)	140,000	-	140,000
TOTAL	$941,000	$400,500	$540,500

This work will be continued in 1990-91 with these additional estimated expenditures:

	Total 1990-91	To be funded MN/DOT Grant	To be funded Tax Levy
Environmental impact statement	$265,000	$132,500	$132,500
Phase I preliminary engineering for Midway Corridor	1,010,000	505,000	505,000
Phase II preliminary engineering for Midway Corridor	2,092,000	1,046,000	1,046,000
TOTAL (1990-91)	$3,367,000	$1,683,500	$1,683,500
TOTAL (1989-91)	$4,308,000	$2,084,000	$2,224,000

DEPARTMENT 59101 Code # Ramsey County Regional Railroad Authority Name BUDGET YEAR 1989

Use the following format for all accounts, and use as a continuous form.

020103 - Engineering Services

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	5,000	30,000	362,920	-	362,920	

EXPLANATION:

This account will provide funds for Regional Railroad Authority staff (Project Management Team) who manage the work of the Authority and coordinate with agencies and the public. It will reimburse Ramsey County departments for their services and for clerical, drafting, administration, mapping and accounting assistance. It will also fund testing for hazardous substances.

	Total 1989	To be funded MN/DOT Grant	To be funded Tax Levy
*RCRRA project management team (2.4 FTE)	$226,520	$102,000	$124,520
Clerical	36,400	6,000	30,400
Drafting, administration, accounting	20,000	8,000	12,000
Mapping services	80,000	-	80,000
TOTAL	$362,920	$116,000	$246,920

*Project Engineer	$ 59,360
Community Participation Coordinator	79,800
Director of LRT Planning	87,360
	$226,520

explain overhead - not just salaries

BUDGET EXPLANATION FORM

DEPARTMENT 59101 Ramsey County Regional Railroad Authority BUDGET YEAR 1989
Code # Name

Use the following format for all accounts, and use as a continuous form.

020174 - County Attorney Services

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	5,000	3,000	55,623	-	55,623	

EXPLANATION:

Funds are needed for payment of legal services rendered by the County Attorney's Office. The attorney will attend Railroad Authority meetings, provide legal opinions on relevant topics and review contracts and agenda items. This will provide .5 FTE Attorney I for Railroad Authority matters.

020176 - Executive Director - Services

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	3,200	3,000	74,988		74,988	

EXPLANATION:

Funds are needed to reimburse for time expended by the Executive Director's staff* for the planning, development and implementation of the Regional Railroad Authority projects. This includes property negotiations, media/information services and preparation of minutes and agendas for the Railroad Authority.

*Director of Property Management	$32,183
Clerical	20,125
Director of Information Services	22,680
	$74,988

020179 - Budgeting and Accounting Services

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	524	3,000	23,500		23,500	

EXPLANATION:

Funds are needed to reimburse for time expended by the Budgeting and Accounting staff relating to basic accounting services, accounts payable, receivable, invoice processing/ payments, reports, etc. Grant monitoring and accounting will also be undertaken.

BUDGET EXPLANATION FORM

DEPARTMENT 59101 Ramsey County Regional Railroad Authority BUDGET YEAR 1989
Code # Name

Use the following format for all accounts, and use as a continuous form.

020185 - Data Processing Maintenance and Equipment

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	-	-	4,960		4,960	

EXPLANATION:

This account provides funds for office automation. An additional system ($1,000) plus three accounts for RCRRA staff are anticipated. Maintenance costs are anticipated to be $155 x 12 months x 2 = $3,720 for two systems. The additional account is estimated to cost $240 annually.

020202 - Postage

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	210	300	5,630	-	5,630	

EXPLANATION:

Funds are needed to pay for mailings, meeting notices, agendas, reports, etc. Newsletters will be mailed at intervals throughout the course of projects undertaken by the Railroad Authority. Correspondence from the Chairman and staff will require postage.

020207 - Telephone - Long Distance Charges

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	-	-	369	-	369	

EXPLANATION:

This account provides funding for long distance telephone calls for the Railroad Authority.

(See instructions on back)

DEPARTMENT 59101 Ramsey County Regional Railroad Authority BUDGET YEAR 1989
Code # Name

Use the following format for all accounts, and use as a continuous form.

020208 - Telephone - Local Service

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	-	-	540	-	540	

EXPLANATION:

This account provides funding for local telephone service at 316 Courthouse for the Railroad Authority.

020401 - Publishing Minutes and NOtices

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	1,670	1,500	8,313	-	8,313	

EXPLANATION:

Funds are needed to pay for printing Tax Levy Notice and Annual Financial Report in newspapers. Abbreviated minutes of Railroad Authority meeting may be published.

020501 - Printing and Stationery

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	1,029	2,500	28,602	-	28,602	

EXPLANATION:

Funds are needed to pay for duplicating services, printing of the agenda and minutes of committee meetings and of Railroad Authority meetings. Reports and newsletters will be prepared.

BUDGET EXPLANATION FORM

DEPARTMENT 59101 Ramsey County Regional Railroad Authority BUDGET YEAR 1989
Code # Name

Use the following format for all accounts, and use as a continuous form.

020909 - Parking Space

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	-	-	1,275		1,275	

EXPLANATION:

Monthly storage of Director of LRT Planning's auto at Victory Ramp	12 x 95	$1,140
Miscellaneous parking at meetings		135
	Total	$1,275

021101 - Books, Periodicals, Subscriptions

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	-	-	250	-	250	

EXPLANATION:

This account will fund technical manuals, research papers and subscriptions to technical journals on topics related to Railroad Authority projects.

021192 - Interest

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation		2,420	11,813	-	11,813	

EXPLANATION:

To provide for repayment to Ramsey County of a $125,000 loan received in 1988. Estimated interest is 9% x $100,000 for 12 months; 9% x $25,000 for 15 months. Repayment to Ramsey County to be $100,000 plus interest on or about October 1, 1989 and $25,000 plus interest on or about December 31, 1989. Executive Director is authorized to make loan repayment on due dates.

9% x 100,000	x 12 months =	$ 9,000
9% x 25,000	x 15 months =	2,813
		$ 11,813

(See instructions on back)

DEPARTMENT 59101 Ramsey County Regional Railroad Authority BUDGET YEAR 1989
Code # Name

Use the following format for all accounts, and use as a continuous form.

021226 - Committee Compensation

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	-	4000	4000		4000	

EXPLANATION:

Committee members are reimbursed for expenses associated with meeting attendance. Task force and citizens advisory committee members have been eligible for this reimbursement in 1988. Additional meetings will be held in 1989.

021401 - Membership and Dues

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	-	-	500	-	500	

EXPLANATION:

Membership fees will be funded for professional transit associations.

021403 - Conference and Seminar Expenses

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	-	-	3,700	-	3,700	

EXPLANATION:

American Public Transit Association	$1,400
Minnesota Public Transit Association	300
Transportation Research Board - LRT Conference	1,400
University of Minnesota - Technical Seminars	600
	$3,700

BUDGET EXPLANATION FORM

DEPARTMENT 59101 Ramsey County Regional Railroad Authority BUDGET YEAR 1989
Code # Name

Use the following format for all accounts, and use as a continuous form.

021407 - Travel

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation		10,000	17,000	-	17,000	

EXPLANATION:

Funds are needed to pay for trips for staff and commissioners as may be required, to cities that have established rail transit systems (Chicago, San Diego, Portland, etc.) to study and observe operations and to meet with transit operating officials. Negotiations with Railroad company officials may require travel to their administrative headquarters. Discussions of federal funding possibilities may necessitate travel to Chicago or Washington, D.C.

021408 - Volunteer/Committee Meeting Expense

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation		1,000	3,000	-	3,000	

EXPLANATION:

Funds are needed to pay for expenses relating to meetings by Citizens Advisory Committee, Task Forces and citizen forums with regard to proposals on light rail corridors that are being studied.

030101 - Office Supplies

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	-	-	825	-	825	

EXPLANATION:

This account provides office supplies for the project management team for the Railroad Authority at 316 Courthouse.

(See instructions on back)

BUDGET EXPLANATION FORM

DEPARTMENT 59101 Ramsey County Regional Railroad Authority BUDGET YEAR 1989
Code # Name

Use the following format for all accounts, and use as a continuous form.

040103 - Land Acquisition

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation			1,570,000	-	1,570,000	

EXPLANATION:

Funds may be needed for the purchase of land necessary to implement rail transit projects. This might include land for stations or abandoned Railroad Right of Way. Another option might include issuing bonds for this acquisition or for other elements of the budget. This would reduce the levy and allow the Railroad Authority to have money in reserve.

	Total	To be funded: State Rail Bank	To be funded: Tax Levy
Right-of-Way	$1,500,000	$750,000	$750,000
Hazardous Substance Testing	40,000		40,000
Real Estate Appraisals	30,000		30,000
	$1,570,000	$750,000	$820,000

040300 - Equipment

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	-	-	1200		1200	

EXPLANATION:

A tape recorder suitable for recording meetings of citizens, technical and inter-governmental committee meetings is requested. A microphone and transcriber are also requested. This equipment will permit preparation of minutes of these meetings by clerical staff. Request = $800

Chairs for offices for RCRRA staff are requested for 316 Courthouse. Request = $400

061001 - Contingent Appropriations

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation		39,000	200,000	-	200,000	

EXPLANATION:

Funds are needed to pay for expenses not known at this time. Transfers from contingent to line accounts will be made as necessary by the Regional Railroad Authority.

(See instructions on back)

BUDGET EXPLANATION FORM

DEPARTMENT 59101 (Code #) Ramsey County Regional Railroad Authority (Name) BUDGET YEAR 1989

Use the following format for all accounts, and use as a continuous form.

070201 - Due to Ramsey County

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation		25,000	125,000	-	125,000	

EXPLANATION:

To provide for repayment to Ramsey County of $125,000 loan received in 1988. Estimated interest is 9% x $100,000 for 12 months; 9% x $25,000 for 15 months. Repayment to Ramsey County to be $100,000 principal plus interest on or about October 1, 1989 and $25,000 on or about December 31, 1989. Executive Director is authorized to make loan repayment on due dates.

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation						

EXPLANATION:

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation						

EXPLANATION:

(See instructions on back)

CONFERENCE AND EDUCATIONAL SEMINAR EXPENSE (021403)
BUDGET REQUEST FORM

BUDGET YEAR 1989

DEPARTMENT 59101 (Code #) Ramsey County Regional Railroad Authority (Name) **DIVISION** --- **PAGE #** _____

Name of Conference or Seminar and Location	Number of Employees Attending	Total Estimated Cost	Justification for Attendance
American Public Transit Association Location is Unknown	1	$1,400	Improve knowledge of transit systems, developments and operations. If this is not funded, current information will not be obtained on national topics.
Minnesota Public Transit Assoc. Location is Unknown	2	$300	Information on state and national transit issues will be acquired. If this is not funded, information on this topic will not be obtained.
Transportation Research Board - LRT Conference Location is Unknown	1	$1,400	This conference will occur in a city with an operating light rail transit system and will include technical sessions and tours of LRT systems. If this is not funded, knowledge of LRT systems will be lacking.
University of Minnesota - Technical Seminars Twin Cities	1 per session	$600	Training on topics relevant to rail authority work, such as community participation and media relations will be attended. If this is not funded, the current information on these topics will not be obtained.
Total Requested (021403)		$3,700	

Form BA 331-80

(See other side for instructions)

REVENUE EXPLANATION FORM PAGE NO. _____

DEPARTMENT 59101 (Code #) Ramsey County Regional Railroad Authority (Name) BUDGET YEAR 1989

Use the following format for all accounts, and use as a continuous form.

321000 - State Revenue from State Rail Bank Program

	1987 Revenue	1988 Estimate	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	---	---	750,000	---	750,000	

Is revenue based on reimbursement of expenditures? Yes X No___
If yes, when is reimbursement made? Monthly___ Quarterly___ Annually___ Other X
Is an advance of funds possible? Yes___ No X
If yes, is an advance being requested? Yes___ No___
Source of Funding? Federal___ State X Other___ Agency_____

EXPLANATION: If acquisition of abandoned railroad corridors is determined to be desirable by the Railroad Authority, application to the State Rail Bank program administered by Mn/DOT will be made. Reimbursement of 50% of acquisition costs will be requested. If funds are not received, acquisition costs would be likely to be funded by the property tax levy and/or contributions from local governments. Total acquisition costs are estimated to be $1,500,000.

321000 - State Revenue from LRT Grant from Mn/DOT

	1987 Revenue	1988 Estimate	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	---	---	516,500	---	516,500	

Is revenue based on reimbursement of expenditures? Yes X No___
If yes, when is reimbursement made? Monthly___ Quarterly___ Annually___ Other X
Is an advance of funds possible? Yes___ No X
If yes, is an advance being requested? Yes___ No___
Source of Funding? Federal___ State X Other___ Agency_____

EXPLANATION: An application has been made to the Minnesota Department of Transportation for LRT grant funds. The award will be made on November 15, 1988. This potential source of revenue is therefore not certain at this time. If funds are not granted, the work to be performed would most likely be funded by a property tax levy by Ramsey County. The anticipated revenue in 1989 is $516,500 which includes $400,500 for consulting services and $116,000 for engineering services. Additional funds have been requested in the same grant application for work to be undertaken in 1990-91 by the Railroad Authority. The request for 1988-91 totals $2,355,000. The work to be performed in 1990-91 includes continuation of the Environmental Impact Statement and Phase I of preliminary engineering for the Midway Corridor. Phase II of preliminary engineering will be initiated and completed in 1990-91 timeframe. If funds are not granted, the work to be performed in 1990-91 would most likely be funded by a property tax levy by Ramsey County.

	1987 Revenue	1988 Estimate	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation						

Is revenue based on reimbursement of expenditures? Yes___ No___
If yes, when is reimbursement made? Monthly___ Quarterly___ Annually___ Other___
Is an advance of funds possible? Yes___ No___
If yes, is an advance being requested? Yes___ No___
Source of Funding? Federal___ State___ Other___ Agency_____

EXPLANATION:

RAMSEY COUNTY

Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, October 25, 1988

11:00 A.M. - Large Conference Room - 316

1. * Minutes of the September 27, 1988 Board Meeting
2. Chairman's Comments
3. * Update of Activities on Northeast Burlington Northern Corridor
   Nominations to Northeast Corridor Task Force
4. * Citizens Advisory Committee Resignation and Appointment
5. Update on Comprehensive LRT Plan for Ramsey County
6. Midway Corridor Study - Final Report **
7. Metropolitan County Regional Railroad Authorities - Staff
   Coordination.
8. Report on Minnesota Public Transit Association Fall
   Conference October 12-14, 1988 "Building Alliance"
9. RCRRA Newsletter
10. RCRRA Files
11. * Quarterly Report of Payments for RCRRA July - September 1988.

*Action is Required

**Final Report may not be included with agenda, however, this
will be forwarded under separate cover.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

September 27, 1988

The meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, September 27, 1988 at 10:45 A.M. in the Large Conference Room of 316, Court House. Vice-Chairman McCarty called the meeting to order.

MEMBERS PRESENT: Commissioner Duane McCarty
Commissioner Ruby Hunt
Commissioner Hal Norgard
Commissioner Donald Salverda
Commissioner Diane Ahrens (entered during Item 3)
Commissioner Schaber (entered during Item 3)
Chairman John Finley (entered during Item 5)

ALSO PRESENT: Michele Timmons represented the County Attorney's Office, Ed Glaubitz, James Van Houdt, Thomas Foley, Paul Gustafson, Patrick O'Malley, James Tolaas, Jill Goski, Thomas Ryan, Karen Tero, Hugh Faville, Charles Kenow, Howard Blin, Frances Glendenning, Dennis Greeley

1. Minutes - of the meeting of September 13, 1988.

Commissioner Salverda moved the following recommendation, seconded by Commissioner Hunt.

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meeting held on September 13, 1988, as written.

Roll Call: Ayes - 4, Nays - 0
Motion adopted.

2. Bonding Information Requested by the RCRRA

James Van Houdt explained this information was requested, and he would like to share that the bonding capacity would be $110 to $150 million, based on the 2 mills. The debt capacity of the County as a whole, effective at the last Legislature, he sent a memo to the County Board Members last week, he assumed that the Railroad would also be affected, and that the law will be corrected, and we will go back to the way we were. The amount varies between $110 and $150 million, depending on the length of bonds which the Board would choose. These would probably not all be issued the same day, they would be staggered so you would get that benefit also.

This was an informational item only.

3. Adopt resolution requesting a loan of $125,000 from Ramsey County for 1988 expenditures, and budget adjustments.

Commissioner Norgard moved the following recommendation, seconded by Commissioner Hunt.

The Ramsey County Regional Railroad Authority adopts the following resolution:

WHEREAS, Ramsey County Regional Railroad Authority expenditures through the first six months of 1988, and estimated needs for the remainder of 1988 indicate a need for increased appropriation in certain cost items; and

RESOLVED, That the Ramsey County Regional Railroad Authority request the Ramsey County Board to loan the amount of $125,000 to the Ramsey County Regional Railroad Authority to be paid from the Authority's 1989 Tax Levy; and Be It Further

RESOLVED, That this sum so advanced by the County shall be charged to the Regional Railroad Authority and shall be repaid with interest at a rate equal to the average yield on County Investment during the life of the loan; and Be It Further

RESOLVED, That the Executive Director shall be authorized to execute the funds and budget adjustments necessary to transact this loan after it is authorized by the Board of Ramsey County Commissioners, and the budget adjustments from the Contingent Appropriations necessary to meet the expenses for 1988.

Roll Call: Ayes - 6, Nays - 0
Motion adopted.

4. Coordination with Other County Regional Railroad Authorities, Adopt proposed resolution.

(Action on this item was not taken until after the discussion of Item 5, however, the action will appear in order of the agenda.)

Commissioner Salverda moved the following recommendation, seconded by Commissioner Hunt.

The Ramsey County Regional Railroad Authority adopts the following resolution:

WHEREAS, The Ramsey County Regional Railroad Authority has authorized preparation of a comprehensive LRT plan; and

WHEREAS, The Ramsey County Regional Railroad Authority has approved a work program for the plan that indicates that the plan will include study of logical extensions of light rail transit corridors into other counties; and

WHEREAS, The Ramsey County Regional Railroad Authority is expected to initiate preparation of the plan in November, 1988; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority agrees to fund the planning study of corridors that may extend beyond the Ramsey County borders if the major portion of those corridors is in Ramsey County, with the exception of the Midway Corridor between downtown St. Paul and Minneapolis; and Be It Further

RESOLVED, That should it be determined to proceed with preliminary engineering of corridors for LRT that extend into other counties, that Ramsey County would attempt to work out cost-sharing arrangements with the affected counties for that work.

Roll Call: Ayes - 7, Nays - 0
Motion adopted.

5. Ramsey County Regional Railroad Authority and St. Paul Action on Northeast Burlington Northern Corridor. Approve letter and resolution to be sent to Steve Keefe, Metropolitan Council. Adopt proposed resolution reflecting action taken September 27, 1988.

Vice-Chairman McCarty distributed to the Board members a copy of a proposed resolution which the Parks and Recreation Department has requested the Public Works, Parks and Recreation Committee consider at the meeting of October 4, 1988, to do with the Northeast Burlington Northern Corridor becoming a Regional Trail. He wanted the members of this Board to be apprised of the resolution.

The Board has before it for consideration today two proposed resolutions, one to do with the action taken at the Board meeting on September 13, 1988, and the other resolution covering action to be taken today.

Ms. DeSpiegelaere informed the Board that she has not seen this resolution from the Parks and Recreation Department previously, but in glancing at it, it appears to be somewhat different than the resolution which is in the RRA packet for consideration by this Board. It would be possible, if they wish, for the Public Works, Parks and Recreation Committee to adopt the same resolution as the Railroad Authority.

Commissioner Norgard has a problem with this as one says the extent of the line would be to Beam Avenue, and one says to White Bear. He would like to have this cleared up, so this information can be coordinated.

The Board discussed the resolutions presented by Parks and Recreation and the Railroad Authority at length.

Commissioner Schaber pointed out that the draft resolution from the Parks and Recreation Department does not include the specific points that were agreed on regarding the trail, that the trail would be so constructed that it would also allow the possibility of a compatible light rail system in the same area. He also questioned the wording, temporary basis, and feels that this should be changed.

Ms. Timmons commented that this could be subject to a restrictive covenant if the trail areas are purchased with Met Council funds, as once a park always a park. What we are trying to say here is that we are only supportive of this type of acquisition, if we can have a clear recognition that there may be LRT in this area in the future.

Commissioner Hunt suggested that the temporary basis be deleted from this resolution. Ms. Timmons recommended that the words "at this time" be substituted for the temporary basis.

Commissioner Hunt asked if the request is to approve the two resolutions presented to this Board, the question is if the Railroad Authority approves these resolutions, this is final action, and they will be forwarded to the Met Council. Then, she sees no point in the draft resolution going to Public Works, Parks and Recreation and coming up with something that could be a different position, and then the County Board would send another letter to the Met Council, saying this is different, this is different than what we did at the Railroad Authority. We will have to hold up on this resolution, and wait for the Parks and Recreation to determine whether or not they are in agreement with the Railroad Authority. There should be no need for this to go to the Committee after this Board acts on it today.

Greg Mack addressed the Board, as he entered the meeting during the discussion regarding the temporary basis. The Parks and Recreation resolution would have this corridor designated as a Regional Trail Corridor with specific use for the trail. Currently the Met Council is reviewing the Parks and Open Space Commission, and action was taken yesterday to call a public hearing on this for designation as a regional trail. The County Board has taken no action with respect to that designation. The City of St. Paul is looking to have a response to their request by mid-October with regard to the filling of the 94 corridor, and they apparently have a time line mid-October to respond to Mn/DOT to say whether it will be a trail or not.

Commissioner Ahrens feels that the County Board and the Railroad Authority are the same people. However, Greg Mack felt that they were two separate entities, so that is why he was advancing this draft resolution.

Commissioner Hunt feels that the staff has to get together, from the Public Works and Parks and Recreation Committee and the Railroad Authority, to come up with what the Railroad Authority and the County Board wants to do.

Commissioner Norgard can support the resolution if it includes the portion going to White Bear, the North Ramsey County Line, rather than Beam Avenue.

Ms.DeSpiegelaere explained that at present the line is only available to Beam Avenue, and the railroad said they would be willing to discuss joint use to the North Ramsey County line. The line between Beam Avenue and the North County Line at this time is still in service, not available for acquisition. In studies that we are proposing of LRT, the extension to the North Ramsey County Line,probably beyond, would be considered. There is no attempt to stop the study at Beam Avenue.

Commissioner Norgard knows that the communities of Vadnais, Gem, White Bear Township are interested in the extension of that line to their area, and we are interested to go to the County line.

Commissioner Schaber said "we have to wear two hats", one for the Railroad Authority and the resolution prepared by Ms.DeSpiegelaere is correct, and the other is for the County Board is what the Parks and Recreation Department is proposing.

Mr. Mack advised the Board that the grant the City of St. Paul applied for is sufficient to go to Beam Avenue. The staff discussions are that Ramsey County would be involved in anything north of the City line. He does not believe it is inconsistent from the trail's perspective to go to the County line. That is what would be considered by the Metropolitan Council. He suggested that the resolution drafted by Ms. DeSpiegelaere could include a whereas where we could adequately address the availability plus the potential of the entire trail.

Commissioner Schaber suggested some changes, to add an additional whereas to the resolution so it would cover that portion of the right-of-way to the County Line. He feels we should have two separate resolutions, one as the Railroad Authority and one as the County Board, the one Ms. DeSpiegelaere has prepared for the Railroad Authority is correct.

Commissioner Hunt reiterated that it would be advantageous if it is the same resolution which comes from the Board, she agrees that the Parks and Recreation Concept should be incorporated into the Railroad resolution.

As no compromise could be reached regarding the two resolutions, Vice-Chairman McCarty recessed the meeting to give the legal staff an opportunity to discuss and work out the two resolutions.

The Ramsey County Regional Railroad Authority Board was reconvened at 11:30 A.M. with Chairman John Finley presiding.

Chairman Finley apologized that he was not here for the opening of this meeting, but he was held up, and just arrived. He has had an opportunity to sit in on the discussion with the legal staff and the Parks and Recreation Department regarding these resolutions in question.

Chairman Finley thinks that an agreement has been reached, we are going to have an exclusive resolution, they worked off the Regional Railroad Authority Resolution, and after the first Whereas, we will add the word,currently, available for acquisition. A new Whereas has been added, that portion of the right-of-way from Beam Avenue to the North Ramsey County line may be available for acquisition in the future; and.

The rest of the resolution remains the same, in the first Resolved, in place of "on a temporary basis", we will add "at this time".

Mr. Mack and Chairman Finley had a discussion regarding the second Resolved, and it was pointed out that we do not know enough on engineering to be able to commit exclusively or non-exclusively for LRT when you are talking about the entire corridor all the way out. To say that it is always going to be joint usage is impossible, as we do not know the engineering, Chairman Finley continued. The fact is that if it only goes to Beam, anyone is crazy to think about LRT, it is not going anywhere. if it was to continue on. They left that clause as is, as it has the most flexibility.

Commissioner Hunt said with these changes it is a stronger resolution now.

Commissioner Salverda moved the following recommendation, seconded by Commissioner Hunt.

The Ramsey County Regional Railroad Authority adopts the following resolution:

WHEREAS, The Northeast Burlington Northern Corridor from downtown St. Paul is currently available for acquisition; and

WHEREAS, That portion of the right-of-way from Beam Avenue to the North Ramsey County Line may be available for acquisition in the future; and

WHEREAS, The Ramsey County Parks and Recreation Department has conducted a recreation assessment of the corridor and the Regional Railroad Authority will conduct an assessment of the light rail transit (LRT) potentialof the corridor in its comprehensive LRT plan for the County; and

WHEREAS, The City of St. Paul has applied to the Metropolitan Council for parks funding for acquisition of the corridor; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority is supportive of acquisition of the Burlington Northern corridor with Metropolitan Council parks funds and of trail use of the corridor at this time; And Be It Further

RESOLVED, That the usual provision of a restrictive covenant as a condition of acquisition with parks funds is not acceptable for this corridor because the potential for light rail transit use in this corridor, either singly or in joint trail/LRT use, must not be discounted nor obstructed but rather be specifically permitted and must be a part of the park trail planning process from its inception; And Be It Further

RESOLVED, That because the abandoned portion of the corridor encompasses two cities and its extension encompasses five cities and one township in Ramsey County, the question of ownership is an issue that needs to be resolved to ensure coordinated planning, maintenance and implementation of any potential use and that Ramsey County should be a part of that process from its inception to completion of the project.

Roll Call: Ayes - 7, Nays - 0
Motion adopted.

There being no further matters to come before this Board, Chairman Finley declared the meeting adjourned.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

Chairman Finley
Originating Department

J. T. Finley /s/ 10/20/88
Authorized Signature Date

Board Action Requested

Chairman's Comments

Request Justification

Budgeting and Accounting
County Attorney
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date — Signature — Date

Committee / Meeting Date
October 25, 1988
Board Date

Signature
J L Glendenning
Signature

Date
10/20/88
Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

PUBLIC WORKS
Originating Department

K. DeSpiegelaere /s/ — 10/19/88
Authorized Signature — Date

Board Action Requested

Update of Activities on Northeast Burlington Northern Corridor, and nominations to Northeast Corridor Task Force

*Action Required

Request Justification

See Attached memo from K. DeSpiegelaere dated October 13, 1988
See Proposed Resolution attached

Budgeting and Accounting
County Attorney Michele L. Timmons 10/21/88
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
October 25, 1988 (Board Date)	F L. Glendenning	10/19/88

RAMSEY COUNTY

Regional Railroad Authority

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Update of Activities on Northeast Burlington Northern Corridor

DATE: October 13, 1988

The Northeast Burlington Northern Corridor will be the subject of a Metropolitan Council hearing in mid December. The hearing will address if parks funds should be sought for acquisition of the rail corridor. If a decision is made that the corridor is appropriate for acquisition using parks funds, funding will be sought from the legislature. Parks funds from the Metropolitan Council could supply 100 percent of acquisition and development costs of a recreation trail in the corridor.

Ramsey County Regional Railroad Authority has previously taken a position on this subject that has been communicated by letter and resolution to the Metropolitan Council. Having a representative speak at the hearing would also be appropriate for the Regional Railroad Authority.

The Comprehensive LRT Plan for Ramsey County will consider the potential of LRT in this corridor. A Northeast Corridor Task Force has been formed to review and comment on the LRT aspects of the corridor. Initial meetings of that group will occur in late 1988 or early 1989. Nominations to the committee were approved at a previous Regional Railroad Authority meeting. Additional names have been received and a resolution approving their nominations is attached.

Recommendation:

Your consideration of the attached resolution is requested.

KD/gb
Attachment

Ramsey County Regional Railroad Authority

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

RESOLUTION

WHEREAS, The Ramsey County Regional Railroad Authority has authorized a study of the recreation and transportation potential of the Northeast Burlington Northern Corridor; and

WHEREAS, the study will include review and recommendations from a Northeast Burlington Northern Corridor Task Force, comprised of citizens and business representatives in the affected area; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority appoints the following individuals to the Northeast Burlington Northern Corridor Task Force:

John Greavu - Maplewood
George Rossbach - Maplewood
Kathy Haggerty - District 5 Planning Council
Buzz Wilson - District 5 Planning Council (Alternate)
Paul Emeott - Gem Lake

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

Public Works Originating Department	Board Action Requested Citizens Advisory Committee Resignation and Appointment *Action Required
K. DeSpiegelaere /s/ — Authorized Signature 10/19/88 — Date	

Request Justification

See attached memo from K. DeSpiegelaere dated October 19, 1988

See proposed resolution

Budgeting and Accounting

County Attorney Michele L. Timmons 10/21/88

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date October 25, 1988 Board Date	Signature J L Glendenning Signature	Date 10/19/88 Date

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Citizens Advisory Committee Resignation and Appointment

DATE: October 19, 1988

Steve Grochala has resigned from the Citizens Advisory Committee. Commissioner Diane Ahrens has requested that his position be filled by:

Robert Straughn
3800 IDS Tower
Minneapolis, Minnesota 55402

Recommendation:

The attached resolution will confirm the appointment of Robert Straughn to the Citizens Advisory Committee.

KD/gb
Attachment

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

WHEREAS, The Ramsey County Regional Railroad Authority has authorized a Citizens Advisory Committee comprised of 14 members, two from each Commissioner's district, to assist in review and recommendations of Regional Railroad Authority proposals through the completion of a Comprehensive LRT Plan for Ramsey County; and

WHEREAS, There is a vacancy in Commissioner Diane Ahren's district on the Citizens Advisory Committee; Now, Therefore, Be It

RESOLVED, That Robert Straughn is appointed to the Citizens Advisory Committee of the Ramsey County Regional Railroad Authority.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

Public Works **Originating Department**	**Board Action Requested** UPDATE ON COMPREHENSIVE LRT PLAN FOR RAMSEY COUNTY
K. DeSpiegelaere /s/ 10/19/88 **Authorized Signature** **Date**	Information Only

Request Justification

See attached memo from K. DeSpiegelaere dated October 11, 1988 with RFP which was sent out to consulting firms as shown on listing.

Budgeting and Accounting

County Attorney Michele L Timmis 10/21/88

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	**Signature**	**Date**
Committee / Meeting Date October 25, 1988 **Board Date**	**Signature** T L Glendenning **Signature**	**Date** 10/19/88 **Date**

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
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District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere

SUBJECT: Update on Comprehensive LRT Plan

DATE: October 11, 1988

Ramsey County Regional Railroad Authority has initiated work on the Comprehensive LRT Plan for Ramsey County.

- A request for proposal (copy attached) was sent to 24 consulting firms (list attached). Proposals are due October 21 and will be reviewed on October 26 by an eight-member committee. Three firms will be selected to participate in oral interviews on November 2. A contract is being prepared for consideration at the November 22 Regional Railroad Authority meeting.

  The Mn/DOT grant award, which could fund 50% of the cost of the Comprehensive LRT Plan, will be known on November 15.

- Coordination activities in preparation for the Plan have included scheduling meetings with each railroad company operating in Ramsey County, a meeting with District Council Community Organizers for St. Paul on November 9, discussions of how to involve downtown St. Paul representatives in the study and discussions with other counties. Letters were sent to cities in the County, adjacent counties and transportation agencies asking for nominations for the Intergovernmental Committee and for the Technical Committee on the study.

Recommendation:

For your information.

KD/gb
Attachment

Barton-Aschman & Assoc.
ATTN: John Mullan
111 - 3rd Avenue South
Suite 350
Minneapolis, MN 55401

[redacted]el Civil & Minerals, Inc.
ATTN: David White
P.O. Box 3965
San Francisco, CA 94119

Bennett, Ringrose, Wolfseld
ATTN: Richard Wolfseld
Thresher Square
700 Third Street South
Minneapolis, MN 55415

Charles River Associates
200 Clarendon Street
John Hancock Tower
Boston, MA 02116

Daniel, Mann, Johnson & Mendenhall
ATTN: Jerald Seelman
3250 Wilshire Boulevard
Los Angeles, CA 90010

DeLeuw, Cather & Co.
1[redacted] Connecticut Avenue N.W.
W[redacted]ington, D.C. 20036

Edwards & Kelcey, Inc.
ATTN: Robert Sands
7401 Metro Boulevard, #430
Edina, MN 55435

Hamel Green Abrahamson
ATTN: Roger Sahtleman
1201 Harmon Place
Minneapolis, MN 55403

Joint Center for Urban Mobility
ATTN: Gary Brosch
Rice Center
9 Greenway Plaza
Houston, TX 77048

Raymond Kaiser Engineers
1800 Harrison Street
P.O. Box 23210
[redacted]and, CA 94623

Mark Kosmas
3435 Lyndale Avenue North
Minneapolis, MN 55412

Howard, Needles, Tammen & Bergendorf
ATTN: Richard Beckman
6700 France Avenue South
Minneapolis, MN 55435

LS Transit Systems, Inc.
ATTN: Albert Sturdivant
1515 Broad Street
Bloomfield, NJ 07003

LKT Engineering Services
ATTN: John Schuman
421 SW 5th Avenue
Suite 403
Portland, OR 97204

Parsons, Brinckerhoff, Quade & Douglas
ATTN: David Novick
111 West Jackson Boulevard
Chicago, IL 60604

Schimpeler-Corradino Assoc.
ATTN: Billy Sexton
1429 South Third Street
P.O. Box 8156
Louisville, KY 40208

Smith, Dawson & Associates
ATTN: J. Smith & T. Dawson
1000 Connecticut Avenue
Suite 304
Washington, D.C. 20036

Simpson & Curtin Transportation
Div. of Booze, Allen & Hamilton
400 Market Street
Philadelphia, PA 19106

Wilber Smith & Assoc.
Bankers Trust Tower
P.O. Box 92
Columbia, SC 29202

Strgar, Roscoe & Fausch
15500 Wayzata Boulevard
Wayzata, MN 55391

Darrel Berkowitz
TKDA
2500 American National Bank Bldg.
St. Paul, MN 55101

Jim Rollings
DeLeuw, Cather & Co.
525 West Monroe
Chicago, IL 60606

Jim Johnson
Alpha Group
Box 50079
St. Paul, MN 55105

Dennis Mykytyn
Evensen Dodge Inc.
222 South 9th Street
Suite 3800
Minneapolis, MN 55402

RFP-A-6592

LIGHT RAIL TRANSIT - REQUEST FOR PROPOSAL

OCTOBER 3, 1988

INTRODUCTION

Ramsey County is one of seven counties in the metropolitan area encompassing the major cities of Minneapolis and St. Paul in east central Minnesota. Although relatively small, covering only 170 square miles, it is an active hub of diversified economic activity. It includes the capital of Minnesota, St. Paul, 17 other cities and one township with a combined 1988 population of 476,089. A map of Ramsey County is attached. (figure 1)

Along with the benefits of urbanization have come many of the problems associated with major urban centers. Increasingly apparent are growing needs for improvements in local and regional transportation. Mass transit has a significant role as one component of the transportation system.

For several years, the St. Paul-Minneapolis area has considered light rail transit (LRT) without implementing it. In the late 1980's responsibility for LRT decision making has shifted from regional to county government in the Metropolitan area. Ramsey County Regional Railroad Authority (RCRRA), comprised of seven members of the Board of Ramsey County Commissioners, at this time has the authority to plan and implement LRT in Ramsey County, Minnesota.

This Request For Proposal has been prepared to elicit information about professional consulting services in the field of light rail transit. This information will provide a basis for contracting professional services to aid in the development of a Comprehensive Light Rail Transit Plan for Ramsey County. Although many studies of light rail transit have been completed in the metropolitan area, a comprehensive LRT plan has never been completed for Ramsey County. This plan will form the foundation for subsequent LRT engineering and implementation activities through future years.

SCOPE OF PROJECT

Ramsey County is seeking proposals from consultants with extensive experience in the area of transportation planning, and more specifically, light rail transit. The selected firm will be actively working with the assistance and direction of RCRRA staff to produce six intermediate reports during the planning process, and ultimately the draft and final versions of the Comprehensive LRT Plan.

The broad objectives of the Comprehensive Light Rail Transit Plan for Ramsey County are:

1. To describe the relationship of LRT in Ramsey County to other transportation elements in Ramsey County and the region, including other counties' LRT plans.

2. To identify in a conceptual, rather than specific manner, an LRT system for Ramsey County that would accomplish goals (appendix 1) established by Ramsey County Regional Railroad Authority for LRT.

3. To assist in determining the priorities and timing for continuing development of an LRT system for Ramsey County.

The consultant role throughout the process will carry significant authority and responsibility. Although interacting frequently with RCRRA staff, responsibility for collection, evaluation, and documentation of data and information necessary to meet the above objectives and specific tasks identified in subsequent sections will lie with the consultant. The work plan included in the consultant report completed under task 1, as identified in this RFP, shall form the basis for completion of tasks 2-8. This work plan is subject to the approval of RCRRA staff upon its completion and may not be changed in scope or direction without subsequent authorization of RCRRA staff. This Request For Proposal does not obligate the Ramsey County Regional Railroad Authority to complete the project. RCRRA reserves the right to cancel the solicitation if this action is considered to be in its best interest.

SCOPE OF SERVICES SOUGHT

There are eight areas of work in which the consultant will participate. Complete outlines of each along with identification of the consultant role and final product are provided in the subsequent section. An overview of specific tasks is as follows:

1. Project Initiation Activities - The first one and one half months of work on the comprehensive plan will involve expansion, refinement, and detailing of the work plan and establishment of progress and accounting procedures. A major portion of this effort will be in review and assessment of existing information/reports and identification of relevance and areas of agreement and conflict. Significant coordination with RCRRA staff will be required to complete this task. A technical report will be completed by the consultant within one and one half months of contract award. The report will be subject to review and approval of RCRRA staff.

2. Development/Discussion of Generalized Standards and Policies for LRT - This task will establish standards and policies for a variety of LRT parameters including system definition, operation, and maintenance factors. Significant coordination with other Counties will be essential to ensure regional compatibility. A technical report will be completed by the consultant within three months of contract award.

3. Corridor Identification and Evaluation - The purpose of this task is to identify and evaluate potential corridors for LRT. The scope of this task includes assessment of corridors which may extend beyond Ramsey County borders. A technical report will be completed by the consultant within five months of contract award.

4. Development of Downtown St. Paul Alignments - This task provides for the analysis of major trip generators, current and future development, and physical integration of system components into existing features. A technical report will be completed by the consultant within five months of contract award.

5. Development of an LRT Staging Plan for Ramsey County - The purpose of this task is to develop potential schedules and cost factors for LRT implementation, from preliminary engineering through system operation. A technical report will be completed by the consultant within five and one half months of contract award.

6. Development of an Operating and Financial Plan - This task will evaluate potential sources of capital and operating funds in relation to estimated system costs. A technical report will be completed by the consultant within five and one half months of contract award.

7. Preparation of Draft and Final Comprehensive LRT Plans - These plans shall incorporate and summarize information developed in tasks one through six along with a discussion of public benefits and future options. The draft plan will be completed by the consultant within six months of contract award. The final plan will be completed by the consultant approximately eleven months after contract award.

8. Community Participation - RCRRA has adopted and will actively direct a community participation program throughout the comprehensive plan development. Primary responsibility will be borne by RCRRA staff but the consultant will provide technical support through preparation of written, graphic, and verbal presentations as directed.

PROJECT TASKS

A summary of eight project tasks is provided in the following pages. Respondents should review the requirements of each task carefully during proposal preparation. Task outlines provided represent recognized needs to evaluate the potential role of LRT in Ramsey County. They should not be considered limits to the project, but rather minimum criteria. The consultant is encouraged to correct, refine, and expand task elements. Changes should be adequately documented to both indicate relation to LRT plan objectives, and to reflect expertise and professional judgement of consultant staff.

Task 1-Project Initiation Activities

Project initiation activities will include frequent meetings between the consultant(s) and RCRRA staff to refine, expand, and detail the work program, and to establish progress and accounting procedures. Early coordination efforts represent a critical step in comprehensive plan development, laying the groundwork for consultant and RCRRA staff activities over the 11 month project period. It is intended that this work result in clear documentation of specific procedures, techniques, and methodologies for performance of tasks 2 through 8 along with appropriate milestone checks within the overall project time frame.

The second element of project initiation is a review of existing information and reports related to the comprehensive LRT plan. The information is extensive and should be considered an important component in plan completion. The consultant will review available information and assess its relevance to current conditions and RCRRA's goals (see appendix 1). Areas of conflict and agreement should be identified as well as information gaps.

The reports to be assessed include:

> Goals for Light Rail Transit in Ramsey County; Ramsey County Comprehensive Plan-Transportation Section; Transportation sections of comprehensive plans of cities in Ramsey County; Metropolitan Council Transportation Development Guide/Policy Plan; Long-Range Transit Analysis: A Study of Potential Transit Capital Investments in Twin Cities Corridors; University Avenue/Southwest Corridor Alternatives Analysis/Draft Environmental Impact Statement; LRT Feasibility Study; Ramsey County Regional Railroad Authority and Regional Transit Board Light Rail Transit Planning Analysis for the Midway Corridor; Mn/DOT District 9 20-Year Plan; Northeast Area Transportation Study; Regional Transit Board's Transit Service Needs Assessment; Comprehensive LRT System Plan for Hennepin County; Anoka County LRT Scoping Study.

The initial coordination, review, and work program refinement will lay the groundwork for subsequent work and is an important part of the project. The consultant will produce a technical report of findings and recommendations within one and one half months of contract award. The report shall detail procedures, techniques, and methodologies to be used to complete tasks 2 through 7. At a minimum, the report will reiterate each task and outline all significant subtasks with an explanation of the work approach to be taken. Milestones shall also be identified within broader time frames of each task and the overall project. The report will also include an assessment of relevant reports as outlined. All technical reports produced by the consultant will be subject to review and approval of RCRRA staff.

Task 2-Development/discussion of generalized standards and policies for LRT

General standards and policies will be developed or discussed for:

- The system definition, including items such as hours of operation, frequency of vehicles, accessibility to disabled, type of vehicle, fare collection method, etc.
- Station locations and design
- Feeder bus system
- Environmental impacts
- System operator
- Terminus of corridors
- Minimum threshold for LRT ridership

This task will include ongoing coordination with other counties to ensure system compatibility for LRT.

The consultant will produce a technical report which addresses generalized system standards and policies for LRT development within three months of contract award.

Task 3–Corridor Identification and Evaluation

The purpose of this task is to identify and evaluate potential corridors for LRT. This will be accomplished in two steps, the first providing for selection and definition of potential corridors and elimination of corridors of marginal LRT potential, based on an overview of available information, and second providing for detailed assessment of corridors judged to have greater LRT potential.

* Corridors will be identified based on:

  - o previous studies[1]
  - o community participation process, including citizen forums, citizen advisory committee, special committees and corridor task force
  - o information developed by the consultant on existing and future trip generation.[2]

* Corridor evaluation will include assessment of:
  - o transit needs, current and projected
  - o transit patronage, current and projected
  - o development impacts, existing and potential
  - o right of way suitability (railroad and roadway)
  - o traffic impacts
  - o costs - generalized capital and operating
  - o number of auto drivers diverted to LRT
  - o park/ride potential
  - o potential alignment alternatives (where appropriate).

Detailed assessment and analysis in the second phase of this task shall be fully documented for each listed parameter. Additional parameters may be included.

Interrelationships of LRT, land use, transit, highways, railroads and LRT plans in other counties will be considered.

In some cities, recent LRT plans have been optimistic in forecasts of anticipated benefit. To avoid unrealistic expectations, corridor assessment/evaluation for this study will be conducted with a conservative approach, particularly in the areas of patronage and development potential.

[1] Note: Extensive documentation in previous studies identified the "Midway Corridor" as the corridor with the highest potential in the region for LRT. (see figure 2) This corridor, as previously designated, will be addressed through analysis of existing documentation.

A second corridor previously considered to be of potential significance is the "Northeast Corridor", loosely defined as the area either side of the the existing Burlington Northern Railroad (BN) running north out of downtown St. Paul through Maplewood to the northern boundary of Ramsey County, in White Bear Lake. The portion of railroad right of way from downtown St. Paul to Beam Avenue, in Maplewood, is already abandoned. The full alignment of the BN right of way from St. Paul to the northern boundary of Ramsey County and perhaps extending into Washington County will be analyzed for possible LRT development and potential joint LRT/recreational trail use. Analysis of this alignment, however, does

however, does not exclude consideration of other alternatives - other alignments may be identified in the "Northeast Corridor" evaluation as worthy of consideration.

[2] Note: While it is assumed that the major portions of LRT corridors will be in Ramsey County, logical extensions into the four adjacent counties will be considered in this analysis. Not all corridors considered will necessarily connect directly to downtown St. Paul.

The consultant will produce a technical report summarizing and evaluating potentially viable LRT corridors within five months of contract award. The report will detail thoroughly the evaluation process.

Task 4-Development of Downtown St. Paul alignments

An analysis of major generators of transit trips and expected areas of development will be considered. At grade, tunnel and aerial alternatives will be assessed.

Factors to be considered are:

- Right of way
- Traffic capacity
- Integration with pedestrian circulation system
- Parking and loading impact
- Visual impacts
- Travel time
- Development opportunities
- Ridership
- Impact on existing businesses
- Cost
- Coordination between transportation modes

The consultant will produce a technical report discussing the needs, merits, costs and impacts of listed factors and alternatives in relation to downtown St. Paul, within five months of contract award.

Task 5-Development of LRT staging plan for Ramsey County

Information will be developed on how LRT could be implemented, including when and where, in Ramsey County. Costs of preliminary engineering, final design, construction and operation will be considered.

The consultant will produce a technical report within five and one half months of contract award.

Task 6-Development of operating and financial plan

An operating plan and a financial plan will be developed for LRT corridors receiving a detailed evaluation.

The operating plan will include information on:

- Fares in relation to ridership levels *
- Number of vehicles required
- Maintenance facilities

- o Signal preemption needs
- o Staffing requirements
- o Integration with a metropolitan-wide LRT system.

* Ridership potential estimates developed in task 3 will be refined as part of task 6 for those corridors meeting the minimum threshold for LRT. A peer review process may be used for ridership estimate assessment.

The financial plan will evaluate and recommend potential sources of capital and operating funds in relation to system cost.

The consultant will interact with other groups in development of the operational and financial plan. A technical report will be completed by the consultant within five and one half months of contract award.

Task 7-Preparation of Draft and Final Comprehensive LRT Plans

A summary of the information obtained in previous tasks (1 through 6) will be prepared. The summary will include a discussion of the data obtained in relation to RCRRA goals (see Appendix 1) for LRT.

The next steps in implementation will be identified, including a discussion of the public benefit to be derived from corridor selection and estimated preliminary engineering costs. The need for preserving options for LRT implementation in coordination with other agencies will be identified.

The consultant will produce Draft and Final Comprehensive LRT Plans and Executive Summaries of each. In addition, the consultant will prepare graphics for presentations about the Draft and Final plans. The Draft Plan will be completed within six months of contract award and the Final Plan within 11 months.

Task 8-Community Participation

RCRRA has adopted a community participation program for the comprehensive LRT plan that includes:

1. Review of work by a 14-member Citizens Advisory Committee.

2. Forums for the public in corridors under consideration for LRT. These will include general information on light rail transit in the initial stages of the plan and more detailed information on specific corridors at the conclusion of the plan.

3. A technical committee of engineers/planners/city managers to make recommendations on aspects of the study.

4. An intergovermental committee consisting of elected or appointed officials of municipalities, adjacent counties and agencies to make recommendations on aspects of the study.

5. An executive committee appointed by the RCRRA chairman to be responsible for the conduct of the study.

6. Special committees to address specific aspects, such as LRT finances, as appointed by the RCRRA. A special committee may also be appointed for the Downtown St. Paul area of the study.

7. Newsletters at periodic intervals through the course of the study.

8. For the Northeast Burlington Northern Corridor, a Corridor Task Force, comprised of citizen and business representatives in the affected area, will review work pertaining to that corridor.

This task will be an ongoing process throughout the 11 month planning period. Meeting minutes, newsletters, and reports will be produced as warranted by this process.

The primary responsibility will be that of RCRRA. The consultant will prepare graphic, written and verbal presentations for meetings and forums. Minutes, notifications and mailings will be RCRRA's responsibility. The newsletters will be developed by RCRRA staff with assistance from the consultant.

Completion of public review is anticipated within three months after draft plan completion.

TIMETABLE

RCRRA intends to award a professional services contract for the preparation of a Comprehensive LRT Plan for Ramsey County on or about November 22, 1988. Approximate time frames for completion of tasks are provided in the definition of each project task. Assuming award occurs as indicated, completion of the draft and final versions of the Comprehensive Plan is expected on May 10, 1989 and October 10, 1989, respectively. Figure 3 provides an overview of schedule requirements through the 11 month project period.

Although completion of draft and final plans will be required within established dates, times identified for individual project tasks should not be interpreted as rigid requirements, but rather guidelines for consideration in preparation of proposal documentation.

Task One, "Project Initiation", shall refine the work plan and consider appropriate schedule revisions. Proposals may recommend departures from identified completion times, if deemed appropriate by professional judgement and experience of the firm. Any departure should, however, be noted and justified.

PROJECT COSTS

A grant application by Ramsey County Regional Railroad Authority to the Minnesota Department of Transportation for LRT work included a proposed budget for completion of the Comprehensive LRT Plan. Although an effort was made to be thorough and accurate, many uncertainties remain which may warrant costs for any particular project task to vary from the proposed budget estimate. Accordingly, a budget itemization will not be provided in this RFP. Rather, each respondent should develop a budget itemization consistent with the proposal document. As a guide to proposers in assessing the overall scope of professional services sought, a maximum cost figure of $500,000 is the upper limit for contractual services including both professional fees and out of pocket expenses. An additional $100,000 will fund salaries and expenses of RCRRA staff and administrative expenses.

Actual payment for consultant services will be based on billing rates and chargeable fees as set forth in a Professional Services Agreement to be negotiated with the selected consultant prior to contract award. The contract shall include estimated not to exceed cost figures for each task and firm not to exceed cost figures for professional services. A firm not to exceed total project cost figure, including professional fees and out of pocket expenses, shall be indicated. Out of pocket expenses will be reimbursed separately based upon invoices for actual expenses incurred. Proof required to document actual expenses will be negotiated as part of the contract. The RCRRA project manager reserves the right to require prior approval of all major expenses. See submittal format requirements in the next section for a full explanation of cost itemizations to be included in the proposal document.

Payment schedules will be negotiated prior to contract award. An appropriate retainage will be required to assure acceptable results and timely completion of all project tasks.

PROPOSAL CONTENTS

To aid in timely, effective review of all proposals, it is requested that each respondent closely follow the format provided below. Proposal text shall be limited to 30 single sided pages. Supporting tables, graphics, staff resumes, and technical references are not included in this limit. Additional information, such as company literature, may be included in the submittal but should be provided as attachments to the proposal, not as part of the proposal text. All proposals should include the following information:

1. Cover Letter - Introduce the lead consultant submitting the proposal, including the name and address of the contact person(s) representing the same and also names of other firms or individuals participating in the proposal.

2. Introduction - Restate RFP objectives and tasks to demonstrate the respondent's view and understanding of the project.

3. Experience and Qualifications - Identify the general background, structure and organization, and available resources in personnel/experience/information systems of the participating firm or firms. Federal Form 254 and 255 shall be used for this purpose. List at least three client references with a brief statement of services rendered. Additional information should be included to demonstrate competence and performance ability in similar projects. The project manager and other members of the project team should be identified. The respondent should identify personnel along with a description of which project tasks each will be responsible for, and relevant detail of their training and experience. The consultant project manager must be available in a local office during the project period.

4. Proposed Work Plan and Approach - Discuss specific project tasks, including suggested refinements, with a brief outline of the recommended approach(es) to be taken. The scope of consultant work necessary to achieve desired results should be identified. Specific techniques and methodologies should be included in this section.

5. Project Timeline - Clearly identify anticipated timeframes for each project task, through completion of the final plan. Significant departures from that indicated in the RFP should be noted with an explanation of those changes.

6. Project Budget - Itemize person hours, applicable classifications and hourly billing rates along with anticipated charges for equipment, materials and other expenses for each project task. The itemization shall be comprehensive, delineating in detail costs relating to professional services required for completion of each task. Anticipated out of pocket expenses shall be listed separately for each task. A total project cost shall be established.

7. Professional Services Agreement - To aid in proposal evaluation and preparation of a draft agreement, it is requested that the consultant include a sample of professional services agreement with the proposal documentation.

   A professional services agreement will be prepared by the RCRRA upon selection of a consultant. The draft agreement will be based on proposal review and consultant presentation. The final agreement will be the product of negotiations between the consultant and the RCRRA.

   The general format of the agreement shall include at least the following items:

   1) Agreement Introduction
   2) Basic Services of the Consultant
      a) General
      b) Work Plan Tasks
         * Project Initiation Activities
         * Development/Discussion of Generalized Standards
         * Corridor Identification and Evaluation
         * Development of Downtown St. Paul Alignments
         * Development of an LRT Staging Plan for Ramsey County
         * Development of Operating and Financial Plan
         * Preparation of Draft and Final Comprehensive LRT Plans
         * Community Participation
   3) Additional Services of the Consulting Firm
   4) RCRRA's Responsibility
   5) Period of Services
   6) Payments to the Consultant
   7) General considerations/Provisions
   8) Signature Blocks

   Appropriate language will be added to document the specific nature and scope of services, costs, responsibilities, and liabilities of each party. Additional areas of concern may be incorporated, subject to mutual agreement between parties.

   Standard provisions set forth in Appendix 2 will be incorporated into the professional services agreement. (appendix 2) These provisions are considered minimum requirements and may be increased or expanded if it is agreed to be in both parties interests.

Proposals should be complete and concise. Fancy binding, color displays, and promotional materials are not desired. Emphasis should be on completeness and clarity of content.

EVALUATION

The timetable for submission, evaluation and award shall be as follows:

* Proposals due - October 21, 1988
* Three Finalists Selected - October 26, 1988
* Oral Interviews of Three Finalists - November 2, 1988
* Contract Award - November 22, 1988

All proposals received by the deadline will be evaluated by a selection panel comprised of regional representatives from a broad base of interest and knowledge in local transportation issues and needs. Factors upon which proposals will be judged shall include but not be limited to the following:

* Expressed understanding of project objectives and work tasks
* Demonstrated understanding of local and regional governments
* Firm qualifications - structure and organization, general background and reputation, readily available resources in personnel/experience/information systems, and demonstrated competence and performance ability in similar projects
* Personnel qualifications - education, experience, and reputation of staff members assigned to the project
* Detail and quality of proposed work plan, schedule, and anticipated products
* Detail and reasonableness of cost estimates, service charges and unitized billing rates.

SPECIAL CONDITIONS

As a prospective contractor, your organization should be able to comply with the following terms:

A. Limitations

Ramsey County will not be responsible for any costs incurred by applicants in preparing proposals.

B. Independent Price Determination

Applicants are held legally responsible for their proposals and proposal budgets. Applicants are required to agree not to collaborate for the purpose of restricting competition with other applicants or competitors in developing proposals and budgets.

C. Payment for Services Purchased

A contract will be executed between the successful applicant(s) and Ramsey County.

D. Reimbursement/Payment

Method of payment for services will be negotiated as part of the contract process subject to requirements set forth in "Project Costs" and "Proposal Contents" of this RFP.

E. Contingency Clause

If addendums are needed, all recipients of the original RFP will be notified. If clarifications are needed, the County reserves the right to notify individual respondents to the RFP. The County reserves the right to interview any or all respondents it chooses.

SUBMISSION OF PROPOSALS

Eleven copies of all proposals and supporting attachments shall be submitted to:

Ramsey County Purchasing
Room 233 Court House
15 West Kellogg Boulevard
St. Paul, Minnesota 55102

Attn: RFP #A-6592
Carolyn Bolen

no later than noon on Friday, October 21, 1988. Late proposals will not be considered.

DEPARTMENT CONTACTS

Questions concerning the RFP and submittal requirements should be directed to Kathryn DeSpiegelaere, the project manager for RCRRA, Director of Light Rail Transit Planning, or James Tolaas, Project Engineer, at (612) 298-4145 and (612) 482-5221 respectively. Written requests or comments may be submitted to:

Ramsey County Regional Railroad Authority
15 West Kellogg Blvd.
Room 316 Courthouse
St. Paul, Minnesota 55102.



Ramsey County

Figure 1



Midway Corridor

Figure 2

FIGURE 2

COMPREHENSIVE LRT SYSTEM PLAN

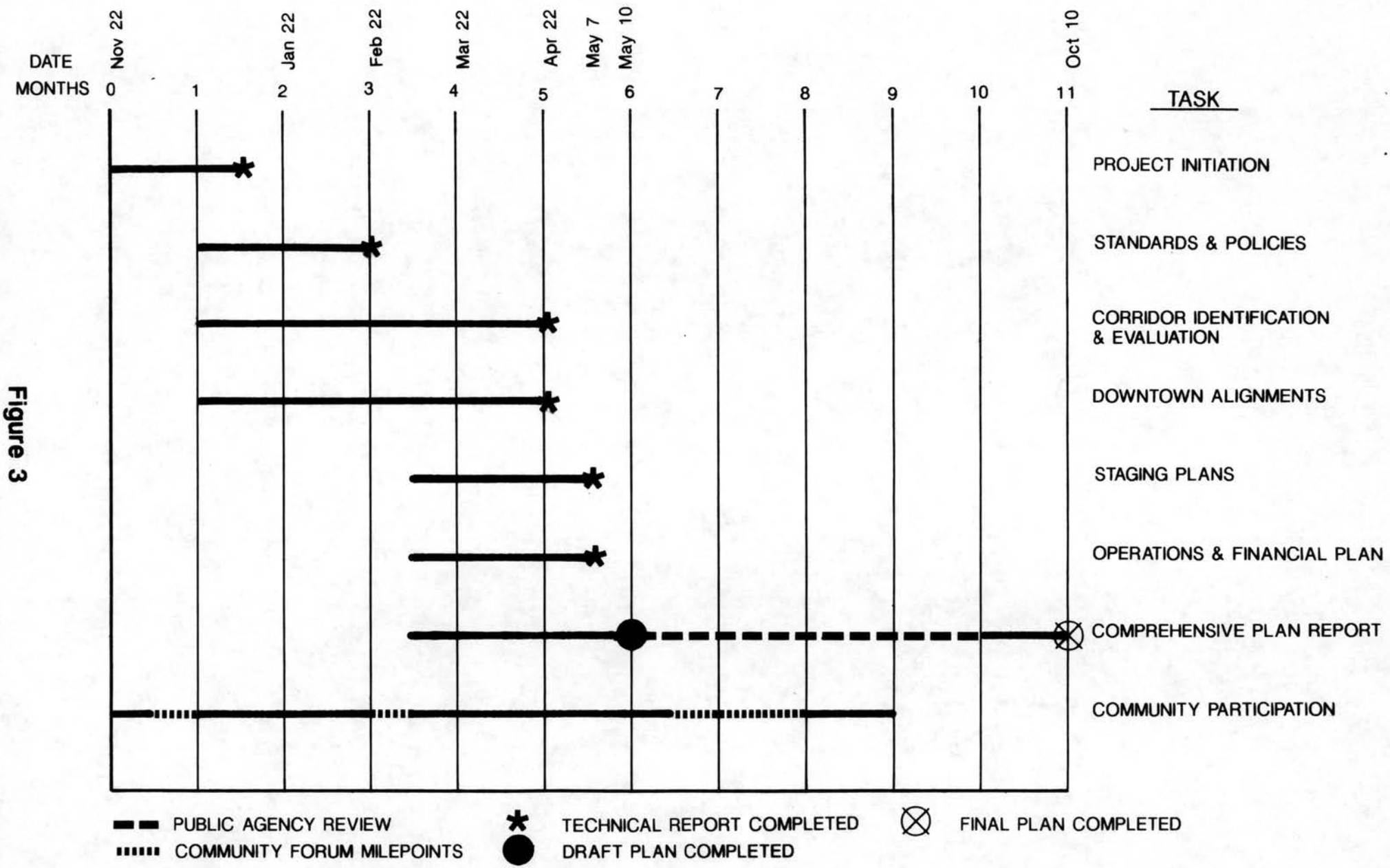


Figure 3

APPENDIX 1

ADOPTED GOALS FOR LRT IN RAMSEY COUNTY

In adopting goals for LRT in Ramsey County, the following considerations were relevant:

- LRT is not a short-term solution. The permanency of rails is indicative of the time frame in which it should be considered. Twenty years is a common transportation planning horizon. That length of time should be extended considerably when LRT is the topic of discussion.

- Not all goals may be appropriate in any given corridor. Just as each alignment for LRT presents both opportunities and constraints, so there may be goals which conflict in some situations. They may, however, serve as a useful guide toward which Ramsey County would strive. The goals are not ranked in order of importance and the relative importance may vary in different corridors.

Goals adopted by the Ramsey County Regional Railroad Authority on June 28, 1988 are:

1. To integrate a Ramsey County LRT system with other counties' LRT systems, with other transit services and other transportation services in the metropolitan area.

How to accomplish:

- Prepare an LRT Comprehensive Plan for Ramsey County which recognizes the interrelationships of LRT, land use, transit, highways, railroads and LRT plans in other counties.
- Coordinate LRT plans with other counties, state and regional agencies.
- Coordinate LRT plans with cities and township in Ramsey County.

2. To reduce the need for roadway construction or expansion; to assist in relieving congestion on roadways in Ramsey County.

How to accomplish:

- Increase use of transit by existing auto users.
- Improve transit travel time.
- Locate LRT in areas of high auto congestion, but not on street right of way where LRT would exacerbate that congestion.
- Locate LRT on exclusive right of way where feasible.
- Minimize vehicle/transit/pedestrian conflicts.
- Install traffic signal preemption equipment on light rail vehicles and at LRT/street crossings.
- Space stations at intervals to minimize travel time.
- Provide park/ride facilities at some LRT station areas.
- Encourage downtown parking policies that provide incentives to LRT use.

3. To enhance economic development in Ramsey County.

How to accomplish:

- Select corridors for LRT where economic development can be encouraged.
- Coordinate economic development with agency responsible for it.
- Promote marketing and incentives to encourage economic development at LRT station areas.
- Respond to desires of individual areas through which LRT passes to preserve the status quo or to intensify land use.
- Plan LRT construction to minimize detrimental impact on existing businesses.

4. To decrease costs of transportation services in Ramsey County.

How to accomplish:

- Provide an alternative to private auto ownership and its attendant costs.
- Reduce operating costs of transit services by using light rail vehicles to carry more passengers per vehicles than conventional buses.
- Reduce the need for additional roadway capacity with LRT.

5. To respond to mobility needs in Ramsey County.

How to accomplish:

- Provide improved transit service with diverse modes to meet differing trip purposes.
- Integrate access to disabled in planning for an LRT system in Ramsey County.
- Involve citizens of the County in LRT plans.
- Serve transit dependent concentrations with transit services.
- Coordinate feeder transit services with LRT service in a manner which improves, rather than decreases, overall transit service to the area.

6. To reduce environmental impacts associated with the automobile in Ramsey County.

How to accomplish:

- Locate LRT to improve, not worsen, air quality.
- Plan LRT systems to minimize noise levels to residential land uses.
- Work with neighborhoods through which LRT passes to minimize disruption.

7. To promote financing the planning, construction and operation of an LRT system in Ramsey County with broad-based funding to minimize the impact to Ramsey County taxpayers.

How to accomplish:

- Examine sources of funding as alternatives to the property tax.

- Encourage legislation that would provide flexible, alternative sources of revenue to the property tax.

APPENDIX 2

General Considerations/Provisions

A. REUSE OF DOCUMENTS

All documents, including original drawings and specifications, prepared by CONSULTANT pursuant to this Agreement are instruments of service in respect to the Project. They are not intended or represented to be suitable for reuse by Ramsey County Regional Railroad Authority (RCRRA) or others on extensions of the Project or on any other project. Any reuse without written verification or adaptation by CONSULTANT for the specific purpose intended will be at RCRRA'S sole risk and without liability or legal exposure to CONSULTANT. The RCRRA shall indemnify and hold harmless CONSULTANT from all claims, damages, losses and expenses including attorney's fees arising out of or resulting therefrom.

B. ASSIGNMENT

The CONSULTANT shall not, without the written consent of the RCRRA assign any interest or obligation in this Agreement.

C. CONTRACT INSURANCE REQUIREMENTS

The CONSULTANT shall purchase and maintain such insurance as will protect the CONSULTANT from claims set forth below which may arise out of, or result from the CONSULTANT'S operations under the contract, whether such operations be by the CONSULTANT or by any subcontractor or by anyone directly employed by them, or by anyone for whose acts any of them may be liable.

The CONSULTANT shall obtain the following policies and attach certificates of insurance to signed contract.

Workers' Compensation and Employers' Liability Insurance:

1. Workers' Compensation insurance shall be as required by law and shall include an all states or universal endorsement.

2. Employers' Liability insurance shall be written for minimum limits of $1,000,000.

Comprehensive General Liability Insurance:

1. Minimum Limits

   Bodily Injury and property damage (CSC)

   $1,000,000 per occurrence
   $1,000,000 aggregate

2. The following coverages must be specifically insured and certified with no internal limits:

   a. Ramsey County, its officials and employees, and the contracting department are to be named insureds on the policy.

b. Products/Completed Operations Liability

c. Personal Injury Liability including claims related to employment including coverages a, b and c.

d. Broad Form Property Damage Liability, or deletion of the "Care, Custody and Control Exclusion".

e. Contractual liability - either specifically naming this contract or on a blanket basis.

f. Cross Liabilty Endorsement

In lieu of the RCRRA being an additional insured under the general liability policy with a cross liability endorsement, the CONSULTANT may elect to procure an owner's protective liability policy with Ramsey County, its officials and employees as named insureds covering the above referenced exposures. Such policy shall be held by Ramsey County.

Professional Liability Insurance

Minimum Limits

$1,000,000 per occurrence
$1,000,000 aggregate

Automobile Liability Insurance

1. Minimum Limits

$600,000 combined single limit

2. Owned, non-owned and hired auto

City or State License as required

Best's rating for the insurers shall be noted on the certificate of insurance and shall not be less than a B+.

All certificates of insurance shall provide that the insurance company shall give the RCRRA 30 days prior written notice of cancellation, non-renewal or any material changes in the policy. On the certificate, the agency shall certify whether or not it carries errors and omissions coverage.

The above subparagraphs established minimum insurance requirements and it is the sole responsibility of the CONSULTANT to purchase and maintain additional insurance that may be necessary in connection with this contract.

The CONSULTANT shall not commence work until the CONSULTANT has obtained required insurance and filed an acceptable certificate of insurance with the RCRRA. All insurance policies shall be submitted to the RCRRA upon written request.

Nothing in his contract shall constitute a waiver by the RCRRA of any statutory limits or exceptions on liability.

D. INDEPENDENT CONTRACTOR CLAUSE

For the purpose of the Agreement, the CONSULTANT shall be deemed to be an independent contractor and not an employee of the RCRRA. Any and all agents, servants or employees of the CONSULTANT or other persons, while engaged in the performance of any work or services required to be performed by the RCRRA under this Agreement, shall not be considered employees of the RCRRA, and any and all claims that may or might arise on behalf of the RCRRA, its agents, servants or employees as a consequence of any negligent act of omission on the part of the CONSULTANT, his agents, servants, employees or other persons shall in no way be the obligation or responsibility of the RCRRA. The CONSULTANT, his agents, servants or employees shall be entitled to none of the rights, privileges or benefits of RCRRA employees except as otherwise may be stated herein.

E. CONFLICT OF INTEREST

Consultant agrees that it is currently unaware of any conflict of interest with any party affected under this Agreement. Consultant agrees that, if any conflict of interest or potential conflict of interest should arise in the future, the Consultant shall immediately inform the RCRRA of the conflict.

F. HOLD HARMLESS CLAUSE

The CONSULTANT further agrees to defend and hold the RCRRA harmless from any claims, demands, losses and expenses, including attorney's fees or causes of action arising out of any negligent act or omission on the part of the CONSULTANT, or his agents, servants or employees in the performance of or with relation to any of the work or services provided or to be performed or furnished by the CONSULTANT under the terms of this Agreement.

G. ALTERATION CLAUSE

Any alteration, variation, modification or waiver of the provisions of the Agreement shall be valid only after it has been reduced to writing and duly signed by both parties.

H. NON-CONFORMING SERVICES

The acceptance by the RCRRA of any non-conforming services under the terms of this Agreement, or by the foregoing by the RCRRA of any of its rights or remedies arising under the terms of this Agreement shall not constitute a waiver of the RCRRA'S right to conforming services or any rights and/or remedies in respect to any subsequent breach or default of the terms of this Agreement. The rights and remedies of the RCRRA provided for under the terms of this Agreement are cumulative and not mutually exclusive.

I. SET-OFF CLAUSE

Nonwithstanding any provisions of this Agreement to the contrary, the CONSULTANT shall not be relieved of liability to the RCRRA for damages sustained by the RCRRA by virtue of any breach of this Agreement by the

RCRRA, and RCRRA may withhold any payments to the CONSULTANT for the purpose of set-off until such time as the exact amount of damages due the RCRRA from the CONSULTANT is determined.

J. EQUAL EMPLOYMENT OPPORTUNITY

The CONSULTANT agrees to comply with all Federal, State and local laws, resolutions, ordinances, rules, regulations and executive orders pertaining to unlawful discrimination on account of race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, disability or age. When required by law and requested by the RCRRA, the CONSULTANT shall furnish a written affirmative action plan.

K. COMPLIANCE WITH APPLICABLE LAW

The CONSULTANT further agrees to comply wih all Federal, State and local laws or ordinances, and all applicable rules, regulations and standards established by any agency of such governmental units, which are now or hereafter promulgated insofar as they relate to the CONSULTANT'S performance of the provisions of this Agreement.

L. ACCESS TO RECORDS/AUDIT

a. The RCRRA, its authorized representatives or the State Auditor shall have full access to all records relating to the performance of this Agreement.

b. The CONSULTANT agrees to maintain records relating to all services provided by it under the terms of this Agreement and shall retain all such documentation for six (6) years following the termination of this Agreement. Such records shall be made available for audit or inspection at any time upon request of the RCRRA or its authorized representatives.

M. INTERPRETATION ACCORDING TO MINNESOTA LAW

This Agreement shall be interpreted and construed according to the laws of the State of Minnesota. All litigation regarding this Agreement shall be venued in the State of Minnesota.

N. ENTIRE AGREEMENT CLAUSE

This Agreement shall constitute the entire Agreement between the parties and shall supersede all prior oral or written negotations.

O. TERMINATION

This Agreement may be terminated by either party upon thirty days written notice should the other party fail substantially to perform in accordance with its term through no fault of the party initiating the termination. In addition, the RCRRA reserves the right to terminate this Agreement for any reason upon thirty days written notice to the CONSULTANT. In the event of termination, the CONSULTANT shall be paid his compensation for services performed to termination date, including Reimbursable Expenses then due to all terminal expenses.

- low platforms with steps inside standard light rail vehicles (LRV's); a lift is used for wheelchairs with this option (Portland, San Diego)
- high platforms with ramps and direct accessibility to vehicles (Calgary)
- short-high platforms with one access to vehicles from a high platform and the remainder through steps (Sacramento)
- low-floor vehicles (not in use in U.S.; applicability to Twin Cities is uncertain).

Each of these options has advantages and constraints.

Hennepin County has informally indicated that the option they find most acceptable is high platforms. That option would be most accessible to the handicapped, but would require analysis to determine if it is suitable for street alignments in Ramsey County such as University Avenue or Downtown St. Paul. The platform at each station would be 40 inches high, 12 feet wide and 330 feet in length (the length of three vehicles).

Ramsey County intended to analyze this issue as part of its comprehensive light rail transit plan which is to begin this month.

There has been concern expressed that this is a regional decision and should be decided in a regional forum. Consequently, a meeting of Regional Railroad Authorities, the Metropolitan Council, Regional Transit Board, Metropolitan Transit Commission and other interested parties has been scheduled for 11:30 a.m. on December 9 at the Metropolitan Council to discuss this topic. Each member of the Ramsey County Regional Railroad Authority has been invited to that meeting.

Slides are to be shown at the meeting. They are beneficial in understanding what is meant by high or low platforms. Viewing operating light rail transit systems is an even better way to understand the options.

Recommendation:

Chairman Finley and I will be at the December 9 meeting on system standards. We will let those of you unable to be present at that meeting know at the December 13 Regional Railroad Authority meeting the results of the discussion.

KD/clm
Attachment

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District
Hal Norgaard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD

SUBJECT: System Characteristics and Standards for Light Rail Transit

DATE: December 2, 1988

Part of light rail transit planning is the development of standards for design and operation of the system. This includes items such as hours of operation, length of trains, fare collection policies, and vehicle and station accessibility. Hennepin County Regional Railroad Authority developed but did not adopt standards as part of its comprehensive light rail transit plan. A copy of those standards is attached.

Ramsey County Regional Railroad Authority, last August, recognizing that there should be coordination and not duplication of efforts on this issue, authorized Chairman Finley to send a letter to Hennepin County Regional Railroad Authority Chairman Spartz and Anoka County Regional Railroad Authority Chairman McCarron asking that staff members of the Authorities meet to discuss systems standards. Several meetings of staff members have been held.

Hennepin County Regional Railroad Authority staff members have indicated that decisions on system standards will need to be made in early 1989. While most of the system standard topics are noncontroversial, one subject, that of accessibility to vehicles, has been the subject of considerable debate.

Appendix A of the Hennepin County report addresses this topic.

Light rail vehicles have several entrances. The options for accessibility at the entrances are:

Comprehensive LRT System Plan

System Characteristics and Standards

Prepared for:

Hennepin County Regional Railroad Authority
2307-A Government Center
Minneapolis, Minnesota

Prepared by:

LTK Engineering Services
Under Contract to
BRW, Inc.

January 1988

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APPENDIX A: LRT System Accessibility

PREFACE

This technical memorandum examines issues relating to development of a comprehensive Light Rail Transit (LRT) Plan for Hennepin County. It sets forth LRT system service standards and performance criteria, outlines baseline LRT facility and equipment characteristics, and discusses basic operating and maintenance staffing requirements. The material herein is based on the accumulated experience of successful new North American LRT projects which, in turn, are based on decades of LRT operations and development in Europe.

This information is presented at a level of detail appropriate for the analysis and comparison of the several alternative corridors being examined, and which will support feasibility engineering of facilities and preparation of cost estimates. These "conceptual design criteria" will be expanded during Preliminary Engineering to provide the level of detail required for actual system design.

These data are dynamic in nature. They should be updated periodically to reflect the more detailed information that will become available as planning and design proceed.

5

I. SYSTEM OPERATING STANDARDS

The Hennepin County light rail transit (LRT) system will use conventional LRT technology. Over a 20-year time period it is planned to build several lines forming a regional rail transit system.

In addition to being responsive to the civil constraints of the proposed lines, LRT operating plans also must reflect realistic train running time estimates, policy levels of service and ridership projections. Individually, changes to any of these parameters may have a significant effect on operating statistics, fleet size, staffing, and overall operations and maintenance costs.

The operating assumptions presented below are recommended as a basis for analysis, which responsible authorities may wish to modify as the system plan develops.

A. HOURS OF SERVICE

Normal weekday service will begin at approximately 5:30 AM and end at 1:00 AM. Commuting peaks are assumed to occur from 6:30-9:00 AM and 3:30-6:00 PM. Weekend service will begin at 7:00 AM and extend until midnight.

B. SERVICE FREQUENCIES

Base LRT headways will be fifteen minutes during the day on weekdays, with thirty-minute headways on week nights and all day on weekends and holidays. Shorter weekday peak period frequencies will be assumed only if estimated demand exceeds the capacity of maximum length trains running at the base fifteen-minute interval.

C. MAXIMUM TRAIN LENGTH

The number of cars per train is a function of headways, platform lengths, vehicle limits, and street block lengths. Trains on the Hennepin County LRT system may not exceed a total length of 320 feet owing to the constraints of block faces in downtown Minneapolis (three cars not exceeding 90 feet/car or four cars not exceeding 80 feet/car).

It is anticipated that trains of at least two-cars will be operated on peak period, peak direction trains, but that single-car trains may suffice for all or most off-peak services.

D. SEATED AND STANDING PASSENGERS

It is recommended, based on representative LRV's currently operating in North America, that the rolling stock provide 0.8 seats per linear foot of car, and a normal (not "crush") total load of at least 1.8 persons per linear foot of car (seated load plus standees at four persons/square meter).

E. SPEEDS, STATION DWELL TIMES, RECOVERY AND LAYOVER ALLOWANCES

LRV travel should be swift and comfortable, so as to be competitive with other modes of travel.

1. Speed Limits

Speed limits recommended for Hennepin County LRT lines by segment location are:

Type of Right-of-Way	Speed Limit (Miles/Hour)
Private (e.g., ex-C&NW line)	55
Street:	
Reserved median	Street Speed Limit
Reserved paved lane	Speed Limit <35

These speeds generally are consistent with LRV performance capabilities, station spacing, adjacent development, and traffic interference. In some locations, local conditions such as sharp radius curves will reduce speeds for relatively short distances. Streetcar-type operation of LRV's in mixed traffic lanes is not contemplated.

2. Station Dwell Times

For system planning purposes, a uniform average dwell (stopped) time of twenty seconds per station should be assumed. Actual dwell times will be longer at more heavily patronized stops and shorter at lightly used stations; but twenty seconds has been found to be a reasonable standard for operations planning.

3. Recovery and Layover Allowances

End terminal layovers should be consistent with the requirements of the adopted labor agreement. Train

1

operators will change ends and set the vehicle destination signs to the proper indications. Turnaround times must be allocated for these tasks, and to provide adequate operator rest periods.

For planning purposes, an allowance of 10 percent of running time will provide some schedule recovery time as part of the terminal layover. However, layovers should not be less than three minutes to provide enough time for train operators to "change ends" and make a safety check. If a short layover is unavoidable at one end of a line, a longer rest period should be scheduled at the opposite terminal.

Recovery allowances up to 10 percent (depending on right-of-way quality, which affects schedule reliability) should be added to "optimum" running time estimates (train performance simulation model plus dwell times). This will ensure that planned operating schedules are realistic.

F. TRACK CONFIGURATION

Track configuration will vary along the LRT line in relation to the degree of exclusivity from other traffic and speeds attainable by LRV's.

The mainline will be designed to be fully double-tracked, with crossovers located every 1.0-to-1.5 miles or at every other station to provide operating flexibility under abnormal conditions. A pocket track or siding should be provided every five miles, at a station.

If initial headways remain sufficiently long - in the range of 15 minutes between trains - substantial amounts of single track may be considered under a "starter line" concept. Where used, single track should be designed to facilitate eventual full double tracking.

To conserve land, terminals will be stub-ended, with a tail or pocket track. This will require train operators to change ends before beginning each return trip.

G. TRAIN CONTROL

Trains on the LRT system will be operated manually. Mainline operations (whether normal or abnormal) will be directed, controlled, and monitored by a dispatcher at Central Control (located at the Shop & Yard), primarily via radio. Central Control will be the nerve center of the LRT system, controlling mainline and yard operations.

The dispatcher will control and direct LRT operations in accordance with established operating schedules, rules, and procedures, and will initiate any corrective actions that may be required to maintain service schedules and to minimize the adverse impacts of equipment failures or emergency situations.

LRT train movements will operate by line of sight. Train protection will be accomplished by the means indicated below:

- Private R/W - automatic block signals using proven, railroad-type vital circuitry and components
- Street R/W - line of sight subject to operating rules and procedures requiring train operators to maintain a separation of at least one block between two trains.

H. LRT CONNECTIONS - FEEDER BUSES AND AUTOMOBILES

LRT lines in Hennepin County will be part of a regional transportation network. Buses operated by the Metropolitan Transit Commission (MTC) and others should be integrated with LRT service using a revised route network providing interfaces with the LRT lines at selected stations.

Provisions will be included at selected LRT stations to accommodate all-day parking and automobile passenger drop-offs.

II. SYSTEM POLICIES

Key areas of concern in the development of any transit system are safety, security, and accessibility. With the introduction of rail service in a previously all-bus city, fare collection methods also must be addressed. Proposed policies to govern LRT system development in these areas of special concern are described below.

A. SAFETY

Subsequent phases of system design will address issues and concerns related to system safety, and desirable mitigation measures to be provided. The areas of concern regarding safety include:

- o Rider safety in stations and on LRV's
- o Employee safety on or about LRV's and fixed facilities
- o Pedestrian safety in areas adjacent to downtown surface alignments and at grade crossings
- o LRV safety vis-a-vis other traffic

With regard to grade crossing and intersection safety, it is recommended that LRT planning for Hennepin County be conducted, assuming that protection will be provided as follows:

- o LRT on private right-of-way (R/W) - railroad-style flashers and gates. Where necessary, crossing protection will be coordinated with adjacent street intersection traffic signals
- o LRT in street R/W - traffic lights with LRT preemption or prioritization to be designed on an intersection by intersection basis

B. SECURITY

Subsequent phases of system design will address issues, concerns, and recommendations regarding:

- o Station surveillance - security patrols, public address (PA), emergency telephones, etc.

- o Revenue protection - ticket vendomat alarms, cash collection procedures

- o Durability of facilities - designs and materials specified to resist damage and graffiti

- o Shop and Yard - fencing, lighting, security patrols

C. VEHICLE AND PLATFORM HEIGHTS AND ACCESSIBILITY

It is desired that the system be accessible to all riders, consistent with the goals of cost efficiency and LRT compatibility with adjacent urban land uses.

There are three approaches to achieving full accessibility.

- o High platforms to match normal rail car floor heights (40 inches above top of rail)

- o Low-floor LRV's, just now coming into use in Geneva and Grenoble (car floors 14 and 19 inches above top of rail)

- o Low platforms and normal floor height LRV's with station-mounted ramps and/or lifts for the physically challenged

Each method has advantages and drawbacks; see Appendix A for further discussion.

It is recommended that these options continue to be evaluated as LRT planning and engineering proceeds, with a decision to be made at the conclusion of "Preliminary Engineering" when LRV specifications and station platform height dimensions must be finalized.

D. LRT FARE COLLECTION

North American surface transit systems traditionally have collected fares on the vehicles as passengers board. This limits boarding to the front door, or requires fare collection staff at each entry door. It is incompatible with efficient operation of trains of cars, each car having several doors.

Grade separated rapid transit systems overcome this limitation by collecting fares in stations using combinations of cashiers and/or ticket vendomats in concert with turnstiles. However, it has never really been possible to isolate "paid" and "free" areas in surface stations; therefore, this method is not suitable for LRT in Hennepin County (assuming low-level platforms).

The feasible option is the "self-service, proof-of-payment" (POP) method of fare collection. Station platforms are "free"; and the trains are "paid" areas. Passengers use passes or purchase tickets from vendomats at stations. These serve as "proof" that a fare has been paid. Roving inspectors ride the trains and, if a passenger fails to produce a valid "proof" of payment, issue citations processed through the courts like traffic tickets. POP is used by North American LRT systems in Portland, Sacramento, San Diego, Calgary, and Edmonton, and on the Skytrain and Seabus in Vancouver. Fare evasion on these systems has been held to three percent or less.

It is recommended that LRT planning for Hennepin County proceed assuming use of POP fare collection. LRT fares should be integrated with the fares of the region's other transit systems.

III. CHARACTERISTICS OF LRT FACILITIES AND EQUIPMENT

The following sections present "conceptual design criteria" for planning LRT in Hennepin County. These criteria call for proven technology, previously used elsewhere, and thus offering a record of successful operating experience.

A. VEHICLES

For purposes of preparing the Comprehensive LRT System Plan, it is recommended that passenger-carrying light rail vehicles be assumed as articulated and approximately 80 to 90 feet long, 8'-9" to 9'-3" wide, and 12'-6" high (top of rail to top of locked down pantograph).

Each car will be equipped for independent two-way operation, with an operator's cab at each end and four double-width doors on each side. A single pantograph will be located on the roof of each car for power collection from the overhead contact system. The weight of a "crush-loaded" LRV must not exceed 130,000 lbs. LRV's will be heated and air conditioned.

These vehicle performance parameters are recommended:

- Maximum service speed..... 55 mi/h
- Acceleration rate ..... 3.0 mi/h/s (initial)
- Braking rate ..... 3.0 mi/h/s
- Emergency braking ..... 6.0 mi/h/s

LRVs will have seated and standing passenger carrying capacity as outlined in Section I-D above. For the specimen 80-foot articulated car, this will be 64 seats and a total seated and standing load of 144.

These parameters should be evaluated further as design proceeds to ensure selection of a vehicle fleet of optimum type and size to meet both initial and future service requirements. Other vehicle options that will be considered include:

- Large (90-foot) articulated LRV (Portland, San Jose; trains will be limited to three cars, as a four-car train will exceed the 320-foot maximum train length)

- o Rigid (i.e., non-articulated) car not exceeding 64 feet

B. TRACK AND ROADBED

Standard American Railroad Engineering Association (AREA) track designs should be assumed for current LRT planning. The following standards are recommended, subject to modifications for specific local conditions along the lines:

- o Subgrade - at least twelve-inch depth; filter fabric between subgrade and ballast
- o Ballast - at least eight-inch below ties, crushed granite, #4 (open track) and #5 (track embedded in paving)
- o Rail - 115 lbs/yard (RE), continuously welded
- o Ties - mixed hardwoods, creosote treated, or concrete
- o Other track materials - double shoulder tie plates, cut spikes or other fasteners as appropriate, anchors as required
- o Special trackwork (turnouts) - #20 mainline (high speed), #8 mainline (low speed) and #4 yard; all track switches to be equipped with switch heaters.

As design proceeds, and if the LRT system will not have to accommodate railroad freight cars, the County may wish to evaluate "European style" track components which are tailored to the needs of LRT systems. However, they must be imported, which may increase procurement costs.

C. TRACTION POWER

The traction power system will consist of three major subsystems: substations, a positive circuit (the overhead wire), and a negative return circuit (the track). The functional requirements of this system will be derived from the operating plans for the various LRT lines. Until such plans are prepared, it is recommended that conceptual design proceed under the following assumptions:

- o Nominal voltage in the LRT overhead: 750 volts DC
- o Substations (convert high voltage commercial AC power to 750 volt DC). Assume manufactured "unitized" substations of M750 to 1,000 Kw spaced at intervals of one mile. Remote control of substations will not be required.

- Overhead Distribution System. Assume feederless constant tension simple catenary on line segments in private R/W, and constant tension trolley wire with parallel underground feeders on line segments in street R/W.

The first step in Preliminary Engineering will be to develop design analyses to determine more precisely the number and rating of substations, the specific characteristics of the overhead distribution system, and to specify track construction that will ensure the electrical integrity of the return circuit.

D. SIGNALS

Signaling and control subsystems will be basic and confined to those functions required for safety (i.e., train protection and at-grade street crossing protection on private R/W) and for the oversight and management of operations at terminals, turnbacks, and between the yard and main line (i.e., train supervision).

Wayside automatic block signals providing following movement protection and indicating track occupancy on single track sections will be installed where operating speeds, sight lines, or other conditions require. The potential need for automatic train stops (ATS) should be evaluated. In double track territory, normal operations will be to the right, and where provided, signaling will be for the normal direction of travel only. Abnormal operations will be governed by the operating rules and procedures (see Section I-G, above).

Track switches will be controlled in one of three ways, depending on their location and function:

- At junctions where frequent through and diverging facing train movements are made - power-operated, with routes requested by operator-controlled devices
- In low speed territory and used primarily for through facing movements and trailing movements from the diverging route - spring-operated
- Infrequently used mainline switches and yard switches -hand thrown

Grade crossing protection requirements are addressed in Section II-A.

E. COMMUNICATIONS

A two-way radio system will form the basis of LRT system communications. Separate channels should be provided for

operations, maintenance, and supervision. In addition, it may be wise to provide a construction channel if LRT development in Hennepin County is to be phased more or less continuously over a period of +20 years.

LRVs and maintenance and supervisory vehicles should be equipped with radio transceivers. The control console will be located in Central Control. Additional fixed transceivers may be provided in key transportation and maintenance staff offices. Train operators and maintenance crew supervisors should carry portable transceivers so that communications will continue when they are not in LRV cabs or maintenance vehicles.

A standard office-type telephone system will be provided at the Shop & Yard, which will house transportation as well as maintenance activities.

Passenger communication will be through train operators using the public address (PA) systems on the LRVs. LRV PAs will have both interior and exterior speakers, the latter to make announcements to passengers at stations and to admonish intruders along the R/W. The new LRT systems generally have not provided PAs at stations, and their inclusion is not recommended.

F. SECURITY

The principal methods of ensuring the security of the system's facilities, employees, and riders are to use designs that ensure open sight lines and high levels of light. These criteria will affect the design of LRVs, station shelters and other amenities, station and parking lot lighting, and landscaping.

An emergency telephone should be located on each station platform. CCTV surveillance of station platforms is a possibility, but has not been included in the most recent new LRT systems in Portland and Sacramento, and probably is not needed in Hennepin County. Pending further study, CCTV is not recommended.

Once in operation, security will be enhanced by the presence of employees on the system (train operators, fare inspectors, maintenance crews and supervisory personnel), supplemented as may be required by security patrols. The extent to which patrols are required should be determined through discussions with local law enforcement authorities and existing transit providers.

G. FARE COLLECTION

To support the self-service proof-of-payment (POP) fare collection system (see Section II-D), equipment will be required at all stations to enable passengers to make change, purchase, and validate tickets. Until more detailed studies and cost comparisons can be performed, it is recommended that LRT planning proceed assuming that all functions will be integrated into one machine, called a "vendomat," and that two such machines will be provided at each station.

H. STATIONS

Use of POP fare collection will allow stations to be constructed to the simplest of design standards. Stations are to be at grade. They will not be fully enclosed, but one or more shelters will be located on each platform to protect waiting passengers from rain, snow, and wind.

1. Basic Station Types

All stations will provide the basic facilities necessary to use the system, including vendomats, information displays, and passenger amenities. Materials used in stations should be attractive, durable, graffiti-resistant, and require only minimal maintenance. There will be two basic types of stations: On-Street, where a modified sidewalk will serve as the station platform, and Private R/W, where a separate LRT platform(s) must be built.

2. Platforms

Platforms will be provided at each Private R/W station, adjacent to the rail line. Platforms (and sidewalk edges at On-Street stations) will be eight inches above the top-of-rail. Private R/W platform dimensions should be 330 foot length, with widths of 10 feet for side platforms and sixteen feet for center (island) platforms. Exceptions may be considered where local conditions dictate.

Platforms will be mainly finished concrete, architecturally treated to accommodate the handicapped. Splash guards should be provided on the street sides of platforms located in street R/W.

3. Shelters

Shelters at On-Street stations must be kept relatively small (i.e., bus shelters) to minimize sidewalk clutter. Shelters at Private R/W stations may be larger (approximately one-third of the platform length

in the peak boarding direction), but should be to a standard, simple design to provide an attractive, yet cost effective facility. Shelters will be radiantly heated, but not air-conditioned.

4. Bus Transfer and Park-Ride Facilities

Bus transfer facilities should provide across-the-platform bus-train transfers wherever possible. Long walks to LRT platforms should be avoided for both bus-train transfers and automobile passenger drop-offs. Automobile park-ride lots should be designed to local standards, maximizing the number of spaces available for a given site size and configuration.

I. SHOP AND YARD

A single shop and yard will be provided initially for the Hennepin County LRT system. It should be centrally located and sized to serve all proposed lines. As the system grows and matures, provision of additional overnight storage and light maintenance facilities at the outer ends of longer lines may be considered to reduce deadheading and avoid crowding at the central LRV storage yard.

Because the initial LRT system will be relatively modest in size, and to enhance the efficiency of management, the central Shop and Yard will house all operations and maintenance functions:

- o Administrative offices
- o Central Control
- o Operator dispatch and welfare facilities
- o LRV storage yard and maintenance shop
- o Facilities maintenance base and component repair shops
- o Parts stores

Based on other recent LRV shops, an allowance of 1,500-2,000 square feet per LRV (decreasing as fleet size grows) will be adequate for planning purposes.

The LRV storage yard should be sized to accommodate the initial fleet and, additionally, should contain sufficient acreage to house the LRVs of a "basic" system of magnitude to be defined (more than the starter line but probably less than the full "twenty-year" system).

J. SUPPORT EQUIPMENT

Support equipment in several different categories will be needed to supervise and maintain the LRT system:

- Shop tools and equipment (major items include a wheel truing machine, wheel/axle press, wheel assembly press, car washing equipment, and various cranes, jacks, and machine tools)
- Facilities maintenance machinery (e.g., track repair tools)
- Maintenance and supervisory vehicles (various size trucks and automobiles)

IV. OPERATIONS AND MAINTENANCE STAFFING

LRT will require that an organization be established either within the structure of an existing transit agency or by a new operator.

A. TYPES AND AVAILABILITY OF SKILLS

Personnel will be needed who possess specialized skills, some of which may be minimally available or unavailable in the Twin Cities area today.

Transportation supervisory staff and train operators may be hired from some combination of bus and/or railroad operating personnel. These individuals will require training in the unique aspects of LRT operations, rules and procedures, and equipment.

Vehicles maintenance personnel will require experience, or will have to be trained, in the servicing and repair of mechanical and electrical machinery. Railroad workers experienced in the maintenance of the electrical portions of diesel locomotives may find the LRT system an attractive job opportunity. Other types of electrical workers and, with re-training, bus mechanics, can also make suitable LRV maintainers.

In the area of facilities maintenance, special skills not commonly available are required for the track, traction power, and signal systems. Track and signal systems will follow typical North American railroad practice; and it should be possible to recruit qualified staff from that source. Electric utilities may provide a source of employees experienced in the maintenance of high voltage power systems; but training is likely to be required in the care of the overhead distribution system.

Security staff may be drawn from experienced local law enforcement personnel.

Opportunities for using private contractors should be used where advantageous. Examples include heavy repairs on LRV components (traction motors, compressors, etc.) by electrical equipment service shops, security personnel through private security firms, and fixed facilities maintenance. If

MTC operates and/or maintains this LRT system, the work rules for the LRT system should be established independent of bus system work rules.

B. TRAIN CREW SIZE

Trains will be operated by one person. This is the standard for modern LRT systems. If larger crews are allowed, the economic justification for LRT is likely to be lost.

Swing shift operators may be needed to cover peak periods if headways shorter than the base fifteen-minute service must be operated during AM and PM peaks.

V. SUMMARY

The system policies and conceptual design criteria presented in the preceding sections are based on proven designs used successfully on other LRT projects and appropriate for application in Hennepin County. From this base, a cost effective LRT system can be planned and implemented.

APPENDIX A

LRT SYSTEM ACCESSIBILITY;

Analysis of Options and Costs

I. DISCUSSION OF OPTIONS

Of the seventeen LRT systems currently operating or under construction in North America, ten use low platforms exclusively, three a combination of high platforms in subways and low platforms elsewhere, and four high platforms exclusively. These systems are listed in Table 1.

Operating scenarios, elderly and handicapped (E&H) accessibility arrangements, and facility requirements for the various low and/or high platform arrangements on LRT systems listed in Table 1 are shown in Table 2. Comments on these systems comprise the remainder of this section.

A. Option I - Low Platforms

1. Older Systems - No E&H Access (Option IA)

All five of the systems listed in Table 2 under this option date from the street railway era of the late 19th to early 20th centuries, and were designed around the streetcar technology of the time. The need to accommodate loading and unloading in mixed traffic (i.e., trolleys and automobiles using the same street lanes) dictated low platforms in those locations where platforms were provided at all.

None of these LRT systems are accessible to persons unable to negotiate steps. This design approach is unacceptable for new systems. Full access must be provided.

2. Car-Mounted Lifts (Options IB)

San Diego, the only city with LRV-mounted wheelchair lifts (Figure 1), selected them because they were the only technology available when the system was built that could serve 1) the low platform stations dictated by on-street operations in Centre City San Diego, 2) the need to accommodate railroad freight cars up to 10'8" wide on the LRT line at night, and 3) a tightly constrained capital budget.

The lifts supplied with the original fourteen cars could not be made to operate reliably. To avoid the potential of a lift stuck in the down position which would disrupt service on the entire line and require the affected LRV to be taken out of service for repairs, service accessible to the handicapped was not offered when the line first opened in 1981. Continuous efforts were made to improve lift reliability; but truly satisfactory results never were achieved with the original equipment.

In 1985, a prototype lift of simplified design was tested. Results were sufficiently encouraging that thirteen more were purchased to completely re-equip the original fleet. At the same time, a third lift design was supplied with six new cars. The principal differences between the two lifts are that the retrofit design occupies the full width of the doorway in which it is installed (thus preventing use of that door by ambulatory riders), while the lifts in the new cars can

TABLE 1

PLATFORM HEIGHTS ON NORTH AMERICAN LIGHT RAIL SYSTEMS

City	Platform Heights Subways	Surface	Opened	Joint LRT & Freight	Notes
Boston	Low	Low	1890 (approx.)	No	
Buffalo	High	Low	1985	No	a
Calgary	N/A	High	1981	No	
Cleveland (Shaker)	Low	Low	1913	No	
Edmonton	High	High	1978	No	
Fort Worth	High	High	1963	No	
Long Beach-LA	High	High	1990	No	
Newark	Low	Low	1935	No	
Philadelphia:					
City Transit	Low	Low	1890 (approx.)	No	
Media-Sharon Hill	N/A	Low	1907	No	
Pittsburgh	Hi/Lo	Hi/Lo	1900 (approx.)	No	b
Portland	N/A	Low	1986	No	
Sacramento	N/A	Low	1987	No	
San Diego	N/A	Low	1981	Yes	
San Francisco	High	Low	1895 (approx.)	No	c
San Jose	N/A	Low	1989	No	
Toronto (Streetcars)	N/A	Low	1892	No	

a - High/Low Steps; new design entered full service May 1985
b - Some stations with both high and low platforms, some low only; new LRV's have 3 double-width high level doors and, at front of car, 1 single-width low level door
c - High/Low Steps; Boeing patented design reliable but no longer being manufactured

Note: "Vintage Trolleys" such as those in Detroit, Lowell, New Orleans and Seattle do not meet modern LRT system design and performance criteria and, therefore, are excluded from this analysis.

TABLE 2

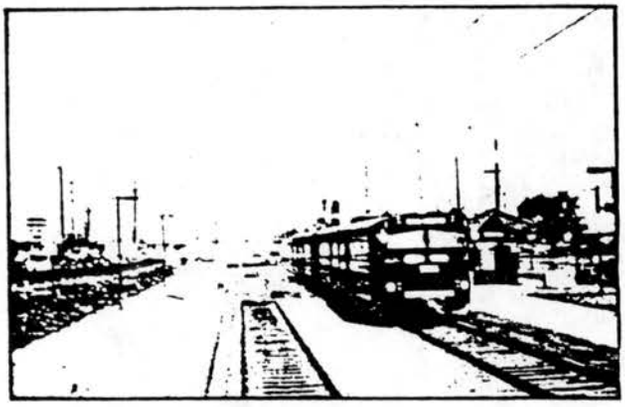
OPTIONS FOR HIGH AND/OR LOW STATION PLATFORMS
USED ON NORTH AMERICAN LRT SYSTEMS

OPTION	SYSTEM	STATUS	REMARKS
I. Low Platforms			
A. No E&H Access	5 Cities	Operating	Boston, Newark, Philadelphia, Cleveland, Toronto
B. Car-Mounted Lifts	San Diego	Operating	Operating Times (Cycles): Old Design-2 Min.; New Design-1 Min.
C. Platform-Mounted Lifts	Portland San Jose	Operating Under Const.	Small hydraulic lifts with safety gates/gangways rotating through 90 degrees; Portland open 9/86; Operating Time approximatly 1.5 Min.
D. High E&H Platforms	Sacramento	Operating	Train Operator moves lever; power not required; fixed ramp to high E&H platform; open 3/87; Operating Time approximately 0.75 Min.
II. High Platforms, Narrow Gap	3 Cities	Operating	Calgary, Edmonton, Ft. Worth, Long Beach-LA
III. Mixed High & Low Platforms, with "Hi/Lo" Steps on LRV's			
A. Combination of IA and II	SF Muni Ry	Operating	II in subway; IA on surface (exception: two stops with ID option)
B. Combination of IA/II & IA	Pittsburgh	Operating/UC	IA & II facilities at key stations; IA only at lesser stops
C. Combination of ID & II	Buffalo	Operating	II in subway; ID on surface

NOTE: Of all systems operating or under construction, only San Diego operates LRT and freight services on the same tracks, LRT during days and evenings, freight at night.

San Diego

	Model 2	Model 3
No. Installed	14	10 or 16
Lift First Used	1985	1986



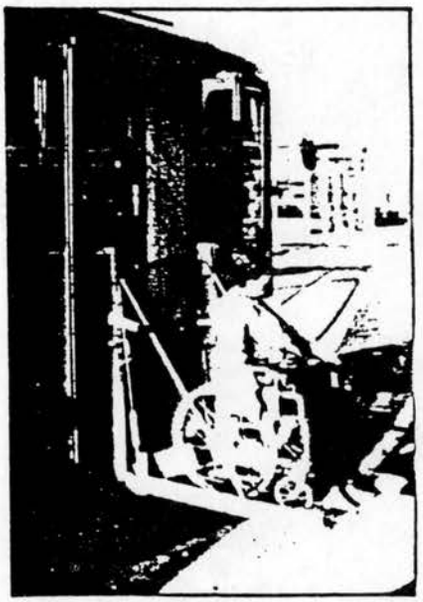
Typical LRT Station
with Low Platforms



LRV Lift being
Deployed



LRV Lift being
Lowered with User



Wheelchair-bound Rider
Leaving LRV Lift

Figure
LRV Mounted Lif
(San Diego

be arranged to stow vertically to allow step loading when the lift is not in use (although this is not done in San Diego). Lift cycle times are approximately two minutes for the initial design, and one minute for both new designs.

The risk to operational reliability of a failed lift is much greater for rail systems than for buses. A bus stalled by a lift stuck in the down position can be passed by other vehicles; but a train on a fixed track cannot. Because of this danger, and the difficulties with on-vehicle lifts experienced by the transit industry in general and the San Diego LRT in particular, on-board wheelchair lifts are not recommended.

3. Platform-Mounted Lifts (Option IC)

Two new LRT systems have selected platform lifts (Figure 2). The first, in Portland, commenced revenue service in September 1986. San Jose will open partially in December 1987. Portland and San Jose both have substantial portions of LRT lines in city streets. Although virtually all of these line segments are in exclusive lanes, the geometry of available space made low platforms the only practical choice.

Both Portland and San Jose require LRV operators to operate the lifts. Trains must be stopped precisely so that the 30-inch wide lift "bridge barrier" can be lowered into the LRV's 40-inch wide doorway. To achieve this, trains make a normal passenger stop or come nearly to a stop short of the lift, then ease forward to the lift located at the far end of each station platform in the direction the train is traveling. The lift operating cycle in Portland is 1.5 minutes. The lifts require substantial maintenance, with six mechanics dedicated 40 percent to keeping 54 lifts in working order.

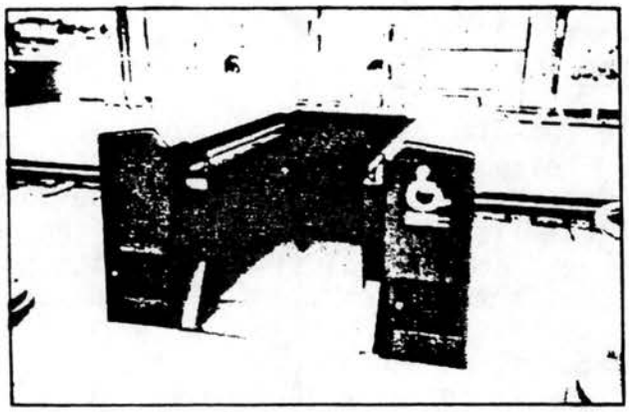
The platform lift is designed to be manually retracted in the event of failure, after which it can be bypassed until repaired. Failure of a single lift will not shut down the entire system or take an LRV out of service. Portland's LRT system is carrying 40 to 50 passengers using the lifts each day; and reliability of the lifts currently stands at 97 percent, a good showing. However, platform lifts do involve power operation, and thus are relatively complex.

4. Fixed Ramps and Short High Platforms (Option ID)

Like the preceding option, this alternative also provides a special facility on the station platform for passengers unable to use steps. However, fixed high-level platforms accessed by ramps are used instead of electro-mechanical lifts, thus eliminating the chance of machine failure.

This concept has been implemented in Sacramento (Figure 3). Like Portland and San Jose, Sacramento has substantial sections of trackage in street right-of-way, including some mixed-traffic operation. Like San Diego, Sacramento's capital budget was extremely tight. These factors led to selection of low-level station platforms.

	Portland	San Jose
Type of Lift	Hydraulic	Electric
No. Installed	61	1(Prototype)
System Opens	Sep. 1986	Dec. 1987



Portland Lift



San Jose Lift



Portland Lift in Operation



San Jose Lift in Operation

HCRRA

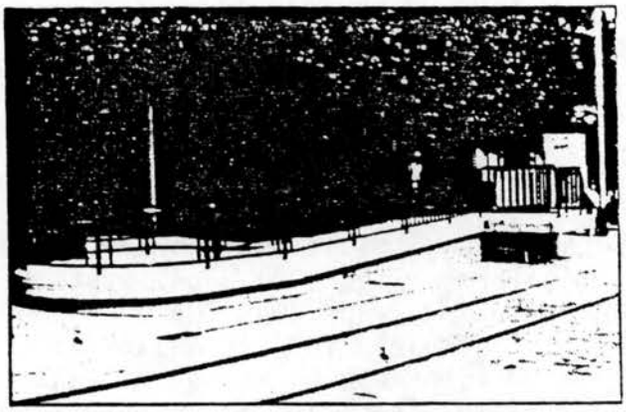
Comprehensive LRT System Plan

Figure

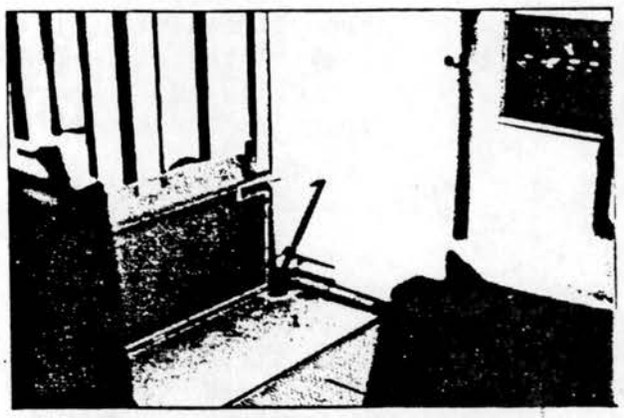
Platform Mounted Lift
(Portland and San Jose

Sacramento

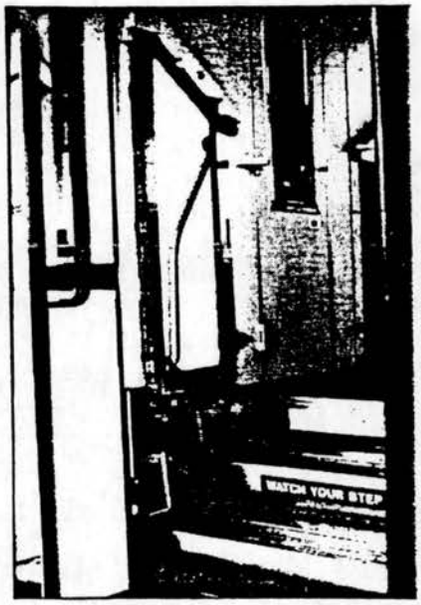
No. of Stations (All Accessible)	27
System Opens	1987



Typical Short High Platform and Fixed Ramp



LRV Trap Door in Position with Doors Closed



LRV Trap Door Stored for Step Loading

Figure
Short High Platform an
Fixed Ramp (Sacramento

The short high platform is located at the end of each station where the front door of each train stops. Elderly and handicapped boarding occurs during the normal dwell time, and all other doors on the train remain available to ambulatory patrons. There is a car/platform gap of ± 9 inches, because the LRVs have outward folding doors to ensure easy passenger egress in an emergency. To bridge this gap, a footplate is operated by the driver using a lever and very simple mechanical linkage. Wheelchair boarding times are on the order of 0.75 minutes. The fixed high level platforms are reached by ramps from sidewalk level. As a result, there are no electric or hydraulic devices to fail. The system is highly reliable, and maintenance is virtually nil. Ramps could not be squeezed into existing sidewalk space at three platforms.

B. Option II - High Platforms

This option is the application to LRT of the traditional "heavy rail" system of car-floor-level station platforms (Figure 4). LRT systems in Calgary, Edmonton, Fort Worth (all operating), and Long Beach-Los Angeles (under construction) use this concept to achieve full accessibility. All of these systems are in locations where right-of-way was sufficient to accommodate high platforms, and none of the operating systems must contend with mixed traffic operation in streets.

Calgary's LRT does use the downtown LRT and bus transit mall on Seventh Street. The high LRT platforms consume much of the sidewalk area, constraining the view of, and access to adjacent buildings. LRT stations with high platforms and bus pull-outs with the sidewalks serving as low platforms are located in alternate blocks. Buses run on the paved trackway past LRT stations, then pull out to their own stops. LRT trains can pass buses; but buses must wait behind stopped LRVs.

Many of Calgary's LRT stations located in railroad rights-of-way and boulevard medians have high platforms cut off from the surrounding area. These facilities include pedestrian over- or underpasses, stairs, and elevators over or under adjacent freight railroad tracks, and heavily trafficked streets to channel and control pedestrian movements between LRT platforms and adjacent street sidewalks, bus transfer platforms, and park-ride lots. While high platforms will provide easy access for all passengers, they are not fully compatible with street rights-of-way, and they will increase system costs.

C. Option III - High and Low Platforms with or without Movable Steps on LRVs

Three North American LRT systems fall in this category, of which two are not fully accessible at all stations. In San Francisco, the Muni Metro has high platforms in the Market Street subway; but street-level loading prevents wheelchair access on the surface, except at two stops experimentally equipped similarly to Sacramento. Pittsburgh's modernized South Hills LRT remains inaccessible to wheelchairs at sixteen low platform surface stops along the reconstructed portion of the system, but is fully accessible at thirteen high platform stations (three subway and ten surface).

Calgary

No. Stations(All High Platforms)	30
System Opened	1981



Full Length High Platform on
7th Street Mall–Track Side



7th Street High Platform
Sidewalk Side–Steps and Ramp
to LRT Platform on Right

Only Buffalo's new light rail rapid transit (LRRT) system mixes both high and low-level loading with full accessibility. This has been achieved by using full-length high platforms at subway stations and street-level loading via retracting steps on the cars at stops along the Main Street Mall. On the surface, short high platforms with ramps similar to Sacramento's provide for car-floor-level wheelchair boarding.

D. Option IV - Low-Floor LRVs

A handful of European LRT systems currently are investigating the use of LRVs with very low floors thirteen to nineteen inches above top of rail (TOR). Grenoble, France, and Geneva, Switzerland, are farthest along (Figure 5).

In each case, the cab ends of the cars have normal height floors over the motorized trucks (wheel assemblies). Specially developed center trucks enable the low floor section to extend through the remainder of the car.

However, neither of these designs provide unlimited accessibility from curb-height platforms (six to eight inches above TOR). The lower floor heights (thirteen to nineteen inches compared to forty inches) do allow shorter ramps to those sections of platforms built to car-floor height. Where LRT lines in street curb lanes use the sidewalk for loading, a smaller version of the "short high platform" could be used by passengers who have trouble with steps. At stations on private right-of-way, full length car-floor height platforms could be constructed to provide level boarding for all riders (Exception: line segments where LRT and freight trains jointly use the same track).

The European low-floor LRVs have been developed for urban systems (versus suburban) with relatively short lines (five to six miles) and low top speeds (less than 40 miles per hour); the Geneva car is built for narrow gauge track. Whether these designs can be modified for higher speeds contemplated in Hennepin County is an open question. The potential benefits of low-floor LRVs merit further study as conceptual and preliminary engineering progress.

II. INCREMENTAL CAPITAL COSTS TO PROVIDE FULL ACCESSIBILITY

Table 3 indicates the levels of capital costs likely to be incurred to provide full accessibility to LRVs, depending on the option chosen. For LRV-mounted lift options, note that each double-ended LRV will require four lifts (two at each end for right- and left-hand loading), so costs per LRV for vehicle-mounted lifts are estimated to be either 4 x $4,000 = $16,000 or 4 x $18,000 = $72,000 per car, depending on the type of lift selected.

Since a "Stage I" LRT system for Hennepin County is yet to be identified, the second half of Table 3 applies the unit costs to a specimen LRT line fifteen miles long with 0.6-mile station spacing (25 stations) and two-LRV trains running on ten-minute headways at an average speed of 15 miles per hour and with a 20 percent space allowance (29 LRVs).

	Geneva	Grenoble
Floor Height (Low Floor Section)	19"	14"
No. of Cars Purchased	45	
Revenue Service Begins	1987	1987



Geneva Car – Doors Closed



Geneva Car – Doors Opened



Grenoble Car – Doors Closed



Grenoble Car–Doors Opened

HCRRA

Comprehensive LRT System Plan

Figure

Low-Floor LRV (Geneva and Grenoble

TABLE 3

CAPITAL COSTS TO PROVIDE FULL ACCESS

Full Access Option Unit Costs

	Unit Costs a/ (1986 Dollars)
LRV-Mounted Lifts (San Diego):	
o Fixed-Pallet Lift (Door dedicated to E&H)	$ 4,000/Lift
o Folding Step Lift (Door usable by all riders)	$18,000/Lift
Station Platform Lifts (Portland)	$18,000/Lift
Station Platform Ramps & Short High Platforms for E&H (Sacramento)	$15,000/Ramp
High Platforms (Incremental Cost Re: Low Platforms; assume 10' x 330' platform and $21.15/Ft.^{2}	$70,000/Platform

Application of Unit Costs to Specimen LRT Line

LRV Fixed Lifts - 29 LRVs x 4 Lifts/Car	$ 464,000
LRV Folding Lifts - 29 LRVs x 4 Lifts/Car	$2,088,000
Platform Lifts---25 Stops x 2 Lifts/Stop	$ 900,000
Platform Ramps---25 Stops x 2 Ramps/Stop	$ 750,000
High Platforms---25 Stops x 2 Platforms/Stop	$3,500,000
Low-Floor LRVs	(b)

(a) Source: St. Louis LRT Preliminary Engineering. TM-24, "Station Loading Level Analysis" (prepared by LTK).

(b) May lead to higher LRV prices based on limited European experience to date (two cities); some incremental costs at stations, but probably less than platform ramps.

The least expensive option would be fixed-pallet on-board lifts; but these would block two of the four doorways on either side of each LRV, thus restricting step loading to two doors and lengthening dwell times. Vehicle-mounted lifts have not proven reliable in most past bus and rail applications. For these reasons, the cheapest solution is not the best.

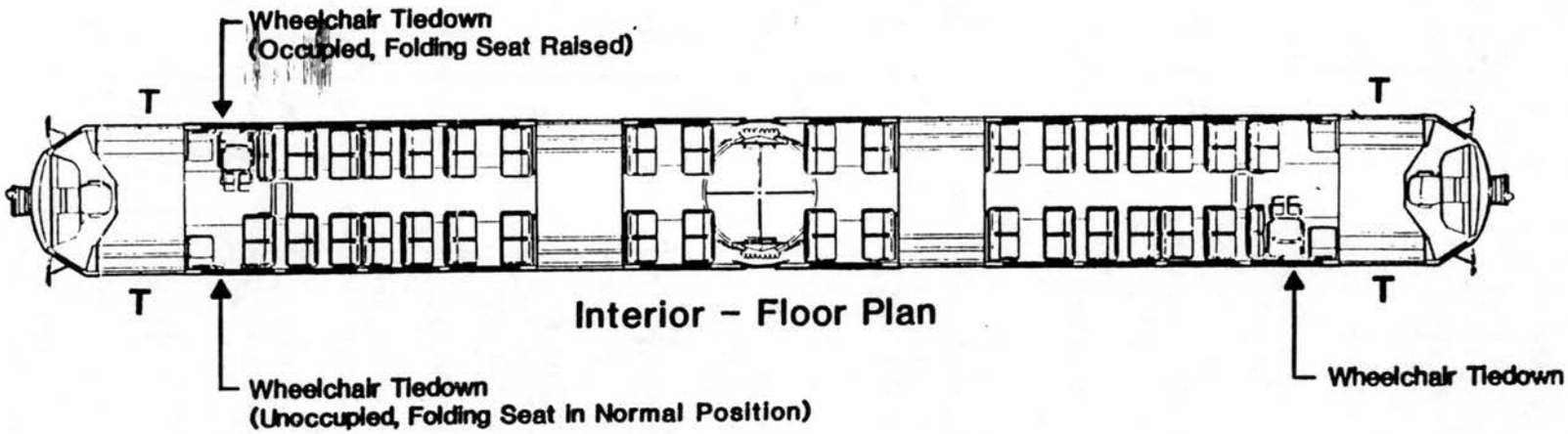
Platform ramps and short high-level platforms at the front door of the train eliminate mechanical and electrical machinery and its associated reliability and maintenance problems. Full accessibility is provided reliably, but at substantially less initial cost than full-length high platforms.

III. SUMMARY

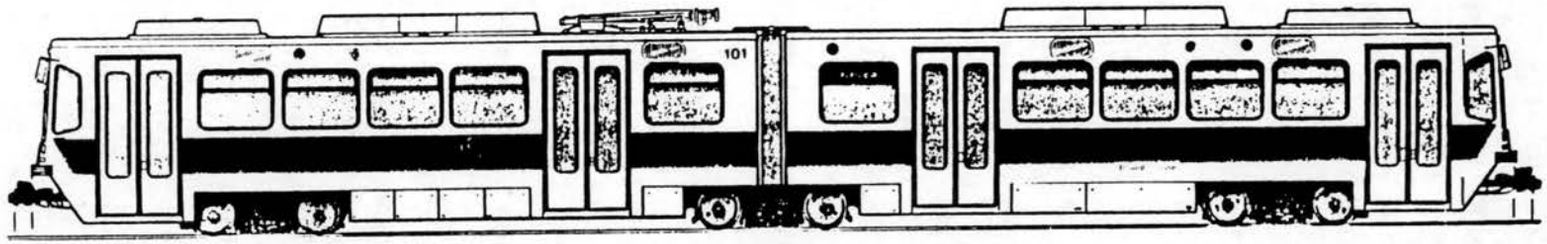
Taken together, the technical and cost analyses of station and vehicle loading level options lead to the following conclusions:

- The choice between high and low platforms involves important trade-offs among several factors, including: boarding ease for able-bodied and mobility-impaired riders, LRT station dwell times, capability of the line to accommodate continued freight operation, and impacts on initial capital and ongoing operating costs.
- Any lift option, LRV- or station platform-mounted, will lengthen normal 20-second station dwell times by one minute or more whenever lifts must be used.
- Though low in initial cost, the LRV fixed-pallet lift option limits available gangways for ambulatory riders and is of questionable reliability.
- The LRV folding step lift option relieves the constraint on using the steps in lift doorways, but at considerably higher cost. Lift reliability remains a problem technology has yet to conquer.
- For the reasons cited above, LRV-mounted lifts should be avoided.
- Platform lifts involve electro-mechanical devices requiring maintenance, and revenue service experience is limited to one City (Portland).
- Fixed ramps with short high platforms offer a reliable approach to providing car-floor-level boarding for mobility-impaired riders, while preserving the lower costs of low platforms.
- High platforms make boarding easy for all passengers and reduce station dwell times, but cost more to construct than low platforms equipped with platform ramps for mobility-impaired rider access.
- High level platforms pose physical and visual barriers when located at grade on City streets and/or sidewalks.

T - These Doorways to have Folding Traps to Permit Floor Level Loading



Interior – Floor Plan



Exterior – Side Elevation

Figure 6
Representative LRV with

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

PUBLIC WORKS
Originating Department

K. DeSpiegelaere /s/ — 10/19/88
Authorized Signature — **Date**

Board Action Requested

Final Report -

Midway Corridor Study

Information Only

Request Justification

See attached memo from K. DeSpiegelaere dated October 12, 1988
with copy of report

Budgeting and Accounting

County Attorney Michele L. Dramis 10/21/88

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date: October 25, 1988	Signature: F L Glendenning	Date: 10/19/88
Board Date	Signature	Date

RAMSEY COUNTY
Regional Railroad Authority

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District 4
Ruby Hunt
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Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere

SUBJECT: Final Report, Midway Corridor Study

DATE: October 12, 1988

The final version of the Midway Corridor Study of LRT alignments has been printed and is attached. As requested by Ramsey County Regional Railroad Authority, the report includes a section of comments that were received on the study.

The Regional Transit Board Policy Committee will meet on October 24 to recommend an alignment for the Midway Corridor for LRT. That recommendation will be forwarded to the November 1 meeting of the Regional Transit Board and will subsequently be sent to Ramsey County Regional Railroad Authority.

Recommendation:

For your information.

KD/gb
Attachment

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

PUBLIC WORKS **Originating Department**	**Board Action Requested** Metropolitan County Regional Railroad Authorities - Staff Coordination Information only.
K. DeSpiegelaere /s/ 10.19.88 **Authorized Signature** **Date**	

Request Justification

See attached memo from K. DeSpiegelaere dated October 17, 1988

Budgeting and Accounting

County Attorney Michele L. Timmons 10/21/88

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	**Signature**	**Date**
Committee / Meeting Date October 25, 1988 **Board Date**	**Signature** J L Glendenning **Signature**	**Date** 10/19/88 **Date**

RAMSEY COUNTY
Regional Railroad Authority

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District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere

SUBJECT: Metropolitan County Regional Railroad Authorities - Staff Coordination

DATE: October 17, 1988

Several meetings have occurred in recent weeks with staff members of other regional railroad authorities, particularly Hennepin County. Activities of other rail authorities include:

Hennepin

- Sponsored a recent vendor's conference for prospective LRT system developers. A request for qualifications for turnkey or superturnkey implementation of a 29 mile LRT system is due November 14. Hennepin County is applying for a $100 million federal grant for capital expenses that is conditioned on using a turnkey or superturnkey approach, rather than a traditional design/build approach to LRT.

- Is continuing work on an Environmental Impact Statement and preliminary engineering for 29 miles of LRT. The work is expected to be completed in December, 1989.

Anoka

- Is continuing with a Comprehensive LRT Plan. All alignments extending into Ramsey County have been recommended for elimination from further consideration by the citizens committee. Central Avenue and University Avenue remain under consideration. The plan may be completed late this year.

- Will budget $500,000 for rail authority activities in 1989 (1/2 mill levy).

Scott

- Is completing a transportation study for the County which will include an LRT Chapter.
- Will levy 1/4 mill in 1989 to bank for future rail abandonments.

Washington, Carver, Dakota

- Funded from County, not Rail Authority funds in 1989.

KD/gb

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

Public Works
Originating Department

K. DeSpiegelaere /s/ 10/19/88
Authorized Signature **Date**

Board Action Requested

REPORT ON MINNESOTA PUBLIC TRANSIT ASSOCIATION FALL CONFERENCE OCTOBER 12-14, 1988 "Building Alliance"

Information Only

Request Justification

See attached memorandum from James E. Tolaas October 17, 1988

See attached memorandum from Jill Goski October 14, 1988

Budgeting and Accounting
County Attorney Michele Z. Timmons 10/21/88
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	**Signature**	**Date**
Committee / Meeting Date	**Signature**	**Date**
October 25, 1988	F L Glendenning	10/19/88
Board Date	**Signature**	**Date**

MEMORANDUM

TO: Kathryn DeSpiegelaere

FROM: James E. Tolaas

SUBJECT: Minnesota Public Transit Association Fall Conference
October 12-14, 1988 "Building Alliances"

DATE: October 17, 1988

The underlying theme throughout the Minnesota Public Transit Association Conference was "Building Alliances".

The first speaker was Commissioner Jeff Spartz, chair of the HCRRA. Commissioner Spartz highlighted the importance of the metro area to the economic health of the State, calling Minneapolis/St. Paul the "economic engine" of Minnesota, generating 75% of the State tax revenue. Current transportation problems can no longer be addressed with more interstate development -- after I-394, new interstates will not be considered in the metro area. Commissioner Spartz provided a brief overview of current goals, objectives and costs for LRT development in Hennepin County. Most of this information, such as the $497,000,000 price tag, the potential role of MVET and UMTA funding, the super turn key approach, or the interest in privatization of LRT implementation, was a repeat of previous HCRRA documentation. What caught my attention was the ambitious schedule set forth -- initiation of construction by early 1990 and completion within 38 months. That puts the system in operation in late 1992 or early 1993. Although Commissioner Spartz admitted the process more realistically would take 6 years, he gave the strong impression that they were proceeding on that time line. When pressed for a realistic estimate of LRT becoming a reality as outlined, Commissioner Spartz gave it a 60% chance.

The first afternoon panel, "Building Alliances Through Cooperation," included Bob Johnson (Good Roads), Vic Rosenthal (Minnesota Board of Aging), Michael Ehrlichmann (United Handicapped Federation) and James Scheibel (MN League of Cities, Council Member for St. Paul). Emphasis was on new alliances and the importance of concentrating on the future, not the past. The importance of public transit to the elderly, the handicapped and lower income families was stressed. Many examples of overlapping interests concerning common transit issues were given. The need for the united support of very diverse groups was emphasized. The terms coalition, consensus, communication, compromise and awareness seemed to define the essence of the message given. As a relevant example for 1989, it appears to many that everybody is speaking a different language when talking about LRT. Also, to many rural legislators, LRT is considered a boondoggle. Positive development of LRT will rely on cooperative effort.

The second afternoon panel, "Working Together to Interpret Transit Regulatory and Funding Issues," included Steve Novak (State Senate), Greg Failor (MTC) and David Tripp (St. Cloud MTC). Mr. Failor addressed Federal regulations relating to Urban Mass Transportation Administration funding, the new safety emphasis evidenced in drug testing regulations for transit workers and the radical reduction in diesel exhaust particulate standards effective in 1991. Mr. Tripp identified education opportunities to transit development. Steve Novak really dominated this session, identifying a number of considerations which should be made in approaching the legislature this year. Of greatest significance was that:

1) With the proper approach, the money for programs is there. Interest in transit issues has been raised to be on a par with highways. Fiscally the State is in good shape. Outstate counties are even supportive of transit initiatives.
2) Approaches to problems and programs must have united support. Current deficiencies, such as those in Metro Mobility must be addressed promptly and credibly or the money will stop -- no more automatic funding at current levels.
3) Legislators are not convinced that the current pace in LRT planning and implementation is warranted. Constructive proposals will likely be supported, but only if approached on a regional/metropolitan basis. Although not directly referenced, it appeared to be a caution directed at HCRRA's current fast track approach.

A session, "The Impact of Land Use on the Development of Transit," was interesting in that it presented three different perspectives. Ann Perry (Planner for Minnetonka) presented a progressive and innovative approach to control of development and transit issues with long-range goals of increasing population and employment. Tony Scallon (Minneapolis Council) represents a section of the City already fully developed and being significantly impacted by proposed reconstruction of I-35W and transit problems. His approach to development of effective transit services was based on a strong belief that costs and environmental factors will preclude reliance on the auto as the main form of transportation 20 years from now. Accordingly, LRT will be an important part of a "non-gas engine" transportation system in future development, and should be designed for the far reaching future even though ridership levels may take time to develop. This sparked vocal disagreement from Steve Reinstein (Improve 494 Committee) who strongly suggested building any system which assumed it, in itself, will generate ridership and dictate development, was ridiculous. Mr. Reinstein, representing the developers perspective, favored tailoring transportation improvements to established needs and development trends. He also strongly maintained the automobile would remain the heart of our transportation base.

The last panel, "The Highway Transit Solution to Urban Congestion," discussed current and future congestion problems. Carl Ohrn (Metropolitan Council) stressed there were no simple solutions, that a variety of integrated approaches were essential. Incentives/ disincentives should be considered such as metering and bypass ramps which delay single occupant vehicles. Higher density development should be encouraged. Fare sensitivity may be secondary to time and convenience. Bill Crawford (Mn/DOT) discussed past and present problems with I-35W and I-94 and, contrary to yielding to political pressures of the past, the State would be seeking proper design. Unfortunately, the cost of each reconstruct may reach one billion dollars. However, the importance of addressing transportation issues to protect real estate values cannot be overlooked -- citing that 23% of Hennepin County's tax base is the IDS core block downtown. The IDS block generates more tax than 7 northern counties. Peter McLaughlin (Minnesota House) stressed the need for a metropolitan perspective and opposed so much emphasis on serving the suburban needs at the expense of city neighborhood concerns and needs. He indicated neighborhoods in his district were still surviving some of the problems of the initial construction of I-35W. Future transit development should be more aware of inner-city problems.

Recommendation:

For your information.

JET/clm

MEMORANDUM

TO: Kathryn DeSpiegelaere

FROM: Jill Goski

SUBJECT: Minnesota Public Transit Fall Conference

DATE: October 14, 1988

The Minnesota Public Transit Fall Conference, held October 12-14, 1988, focused on the theme of Building Alliances. Jeff Spartz, Chair of the Hennepin County Regional Railroad Authority, presented opening remarks emphasizing the need to look to alternative methods of transportation in the future. He provided a brief update on the progress of the Hennepin County LRT project, including proposed routes for the initial phase, costs, potential methods of financing, tunneling options and factors influencing the tunneling decision, and planned timetables. The Privatized Super Turnkey Approach which Hennepin County is exploring was of considerable interest. Hennepin County is designing an RFP for a Super Turnkey Approach in which a developer providing subsidies would get rights to development.

The initial panel on "Building Alliances Through Cooperation" included representatives from four different perspectives offering similar messages about the importance of pulling together all sources and resources into a coalition to accomplish transportation goals. Panel members included Bob Johnson, Executive Director, Minnesota Good Roads; Vic Rosenthal, Policy Analyst, Minnesota Board on Aging; Mike Ehrlichmann, President, United Handicapped Federation; and Jim Scheibel, City of St. Paul Councilmember.

Bob Johnson provided some historical perspective and hailed the success of previous coalitions, particularly the Road Transit Coalition. He identified LRT as the issue for 1989 on which there is a need to pull together the perspectives of RTB, Mn/DOT, the Counties, Metropolitan Council and others, and reach a compromise before approaching the legislature. In addition, he identified the need to convince rural legislators and the public about LRT. He indicated Minnesota Good Roads recognizes that transit is necessary, in addition to highways. However, there are varying opinions about LRT.

Vic Rosenthal stressed the importance of public transportation for older citizens in accessing services, being able to make choices and remaining independent. He also emphasized the fairly powerful lobby effort of the senior citizens and their ability to articulate their needs. However, they may not be as able to identify how the system will work and how it will be paid for. For these issues, human services folks must learn how transit folks talk and vice versa. They must recognize each others needs, find common ground, build consensus where possible, create a win/win situation and share the credit. He cited the Quality Transit Coalition as an example of an alliance that works.

Mike Ehrlichmann identified coalition building as the only way to accomplish the desired end and that Minnesota has a tradition of groups working together on issues. He emphasized the importance of public transportation to the disabled as a lifeline to work, play, and be a part of the community and political process. He encouraged Minnesota to be the first Chapter in the country to get behind accessible transportation for the disabled. He stressed the need for professionals, consumers and vendors to be unified in order to accomplish anything.

Jim Scheibel identified the interest of cities in building alliances, particularly through the Minnesota League of Cities - Land Use and Transportation Committee. He indicated his hope that the legislature will look at LRT planning on a regional basis. He emphasized the need to raise an awareness with the public about what public transportation is doing and the need to all work together and view everyone as potential allies.

The session on "Working Together to Interpret Transit Regulatory and Funding Issues" focused on the major shift in responsibility for operating and funding public transportation systems from the federal government to the state government. Senator Steve Novak discussed the activity in the political arena regarding transit in the past and prospects for transit funding in 1989. Transit has been elevated as a priority issue and holding the line on spending in 1987 has resulted in a pretty sound fiscal shape for beginning the 1989 session. However, he stated it will be essential to present a united front to the legislature, and conflicts between agencies cannot be afforded. If everyone works together as a team, the goals can be accomplished. However, there will be a need to sell a lot of people on the idea and have a firm, strong proposal.

Greg Failor, Executive Assistant, MTC, provided an update on regulations, and Dave Tripp, Executive Director, St. Cloud MTC, offered information on safety and training programs.

Other sessions focused on the process of working together as a team and building alliances, with sessions on group problem solving, working creatively together and attitudes and roles of individuals in groups.

Final sessions covered the Importance of Land Use on the Development of Transit and the Highway/Transit Solution to Urban Congestion. Developers' perspectives and local elected and staff perspectives were presented. Ann Perry, Planner, City of Minnetonka, provided information on action taken by the City of Minnetonka regarding transit which has served as a model approach for other communities. Steve Reinstein, Development Director, Homart Development and Improve 494 Steering Committee, discussed the need to know the market and plan based on the market. Tony Scallon, Minneapolis City Councilmember, challenged Minnesota to plan and build for the future, not fo what has existed in the past. In other words, not to keep adding more lanes to the highway system but plan and design a transit system to meet the needs.

JG/clm

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

9

Public Works **Originating Department**	**Board Action Requested** RCRRA Newsletter
K. DeSpiegelaere 10/19/88 **Authorized Signature** **Date**	Request for suggestions for mailing list.

Request Justification

See attached memo from K. DeSpiegelaere dated October 4, 1988

Budgeting and Accounting

County Attorney Michele L. Timmons 10/21/88

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	**Signature**	**Date**
Committee / Meeting Date	**Signature**	**Date**
October 25, 1988 **Board Date**	**Signature**	10/19/88 **Date**

RAMSEY COUNTY
Regional Railroad Authority

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Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners

FROM: Kathryn DeSpiegelaere

SUBJECT: Light Rail Transit Newsletter

DATE: October 11, 1988

The Community Participation Program for Ramsey County Regional Railroad Authority included a recommendation that a newsletter be distributed at intervals during the course of the Comprehensive LRT Plan work for Ramsey County. The newsletter should have wide distribution and preparation of the mailing list for it has been initiated. Hennepin and Anoka Counties each have mailing lists of about 1500 for newsletters on LRT.

The general categories of names on the list thus far are:

- o Ramsey County Commissioners
- o Governor
- o Ramsey County legislators
- o Chairpersons and key staff of state and regional transportation-related agencies (RTB, Metropolitan Council, MTC, Mn/DOT, State Planning) + our representatives from R.C.
- o Mayors and city managers in County
- o City council and planning commission members in County
- o School district superintendents in County + board members
- o Regional railroad authority chairmen and staff in metro counties
- o District council community organizers and presidents in St. Paul
- o Citizen Advisory Committee and Corridor Task Force members
- o Newspapers
- o County staff members who are affected
- o Chambers of commerce
- o Midway Civic and Commerce Association
- o Capital Area Board
- o University of Minnesota
- o State Fair
- o Citizens League

Encourage cities to produce in their newsletters

Business associations
Payne/Arcade
East 7th Business Association
Rice Street
Grand Avenue
North End

o LWV

Recommendation: Please let me know if there are others you'd like to receive a copy of the newsletters.

KD/clm

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

10

Public Works **Originating Department**	**Board Action Requested** RCRRA FILES
K. DeSpiegelaere 10/19/88 **Authorized Signature** **Date**	Information Only

Request Justification

See attached memo from K. Despiegelaere dated October 3, 1988

Budgeting and Accounting

County Attorney Michele L. Timmons 10/21/88

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	**Signature**	**Date**
Committee / Meeting Date October 25, 1988 **Board Date**	**Signature** F L Glendenning **Signature**	**Date** 10/19/88 **Date**

RAMSEY COUNTY
Regional Railroad Authority

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Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Files

DATE: October 3, 1988

At a previous Regional Railroad Authority meeting, Michele Timmons and I were directed to consider a filing system for the Regional Railroad Authority to ensure that information is retained and is accessible.

An indexing system is being established in 286 Courthouse of Regional Railroad Authority information. In addition, minutes and resolutions from Regional Railroad Authority meetings are assembled in books so that they can be retained and accessed.

Recommendation:

For your information.

KD/clm

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

11

Budgeting & Accounting
Originating Department

J. Van Houdt 10/19/88
Authorized Signature Date

Board Action Requested

Quarterly Report of Payments for RCRRA

July - September 1988

*Action Required

Request Justification

See attached memo from J. Van Houdt dated October 10, 1988

Budgeting and Accounting
County Attorney N/A Michele L. Timmons 10/21/88
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
October 25, 1988	J L Glendenning	10/19/88
Board Date	Signature	Date

RAMSEY COUNTY

Office of
BUDGETING AND ACCOUNTING

Room 36, Court House
St. Paul, Minnesota 55102
298-4196

TERRY SCHUTTEN
Executive Director

JAMES H. VAN HOUDT
Director - Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

MEMORANDUM

DATE: October 10, 1988

TO: Terry Schutten, Executive Director

FROM: JVH James Van Houdt, Director - Budgeting & Accounting

SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: July - September 1988

Ramsey County Regional Railroad Authority Resolution of October 5, 1987, authorized the Budget and Accounting Director to approve payment of bills for the Regional Railroad Authority with a limit for any single invoice not to exceed $2,000 and report these disbursements to the Regional Railroad Authority and the condition of the Regional Railroad Authority's budget on a quarterly basis.

I am attaching a report of payments made from the Regional Railroad Authority budget for the period July through September 1988 and a copy of the budget as of September 30, 1988.

JVH:EG:ja/gcl
Attachments

10-Oct-88 REPORT OF PAYMENTS FROM RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY.

PERIOD OF REPORT: July - September 1988

DATE OF PAYMENT	PAYMENT TO	AMOUNT	WARRANT NUMBER	PURPOSE OF PAYMENT
15-Jul-88	Ramsey County	7.76	432257	Long Distance Calls-Washington DC
15-Jul-88	Ramsey County	215.82	432257	Duplicating - June 1988
15-Jul-88	Hugh Faville	25.00	432928	Advisory Task Force Meetings - 5 @ $5
19-Jul-88	Robert Clarkson	25.00	433733	Advisory Task Force Meetings - 5 @ $5
19-Jul-88	Steve Grochala	10.00	433734	Advisory Task Force Meetings - 2 @ $5
19-Jul-88	Robert Kren	25.00	433735	Advisory Task Force Meetings - 5 @ $5
19-Jul-88	Marc Manderscheid	25.00	433736	Advisory Task Force Meetings - 5 @ $5
19-Jul-88	Robert Rossman	25.00	433737	Advisory Task Force Meetings - 5 @ $5
19-Jul-88	Robert Van Hoef	20.00	433738	Advisory Task Force Meetings - 4 @ $5
19-Jul-88	Charles Wold	25.00	433739	Advisory Task Force Meetings - 5 @ $5
19-Jul-88	Robert Rossman	45.00	433740	Advisory Task Force Meetings - 9 @ $5
22-Jul-88	Frank Sandberg	15.00	434369	Advisory Task Force Meetings - 3 @ $5
26-Jul-88	Helen Sever	10.00	434865	Advisory Task Force Meetings - 2 @ $5
29-Jul-88	Nancy Tracy	20.00	435393	Advisory Task Force Meetings - 4 @ $5
12-Aug-88	Paul Gilliland	25.00	437872	Advisory Task Force Meetings - 5 @ $5
22-Jul-88	Ramsey County	12,500.00	433816	Partial repayment of loan
22-Jul-88	Ramsey County	1,781.52	433816	Interest on loan from Ramsey County
05-Aug-88	Ramsey County	951.75	436123	Budgeting & Accounting Services 4/1/88 to 6/30/88
05-Aug-88	Ramsey County	142.09	436123	Postage for 2nd Quarter 1988

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Prepared by Budgeting & Accounting-EG

10-Oct-88 REPORT OF PAYMENTS FROM RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY.

PERIOD OF REPORT: July - September 1988

DATE OF PAYMENT	PAYMENT TO	AMOUNT	WARRANT NUMBER	PURPOSE OF PAYMENT
19-Aug-88	Ramsey County	1,997.48	438619	Transportation Planner Services 4/1/88 through 4/14/88
19-Aug-88	Ramsey County	1,975.65	438619	Transportation Planner Services 4/15/88 through 5/3/88
19-Aug-88	Ramsey County	1,843.17	438619	Transportation Planner Services 5/4/88 through 5/13/88
19-Aug-88	Ramsey County	1,782.83	438619	Transportation Planner Services 5/16/88 through 5/26/88
19-Aug-88	Ramsey County	1,930.38	438619	Transportation Planner Services 5/27/88 through 6/9/88
19-Aug-88	Ramsey County	669.14	438619	Transportation Planner Services 6/13/88 through 6/16/88
19-Aug-88	Ramsey County	1,582.20	438619	Transportation Planner Services 6/17/88 through 6/30/88
19-Aug-88	Ramsey County	749.00	438619	Attorney Services 4/2/88 through 6/24/88
19-Aug-88	Ramsey County	785.75	438619	Duplicating Services for July
19-Aug-88	Victory Parking Ramp	170.00	438752	August & September Parking K. DeSpiegelaere
26-Aug-88	Midway Hospital	5.45	440181	Coffee Cart for Meeting 6/21/88
23-Aug-88	Hal Norgard	1,800.00	440562	Travel Advance LRT System visits
02-Sep-88	Kathryn DeSpiegelaere	10.00	441282	Refund of Parking Deposit
16-Sep-88	Ramsey County	405.15	442965	Duplicating Services for August
30-Sep-88	Victory Parking	85.00	445303	October Parking-K. DeSpiegelaere
30-Sep-88	Edwards & Kelsey, Inc	3,000.00	446024	Consulting Services Preparation of Grant application
30-Sep-88	Lillie Suburban Newspapers	78.27	446025	Publishing Notice of Intent to Levy Taxes. 8/10/88 - 9/14/88
Total Payments-Third Quarter-1988:		$34,763.41		

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Prepared by Budgeting & Accounting-EG

PCT OF YEAR ELAPSED = 74.86

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								
PROFESSIONAL SERVICES								
020100 -- CONSULTING SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	43,580.00	
020102 -- ENGINEERING SERVICE	4,280.00	3,000.00	0.00	1,280.00	1,280.00	4,580.00	300.00	70.09
020103 -- COUNTY ATTORNEY SERVICES	30,000.00	29,416.31	0.00	583.69	583.69	30,000.00	0.00	98.05
020174 -- EXECUTIVE DIRECTOR - SERVICES	3,000.00	1,888.77	0.00	1,111.23	1,111.23	3,000.00	0.00	62.96
020176 -- BUDGETING AND ACCOUNTING SERVICES	3,000.00	0.00	0.00	3,000.00	3,000.00	3,000.00	0.00	
020179 -- POSTAGE	2,545.00	1,427.63	0.00	1,117.37	1,117.37	3,000.00	455.00	56.10
020202 -- TELEPHONE LONG DISTANCE CHARGES	300.00	350.23	0.00	50.23CR	50.23CR	300.00	0.00	116.74
020207 -- PUBLISHING MINUTES & NOTICES	30.00	7.76	0.00	22.24	22.24	30.00	0.00	25.87
020401 -- PRINTING & STATIONERY	1,500.00	78.27	0.00	1,421.73	1,421.73	0.00	0.00	5.22
020501 -- PARKING SPACE	2,500.00	3,377.96	0.00	877.96CR	877.96CR	0.00	0.00	135.12
020909 -- INTEREST	425.00	265.00	0.00	160.00	160.00	425.00	0.00	62.35
021192 -- COMMITTEE COMPENSATION	2,420.00	1,781.52	0.00	638.48	638.48	0.00	0.00	73.62
021226 -- OTHER TRAVEL	4,000.00	950.00	0.00	3,050.00	3,050.00	4,000.00	0.00	23.75
021407 -- VOLUNTEER/COMMITTEE MEETING EXPENSE	10,000.00	7,460.91	0.00	2,539.09	2,539.09	10,000.00	0.00	74.61
021408 --	1,000.00	221.65	0.00	778.35	778.35	1,000.00	0.00	22.17
TOTL 02 CONTINGENT APPROPRIATIONS	85,000.00	50,226.01	0.00	14,773.99	14,773.99	59,335.00	44,335.00	77.27
061001 DUE TO COUNTY REVENUE	35,000.00	0.00	0.00	35,000.00	35,000.00	0.00	15,000.00	
070201	25,000.00	12,500.00	0.00	12,500.00	12,500.00	0.00	0.00	50.00
CURR ORG-TOT	125,000.00	62,726.01	0.00	62,273.99	62,273.99	59,335.00	59,335.00	50.18
87 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								
000000	18,325.00	15,556.04	0.00	2,768.96	2,768.96	8,000.00	0.00	84.89
ORG-TOT	143,325.00	78,282.05	0.00	65,042.95	65,042.95	67,335.00	59,335.00	54.62
ACT-TOT	143,325.00	78,282.05	0.00	65,042.95	65,042.95	67,335.00	59,335.00	54.62
FCT-TOT	143,325.00	78,282.05	0.00	65,042.95	65,042.95	67,335.00	59,335.00	54.62
UND CURR TOT	125,000.00	62,726.01	0.00	62,273.99	62,273.99	59,335.00	59,335.00	50.18

RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
020100	AA	JE0694	3,000.00		0.00	041288	0.00	TO RFC FUND 591 APPROP 59101020174	
020100	AA	JE0694	3,000.00		0.00	041288	0.00	TO RFC FUND 591 APPROP 59101020179	
020100	AA	JE0694	4,580.00		0.00	041288	0.00	TO RFC FUND 591 APPROP 59101020102	
020100	AA	JE0694	30,000.00		0.00	041288	0.00	TO RFC FUND 591 APPROP 59101020103	
020100	AA	JE0694	3,000.00		0.00	041288	0.00	TO RFC FUND 591 APPROP 59101020176	
OBJECT TOTAL			0.00		0.00		0.00		
020102	AA	JE0694	4,580.00		0.00	041288	0.00	FROM RFC FUND 591 APPROP 59101020100	
020102	AA	JE0898	300.00		0.00	051388	0.00	TO RFC FUND 591 APPROP 59101020202	
020102	CA	PA583	0.00	00446024	3,000.00	093088 ✓	3,000.00	EDWARDS & KELSEY INC 22-1623519	01
020102	CA	PA583	3,000.00		0.00	A	0.00	EDWARDS & KELSEY INC	02
OBJECT TOTAL			3,000.00		3,000.00		3,000.00		
020103	AA	JE0694	30,000.00		0.00	041288	0.00	FROM RFC FUND 591 APPROP 59101020100	
020103	IC	69624	56.00	00417352	56.00	042288	56.00	IC TRANSFER PMT 400 47110 350304	01
020103	IC	70608	1,424.96	00419464	1,424.96	050888	1,424.96	IC TRANSFER PMT 400 47102 300434 B04490	01
020103	IC	70608A	281.00	00419464	281.00	050888	281.00	IC TRANSFER PMT 400 47101 300166 B04490	01
020103	IC	70608B	115.00	00419464	115.00	050888	115.00	IC TRANSFER PMT 400 47102 370104 B04490	01
020103	IC	70609	303.80	00419464	303.80	050888	303.80	IC TRANSFER PMT 400 47101 300166 B04489	01
020103	IC	70609A	1,536.90	00419464	1,536.90	050888	1,536.90	IC TRANSFER PMT 400 47102 300434 B04489	01
020103	IC	71441	323.71	00420730	323.71	051388	323.71	IC TRANSFER PMT 400 47101 300166 B04491	01
020103	IC	71441A	1,637.57	00420730	1,637.57	051388	1,637.57	IC TRANSFER PMT 400 47102 300434 B04491	01
020103	IC	72499	326.23	00422140	326.23	052088	326.23	IC TRANSFER PMT 400 47101 300166 B04492	01
020103	IC	72499A	1,650.37	00422140	1,650.37	052088	1,650.37	IC TRANSFER PMT 400 47102 300434 B04492	01
020103	IC	73495	1,543.67	00424568	1,543.67	060388	1,543.67	IC TRANSFER PMT 400 47102 300434 B04497	01
020103	IC	73495A	305.14	00424568	305.14	060388	305.14	IC TRANSFER PMT 400 47101 300166 B04497	01
020103	IC	73496	1,593.71	00424568	1,593.71	060388	1,593.71	IC TRANSFER PMT 400 47102 300434 B04495	01
020103	IC	73496A	315.04	00424568	315.04	060388	315.04	IC TRANSFER PMT 400 47101 300166 B04495	01
020103	IC	73497	1,499.96	00424568	1,499.96	060388	1,499.96	IC TRANSFER PMT 400 47102 300434 B04496	01
020103	IC	73497A	296.50	00424568	296.50	060388	296.50	IC TRANSFER PMT 400 47101 300166 B04496	01
020103	IC	73498	581.61	00424568	581.61	060388	581.61	IC TRANSFER PMT 400 47102 300434 B04498	01
020103	IC	73498A	114.97	00424568	114.97	060388	114.97	IC TRANSFER PMT 400 47101 300166 B04498	01
020103	IC	73499	1,490.44	00424568	1,490.44	060388	1,490.44	IC TRANSFER PMT 400 47102 300434 B04494	01
020103	IC	73499A	294.62	00424568	294.62	060388	294.62	IC TRANSFER PMT 400 47101 300166 B04494	01
020103	IC	73500	1,623.36	00424568	1,623.36	060388	1,623.36	IC TRANSFER PMT 400 47102 300434 B04493	01
020103	IC	73500A	320.90	00424568	320.90	060388	320.90	IC TRANSFER PMT 400 47101 300166 B04493	01
020103	IC	81911	1,140.77	00438619	1,140.77	081988 ✓	1,140.77	IC TRANSFER PMT 400 47101 300166 B04582	01
020103	IC	81911A	856.71	00438619	856.71	081988 ✓	856.71	IC TRANSFER PMT 400 47102 300434 B04582	01
020103	IC	81912	847.35	00438619	847.35	081988	847.35	IC TRANSFER PMT 400 47101 300166 B04584	01
020103	IC	81912A	1,128.30	00438619	1,128.30	081988	1,128.30	IC TRANSFER PMT 400 47102 300434 B04584	01
020103	IC	81913	1,052.64	00438619	1,052.64	081988	1,052.64	IC TRANSFER PMT 400 47102 300434 B04596	01
020103	IC	81913A	790.53	00438619	790.53	081988	790.53	IC TRANSFER PMT 400 47101 300166 B04596	01

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RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
020103	IC	81914	1,018.18	00438619	1,018.18	081988	1,018.18	IC TRANSFER PMT 400 47102 300434 B04597	01
020103	IC	81914A	764.65	00438619	764.65	081988	764.65	IC TRANSFER PMT 400 47101 300166 B04597	01
020103	IC	81915	1,102.45	00438619	1,102.45	081988	1,102.45	IC TRANSFER PMT 400 47102 300434 B04598	01
020103	IC	81915A	827.93	00438619	827.93	081988	827.93	IC TRANSFER PMT 400 47101 300166 B04598	01
020103	IC	81916	382.15	00438619	382.15	081988	382.15	IC TRANSFER PMT 400 47101 300166 B04583	01
020103	IC	81916A	286.99	00438619	286.99	081988	286.99	IC TRANSFER PMT 400 47102 300434 B04583	01
020103	IC	81917	261.14	00438619	261.14	081988	261.14	IC TRANSFER PMT 400 47101 300166 B04595	01
020103	IC	81917A	1,321.06	00438619	1,321.06	081988	1,321.06	IC TRANSFER PMT 400 47102 300434 B04595	01
	OBJECT TOTAL		29,416.31		29,416.31		29,416.31		
020174	AA	JE0694	3,000.00		0.00	041288	0.00	FROM RFC FUND 591 APPROP 59101020100	
020174	IC	74202	1,139.77	00425580	1,139.77	061088	1,139.77	IC TRANSFER PMT 400 40601 300908 M06329	01
020174	IC	81918	749.00	00438619	749.00	081988	749.00	IC TRANSFER PMT 400 40601 300908 M00002	01
	OBJECT TOTAL		1,888.77		1,888.77		1,888.77		
020176	AA	JE0694	3,000.00		0.00	041288	0.00	FROM RFC FUND 591 APPROP 59101020100	
	OBJECT TOTAL		0.00		0.00		0.00		
020179	AA	JE0694	3,000.00		0.00	041288	0.00	FROM RFC FUND 591 APPROP 59101020100	
020179	AA	JE1295	30.00		0.00	071288	0.00	TO RFC FUND 591 APPROP 59101020207	
020179	AA	JE1590	425.00		0.00	081588	0.00	TO RFC FUND 591 APPROP 59101020909	
020179	IC	68538	475.88	00415856	475.88	041588	475.88	IC TRANSFER PMT 400 40303 300908 A02435	01
020179	IC	80064	951.75	00436123	951.75	080588	951.75	IC TRANSFER PMT 400 40303 300908 A00020	01
	OBJECT TOTAL		1,427.63		1,427.63		1,427.63		
020202	AA	JE0898	300.00		0.00	051388	0.00	FROM RFC FUND 591 APPROP 59101020102	
020202	CA	71082	116.00	00421230	116.00	051383	116.00	POSTMASTER C/O BUDGET &	01
020202	IC	71442	92.14	00422140	92.14	052088	92.14	IC TRANSFER PMT 521 52104 350323 M06191	01
020202	IC	80065	142.09	00436123	142.09	080588	142.09	IC TRANSFER PMT 521 52104 350323 M06222	01
	OBJECT TOTAL		350.23		350.23		350.23		
020207	AA	JE1295	30.00		0.00	071288	0.00	FROM RFC FUND 591 APPROP 59101020179	
020207	IC	78027	7.76	00432257	7.76	071588	7.76	IC TRANSFER PMT 400 40301 370104 A02464	01
	OBJECT TOTAL		7.76		7.76		7.76		
020401	PV	121707	78.27	00446025	78.27	093088	78.27	LILLIE SUBURBAN NEWSPAPERS INC 41-0833194	01
	OBJECT TOTAL		78.27		78.27		78.27		
020501	CA	75286	8.20	00427696	8.20	061788	8.20	NATIONAL CAMERA EXCHANGE	01
020501	IC	61751	50.71	00403910	50.71	021288	50.71	IC TRANSFER PMT 400 41202 300404 H09680	01

RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME		CK NO
020501	IC	66131	269.60	00410540	269.60	031888	269.60	IC TRANSFER PMT 400 41202	300404 H09807	01
020501	IC	68539	1,277.35	00415856	1,277.35	041588	1,277.35	IC TRANSFER PMT 400 41202	300404 H09865	01
020501	IC	70625	39.46	00419464	39.46	050688	39.46	IC TRANSFER PMT 400 41202	300404 H09920	01
020501	IC	73028	215.82	00432257	215.82	071588	215.82	IC TRANSFER PMT 400 41202	300404 H10106	01
020501	IC	81919	785.75	00438619	785.75	081988 ✓	785.75	IC TRANSFER PMT 400 41202	300404 H00034	01
020501	IC	84385	405.15	00442965	405.15	091688 ✓	405.15	IC TRANSFER PMT 400 41202	300404 H00106	01
020501	PV	111356	325.92	00417343	325.92	042288	325.92	THOELE PRINTING 41-1233099		01
	OBJECT TOTAL		3,377.96		3,377.96		3,377.96			
020909	AA	JE1590	425.00		0.00	081588	0.00	FROM RFC FUND 591 APPROP 59101020179		
020909	CA	81734	170.00	00438752	170.00	081988 ✓	170.00	VICTORY PARKING INC 80519 41-143		01
020909	CA	83261	10.00	00441282	10.00	090288 ✓	10.00	DESPIEGELAERE	KATHRYN M	01
020909	CA	85987	85.00	00445303	85.00	093088 ✓	85.00	VICTORY PARKING INC 41-1436789		01
	OBJECT TOTAL		265.00		265.00		265.00			
021192	IC	78936	1,781.52	00433816	1,781.52	072288 ✓	1,781.52	IC TRANSFER PMT 400 40001	360104	01
	OBJECT TOTAL		1,781.52		1,781.52		1,781.52			
021226	AA	JE0961	4,000.00		0.00	052488	0.00	FROM RFC FUND 591 APPROP 59101061001		
021226	CA	72949	25.00	00423810	25.00	052788	25.00	ARMSTEAD 476-24-1903	CLARK	01
021226	CA	72950	50.00	00423811	50.00	052788	50.00	GILLILAND 477-80-1320	PAUL	01
021226	CA	72951	30.00	00423812	30.00	052788	30.00	HOLDEMAN 509-46-8838	KEN	01
021226	CA	72952	25.00	00423813	25.00	052788	25.00	KREN 332-36-2777	ROBERT J	01
021226	CA	72953	50.00	00423813	50.00	052788	50.00	KREN 332-36-2777	ROBERT J	01
021226	CA	72954	40.00	00423814	40.00	052788	40.00	MANDERSCHEID 504-68-2187	MARC J	01
021226	CA	72955	10.00	00423814	10.00	052788	10.00	MANDERSCHEID 504-68-2187	MARC J	01
021226	CA	72956	20.00	00423815	20.00	052788	20.00	ROCKNE 472-56-8333	LAURIE	01
021226	CA	72957	40.00	00423816	40.00	052788	40.00	SANDBERG JR 469-46-8508	FRANK E	01
021226	CA	72958	20.00	00423817	20.00	052788	20.00	SCHWICHTENBERG 474-60-9310	MAGGIE	01
021226	CA	72959	40.00	00423818	40.00	052788	40.00	SEVER 472-24-3786	HELEN	01

RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME		CK NO
021226	CA	72960	10.00	00423819	10.00	052788	10.00	SHEEHAN 472-36-7146	JOHN M	01
021226	CA	72961	10.00	00423820	10.00	052788	10.00	THEISEN 476-38-0288	IGNATIUS J	01
021226	CA	72962	55.00	00423821	55.00	052788	55.00	VAN HOEF 376-18-3599	ROBERT	01
021226	CA	72963	35.00	00423822	35.00	052788	35.00	WOLD 471-26-3297	CHARLES	01
021226	CA	73155	20.00	00423823	20.00	052788	20.00	BROWN 380-62-0972	TRIESTA	01
021226	CA	73665	45.00	00424740	45.00	060388	45.00	CLARKSON 224-56-2903	ROBERT E	01
021226	CA	73666	55.00	00424741	55.00	060388	55.00	FAVILLE 397-12-9497	HUGH	01
021226	CA	73667	25.00	00424742	25.00	060388	25.00	TRACY 492-46-4176	NANCY ANN	01
021226	CA	73668	45.00	00424742	45.00	060388	45.00	TRACY 492-46-4176	NANCY ANN	01
021226	CA	75287	5.00	00427697	5.00	061788	5.00	RECKINGER 349-38-9058	KIM	01
021226	CA	78174	25.00	00432928	25.00	071588	25.00	FAVILLE	HUGH	01
021226	CA	78358	25.00	00433733	25.00	071988	25.00	CLARKSON 224-56-2903	ROBERT	01
021226	CA	78359	10.00	00433734	10.00	071988	10.00	GROCHALA 478-68-7233	STEVE	01
021226	CA	78360	25.00	00433735	25.00	071988	25.00	KREN 332-36-2777	ROBERT	01
021226	CA	78361	25.00	00433736	25.00	071988	25.00	MANDERSCHEID 504-68-2187	MARC	01
021226	CA	78362	25.00	00433737	25.00	071988	25.00	ROSSMAN 469-48-8719	ROBERT	01
021226	CA	78363	20.00	00433738	20.00	071988	20.00	VAN HOEF 376-18-3599	ROBERT	01
021226	CA	78364	25.00	00433739	25.00	071988	25.00	WOLD 471-26-3297	CHARLES	01
021226	CA	78478	45.00	00433740	45.00	071988	45.00	ROSSMAN 469-48-8719	ROBERT S	01
021226	CA	78778	15.00	00434369	15.00	072288	15.00	SANDBERG 469-46-8508	FRANK	01
021226	CA	79106	10.00	00434865	10.00	072688	10.00	SEVER 472-24-3786	HELEN	01
021226	CA	79631	20.00	00435393	20.00	072988	20.00	TRACY 492-46-4176	NANCY	01
021226	CA	80737	25.00	00437872	25.00	081288	25.00	GILLILAND 477-80-1820	PAUL	01
OBJECT TOTAL			950.00		950.00		950.00			

RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME		CK NO
021407	AA	JE0274	10,000.00		0.00	021788	0.00	FROM RFC FUND 591 APPROP 59101061001		
021407	CA	64141	1,091.91	00407935	1,091.91	030488	1,091.91	FINLEY	JOHN T	01
021407	CA	64165	195.00	00407936	195.00	030488	195.00	AMER UNDERGROUND SPACE ASSN		01
021407	CA	69685	630.00	00418130	630.00	042288	630.00	TRANSPORTATION RESEARCH BOARD	T356	01
021407	CA	70249	900.00	00418745	900.00	042988	900.00	DESPIEGELAERE	KATHRYN	01
021407	CA	70250	255.00	00418746	255.00	042988	255.00	FAIRMONT HOTEL-SAN JOSE		01
021407	CA	70251	900.00	00418419	900.00	042986	900.00	O'MALLEY	PATRICK	01
021407	CA	70429	565.00	00419394	565.00	050388	565.00	BOWER	JAMES	01
021407	CA	73466	1,124.00	00424414	1,124.00	060188	1,124.00	ASK MR FOSTER TRAVEL SERVICE 41-1367181		01
021407	CA	82876	1,800.00	00440562	1,800.00	082388✓	1,800.00	HAL NORGARD T367		01
	OBJECT TOTAL		7,460.91		7,460.91		7,460.91			
021408	AA	JE0572	1,000.00		0.00	032588	0.00	FROM RFC FUND 591 APPROP 59101061001		
021408	CA	67030	16.86	00412503	16.86	032988	16.86	MIDWAY HOSPITAL		01
021408	CA	69033	169.60	00416342	169.60	041588	169.60	QUALITY CATERING 99-9999999		01
021408	CA	70430	25.29	00419395	25.29	050388	25.29	MIDWAY HOSPITAL		01
021408	CA	77192	4.45	00431138	4.45	070888	4.45	MIDWAY HOSPITAL		01
021408	CA	82651	5.45	00440181	5.45	082688✓	5.45	MIDWAY HOSPITAL		01
	OBJECT TOTAL		221.65		221.65		221.65			
	MAJ OBJ TOTAL		50,226.01		50,226.01		50,226.01			
061001	AA	JE0274	10,000.00		0.00	021788	0.00	TO RFC FUND 591 APPROP 59101021407		
061001	AA	JE0572	1,000.00		0.00	032588	0.00	TO RFC FUND 591 APPROP 59101021408		
061001	AA	JE0961	4,000.00		0.00	052488	0.00	TO RFC FUND 591 APPROP 59101021226		
	OBJECT TOTAL		0.00		0.00		0.00			
	MAJ OBJ TOTAL		0.00		0.00		0.00			
070201	IC	78936A	12,500.00	00433816	12,500.00	072288✓	12,500.00	IC TRANSFER PMT 400 48677	380103	01
	OBJECT TOTAL		12,500.00		12,500.00		12,500.00			
	MAJ OBJ TOTAL		12,500.00		12,500.00		12,500.00			
	ORG.UNIT TOTAL		62,726.01		62,726.01		62,726.01	REG TRANSACTIONS = 109 TRANSFERS = 22 PAYROLL TRANSACTIONS =		

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RFC R87 FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
020103	AA	RESADJ	8,000.00		0.00	011588	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
020103	IC	58551	306.86	00399416	306.86	012288	306.86	IC TRANSFER PMT 400 47101 ACC 300166 B04379 01	
020103	IC	58551A	1,552.35	00399416	1,552.35	012288	1,552.35	IC TRANSFER PMT 400 47102 ACC 300434 B04379 01	
020103	IC	58552	265.17	00399416	265.17	012288	265.17	IC TRANSFER PMT 400 47101 ACC 300166 B04378 01	
020103	IC	58552A	1,341.44	00399416	1,341.44	012288	1,341.44	IC TRANSFER PMT 400 47102 ACC 300434 B04378 01	
020103	IC	58553	287.15	00399416	287.15	012288	287.15	IC TRANSFER PMT 400 47101 ACC 300166 B04377 01	
020103	IC	58553A	1,452.64	00399416	1,452.64	012288	1,452.64	IC TRANSFER PMT 400 47102 ACC 300434 B04377 01	
020103	IC	58554	312.46	00399416	312.46	012288	312.46	IC TRANSFER PMT 400 47101 ACC 300166 B04376 01	
020103	IC	58554A	1,580.68	00399416	1,580.68	012288	1,580.68	IC TRANSFER PMT 400 47102 ACC 300434 B04376 01	
020103	IC	58555	310.72	00399416	310.72	012288	310.72	IC TRANSFER PMT 400 47101 ACC 300166 B04375 01	
020103	IC	58555A	1,571.85	00399416	1,571.85	012288	1,571.85	IC TRANSFER PMT 400 47102 ACC 300434 B04375 01	
020103	IC	58556	157.79	00399416	157.79	012288	157.79	IC TRANSFER PMT 400 47101 ACC 300166 B04380 01	
020103	IC	58556A	798.23	00399416	798.23	012288	798.23	IC TRANSFER PMT 400 47102 ACC 300434 B04380 01	
	OBJECT TOTAL		9,937.34		9,937.34		9,937.34		
020174	IC	62496	2,921.61	00405497	2,921.61	021988	2,921.61	IC TRANSFER PMT 400 40601 ACC 300908 M04520 01	
	OBJECT TOTAL		2,921.61		2,921.61		2,921.61		
020176	IC	60762	1,770.74	00402734	1,770.74	020588	1,770.74	IC TRANSFER PMT 400 40301 ACC 300908 A02390 01	
020176	IC	60763	915.90	00402734	915.90	020588	915.90	IC TRANSFER PMT 400 40301 ACC 300908 A02409 01	
	OBJECT TOTAL		2,686.64		2,686.64		2,686.64		
020501	IC	59200	10.45	00399416	10.45	012288	10.45	IC TRANSFER PMT 400 41202 ACC 300404 H09628 01	
	OBJECT TOTAL		10.45		10.45		10.45		
	MAJ OBJ TOTAL		15,556.04		15,556.04		15,556.04		
	ORG.UNIT TOTAL		15,556.04		15,556.04		15,556.04	REG TRANSACTIONS = 16 TRANSFERS = 1 PAYROLL TRANSACTIONS =	
	ACTIV. TOTAL		78,282.05		78,282.05		78,282.05		
	FUNCT. TOTAL		78,282.05		78,282.05		78,282.05		
	FUND-TOTAL		78,282.05		78,282.05		78,282.05	REG TRANSACTIONS = 125 TRANSFERS = 27 PAYROLL TRANSACTIONS =	

TOT CURR DISBURSEMTS	12,425.95
TOTAL DISBURSEMENTS	12,425.95
TOTAL TRANSFERS (IC)	65,856.10
TOTAL CREDITS	.00
ADJUSTED TOTAL	78,282.05

SPRINGSTED

PUBLIC FINANCE ADVISORS

85 East Seventh Place, Suite 100
Saint Paul, Minnesota 55101-2143
612-223-3000
Fax: 612-223-3002

August 30, 1988

Mr. John Finley, Chair
Members, Ramsey County Regional Railroad Authority
Mr. Pat O'Mallay, Director, Property Management
Room 316
Ramsey County Courthouse
St. Paul, Minnesota 55102

Re: 1989 Regional Railroad Authority Budget

It is our understanding you have asked our opinion on several questions confronting the Authority and we have attempted to address those questions as we understand them.

1. What will the two mill tax levy authority produce in tax revenue?

   I have attached a copy of a June 29, 1988 memorandum from Len Olson, Manager, Ramsey County Revenue Division to James Van Houdt which indicates the estimated 1989 dollar limit will be $11,704,307. It is our understanding this is still a valid number for estimating purposes.

   You may be aware that a levy of $11,704,307 would require an actual tax levy of approximately 3.34 mills, based on the County's 1987/88 taxable assessed valuation of $3,507,490,846.

2. What will it cost to fund the Authority's proposed 1989 operating and capital budget?

   That budget is currently proposed at, and comprised of, the following items:

Engineering and Consulting Services	$1,000,000
Real Estate Appraiser Services	30,000
Land Acquisition	1,500,000
Legal Services	16,250
Internal Administrative Charges	61,350
Interest (Internal)	2,720
Travel	10,000
Contingent	10,000
Total	$2,630,320

   An annual levy to produce this total would be an estimated 3/4 of 1 mill.

Indiana Office:
251 North Illinois Street, Suite 1510
Indianapolis, Indiana 46204-1942
317-237-3636
Fax: 317-237-3639

Wisconsin Office:
500 Elm Grove Road, Suite 101
Elm Grove, Wisconsin 53122-0037
414-782-8222
Fax: 414-782-2904

3. Could bonds be issued for all or a portion of the proposed budget?

Yes. The Railroad Authority legislation gave you extraordinarily broad authorization to issue bonds based on anticipation of various revenue sources including taxes, long-term bonds, grants, and operating revenues. Therefore, you could issue bonds now for capital related items in the budget, which in our opinion would include the $2,530,000 for consulting and land acquisition related costs.

It is conceivable you might wish to issue annually a small bond program, accumulating initial capital costs until the time definitive, long-term financing would become a reality. The annual bonds might be issued with a single balloon maturity so that the Authority would be responsible for only the payment of interest each year, refinancing the cumulative principal at the temporary bond maturity.

This financing method would decrease the proposed 1988 levy requirement from 3/4 of 1 mill to 1/10 of that, based on the following estimate:

1989 Temporary Bond Interest (12 months)	$165,000
Balance of 1989 Budget Operating Costs	97,600
	$262,600

262,600 * 3,507,490,846 = .000075

4. What would it cost to issue the bonds?

If bonds were issued, the cost for fiscal, legal, rating, printing and registration would be an estimated $26,000 plus an estimated $25,000 in underwriting discounts. Selling the bonds at the same time as another issue will reduce the costs by only $2,000-$3,000 since the rating agencies will charge a separate fee because of the different legal authority. If the Authority wished to negotiate the placement of the bonds with a local bank, the cost of issuance could be reduced further, and that could be done at any time.

In the event you decide to issue bonds, we suggest you submit a tax levy for the amount of estimated interest due between the date of sale and

December 31, 1989. We would be pleased to provide you a final estimate once your decision is reached.

If you have any further questions, please feel free to contact us.

Respectfully submitted,

Robert D. Pulscher
Chief Executive Officer

cc: Mr. James Van Houdt
Director of Budget and Accounting

Enclosure

/gf

DEPARTMENT OF
TAXATION AND RECORDS ADMINISTRATION

COUNTY OF RAMSEY
113-138 COURT HOUSE
ST. PAUL, MINNESOTA 55102

RAMSEY COUNTY

LOU McKENNA
Director

ROGER VIK
Asst. Director

DIVISION MANAGE
RICHARD D. WARD
Property Valuation
LEONARD F. OLSO
Revenue
C. THOMAS OSTHO
PEGGY RECTOR
Records
JOHN C. McLAUGH
Abstract, Title and Ownership

M E M O R A N D U M

To: Jim VanHoudt, Director
Budget & Accounting

298-4177

From: Len Olson, Manager
Revenue Division

Date: June 29, 1988

Re: Estimated Light Rail Transit Levy Limit - Pay 1989 per Laws 1988, Chapter 719, Art. 5, Sec. 36 (275.011, S. 1)

1.	'87 Pay '88 Assessors Assessed Value Excluding T.I.F.	$3,392,069,988
2.	Fiscal Disparities - Net Adjustment	115,420,858
3.	Agricultural & Urban Homestead Conversion (273.13, S. 7a)	1,708,840,552
4.	Exempt '66/'67 Personal Property (275.49)	55,613,147
		$5,271,944,545
5.	2 mills (398A.04) x 1.035339 Class 2 factor (272.64) = 2.071 mills	.002071
6.	Payable 1988 Dollar Limit	10,918,197
7.	Estimated Payable 1989 Estimated Market Value divided by 1988 Estimated Market Value	107.2%
8.	Estimated Payable 1989 Dollar Limit	$ 11,704,307*

*This figure will be adjusted each succeeding year by the percentage increase or decrease in Estimated Market Value over the preceding year.

3,392,069,988

LFO:el
cc: Lou McKenna, Director
Dept. of Taxation & Records Adm.

4

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

PUBLIC WORKS
Originating Department

K. DeSpiegelaere /S/ — 9/8/88
Authorized Signature — Date

Board Action Requested

REGIONAL RAILROAD AUTHORITY PROJECT MANAGEMENT TEAM, ADOPT NEW PROPOSED RESOLUTION AND RESCIND AUGUST 23, 1988 RESOLUTION.

Request Justification

See attached memo from K. DeSpiegelaere dated August 30, 1988

Copy of August 23, 1988 Resolution

Proposed Resolution

Budgeting and Accounting
County Attorney Michele L. Timmons
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date: September 13, 1988 (Board Date)	Signature: F. L. Glendenning (Signature)	Date: 9/8/88 (Date)

PROPOSED
RESOLUTION****

RESOLUTION

WHEREAS, The Ramsey County Regional Railroad Authority on August 23, 1988 adopted a resolution authorizing the use of consultant services for media relations assistance; and,

WHEREAS, Regional Railroad Authority staff hired since the adoption of that resolution are willing to assume the media relations responsibilities on a temporary basis with a minimal amount of training in the specifics of the assignment; Now, Therefore, Be It

RESOLVED, That the resolution of August 23 pertaining to consultant services is rescinded; And Be It Further

RESOLVED, That Regional Railroad Authority authorizes Regional Railroad Authority staff to assume the media relations responsibilities for the Regional Railroad Authority on a temporary basis pending the appointment of the Director of Information Services for Ramsey County.

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Regional Railroad Authority Project Management Team

DATE: August 30, 1988

At a previous Ramsey County Regional Railroad Authority (RCRRA) meeting, you authorized two additional staff members for the RCRRA, to be assigned from the existing county staff complement on a part-time basis.

With approval from Chairman Finley and their department directors, Jill Goski from the Personnel Department and Jim Tolaas from the Public Works Department have accepted positions with RCRRA. You have had previous opportunities to see their work and I'm sure you'll agree they will be assets to the RCRRA.

Jim and Jill are making arrangements to ease their responsibilities within their departments and will soon be available for about 24 hours of RCRRA work per week.

Jim will be assisting with the technical aspects of RCRRA projects. He will assist in review and monitoring of consultant work on LRT. His title for the RCRRA will be Project Engineer. Jill will be primarily involved with community participation. She will assist in planning and staffing of committee meetings and public forums. Her title for the RCRRA will be Community Participation Coordinator.

At the August 23, 1988 RCRRA meeting, one of the subjects discussed was the need for media relations assistance. You asked that the information specialist to be hired by the Executive Director assist with this. In the interim, you suggested that the consultant used for the County's annual report be contacted to discuss assisting with RCRRA needs.

The following day, August 24, Jill Goski accepted a position as RCRRA staff member, and in response to my request, indicated a willingness to assume the media relations responsibilities for RCRRA until the Executive Director is able to hire someone. Jill was candid about her lack of experience at some of the specific tasks, but is enthusiastic about learning them. The director of her department has indicated that her writing abilities are very good. Jill also would be able to assist the to-be-hired information specialist on an ongoing basis with publicizing RCRRA projects and with newsletters on LRT work, since she will be knowledgeable about RCRRA activities.

Recommendation:

Consider revising the recommendation at the August 23 RCRRA meeting to hire consultant assistance for media relations. The proposed alternative is to allow Jill Goski to assume those reponsibilities until the County's information specialist is available.

KD:ptd

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: August 23, 1988 No. _____

WHEREAS, The Ramsey County Regional Railroad Authority has authorized the preparation of a Comprehensive LRT Plan for Ramsey County; and,

WHEREAS, The Ramsey County Regional Railroad Authority has adopted a Community Participation Program that includes forums, committee meetings and newsletters; Now, Therefore, Be It

RESOLVED, That the assistance of a consultant in the area of media relations is authorized until Ramsey County has a Director of Information Services available to assist with that work.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

3

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

COMMISSIONER HAL NORGARD
Originating Department

Hal Norgard /S/ — 9/8/88
Authorized Signature — Date

Board Action Requested

VERBAL REPORT ON LRT TRIP

IN AUGUST.

INFORMATIONAL

Request Justification

Verbal Report on Inspection Trip of LRT Systems in Boston, Philadelphia, Buffalo, and other cities in the East.

Budgeting and Accounting
County Attorney
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date: September 13, 1988 (Board Date)	Signature: F L Henderson	Date: 9/8/88
	Signature	Date

1

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

PUBLIC WORKS **Originating Department**	**Board Action Requested** Grant Application for LRT Funds
K. DeSpiegelaere /S/ 9/8/88 **Authorized Signature** **Date**	**INFORMATIONAL**

Request Justification

See attached: Memo from K. DeSpiegelaere dated September 2, 1988

Copy of the Grant Application submitted to the Minnesota Department of Transportation on 9/1/88

Budgeting and Accounting

County Attorney Michele L. Timmons

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date September 13, 1988 Board Date	Signature T L Henderenning Signature	Date 9/8/88 Date

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Grant Application for LRT Funds

DATE: September 2, 1988

As you previously authorized, a grant application was submitted to the Minnesota Department of Transportation on September 1 for funds for a comprehensive LRT plan and for preliminary engineering in the Midway Corridor. The amount of funds requested was $2,355,000. A decision on the award is anticipated by November 15.

Other requests were made by Hennepin County ($2,502,000), Anoka County ($170,679), Dakota County ($195,000) and Scott County ($7,500).

The total amount of funds available is $4.17 million. The requests total $5,230,179.

I want to acknowledge the assistance I received with elements of the preparation of the grant application, selection and contract for consultant services from individuals in these County departments:

Executive Director - (Pat O'Malley, Ed Glaubitz, Marlen Johnson, Jim Van Houdt, Frances Glendenning)

Public Works - (Paul Kirkwold, Jim Tolaas, Wayne Janitschke, Bob Weber, Pam Darsow, Jane McCadden, Marsha Kurka)

County Attorney - (Michele Timmons)

Duplicating.

The consulting firms of Edwards and Kelcey and LSTS provided information for portions of the application.

Recommendation:
For your information.

KD/gb

	50%	Total
Comp Plan request =	$302,000	604,000
PE I	653,000	1,306,000
PE II	1,174,000	2,348,000
EIS	226,000	452,000
	$2,355,000	$4,710,000

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

PUBLIC WORKS

Originating Department

K. DeSpiegelaere /S/ 9/8/88

Authorized Signature Date

Board Action Requested

Northeast Burlington Northern Corridor Task Force Appointments

Request Justification

See Attached:
Memo from K. DeSpiegelaere dated 9/6/88
Proposed Resolution
Letter from Washington County 8/8/88
Letter from J. T. Finley 7/28/88 Re: Task Force w/att.Northeast Corridor Study Area, Listing of persons, organizations to whom letter was sent
Letter to M. McGuire, City of Maplewood from J. T. Finley 9/6/88

Budgeting and Accounting

County Attorney N/A MKS

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date: September 13, 1988 (Board Date)	Signature: F L Glendenning	Date: 9/8/88
	Signature	Date

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
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District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Northeast Burlington Northern Corridor Study

DATE: September 6, 1988

In response to a March request to consider if Washington County Regional Railroad Authority wanted to participate in the Northeast Burlington Northern Corridor Study, the attached letter has been received (Attachment #1). It indicates that Washington County prefers to be kept informed, but not to participate in the study.

Nominations to the Northeast Corridor Task force were requested from each of six municipalities in the affected area, the four affected district councils and from business associations (see letter, Attachment #2). The following individuals were nominated:

Payne Avenue Business Association

Suzanne Parisi

City of Vadnais Heights

M. William Newstrand
Mayor Robert Hohenhauer
Alternates: Hank Tessier, Gerald Urban

Town of White Bear

Robert Weisenburger
Dick Sand

Dayton's Bluff/District 4 Community Council

Dean Anderson
Alternate: Karin DuPaul

The City of Maplewood nominated only one individual, Geoff Olson, the City's Community Development Director. Mr. Olson currently serves on the Technical Advisory Committee of the Northeast Burlington Northern Corridor Study. It would appear, therefore, that his appointment to the Corridor Task Force conflicts with the recommendations adopted on August 23 by the Regional Railroad Authority for a Community Participation Program. A letter was sent to Maplewood by Chairman Finley on this subject (Attachment #3).

In addition to the nominated individuals, Citizens Advisory Committee members in the affected area (Commissioners' McCarty, Norgard and Schaber appointees) would be members of the Task force. It is anticipated that the initial meeting of the group will be in October.

Recommendation:

1. Approve the resolution attached regarding appointments to the Corridor Task Force.

KD/gb

RESOLUTION

WHEREAS, The Ramsey County Regional Railroad Authority has authorized a study of the recreation and transportation potential of the Northeast Burlington Northern Corridor; and

WHEREAS, the study will include review and recommendations from a Northeast Burlington Northern Corridor Task Force, comprised of citizens and business representatives in the affected area; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority appoints the following individuals to the Northeast Burlington Northern Corridor Task Force:

Suzanne Parisi - Payne Avenue Business Association
M. William Newstrand - Vadnais Heights
Robert Hohenauer - Vadnais Heights
Dick Sand - Town of White Bear
Dean Anderson - District 4 Community Council
Frank Sandberg - Citizens Advisory Committee
Robert Rossman - Citizens Advisory Committee
Charles Wold - Citizens Advisory Committee
Helen Sever - Citizens Advisory Committee
Robert Van Hoef - Citizens Advisory Committee
Paul Gilliland - Citizens Advisory Committee

ATTACHMENT 1

WASHINGTON COUNTY

BOARD OF COMMISSIONERS

GOVERNMENT CENTER
14900 61ST STREET NORTH, P.O. BOX 6 • STILLWATER, MINNESOTA 55082-0006
612/779-5401

John V. Jergens
District 1
Russ Larkin
District 2
Sally Evert
District 3/Chairman
Phillip R. McMullen
District 4
Donald G. Scheel
District 5

August 8, 1988

Ms. Kathryn DeSpiegelaere
Ramsey County Public Works
Rm. 316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 551102

Dear Ms. DeSpiegelaere:

In response to your March 28, 1988 letter we have considered the participation in the Burlington Northern Railroad Corridor Study and at this time we do not wish to formally participate. We do ask that you keep us informed of the progress for the possibility of future participation of Washington County.

I would like to thank you for your interest and involvement and look forward to working with you in the future.

Sincerely,

Russ Larkin

Russell Larkin, Chairman
Washington County Regional Railroad Authority

RL/LB

Washington County does not discriminate on the basis of race, color, national origin, sex, religion, age and handicapped status in employment or the provision of services.

ATTACHMENT 2 - 1

RAMSEY COUNTY

Regional Railroad Authority

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

July 28, 1988

Dear

Ramsey County is conducting a study of the transportation and recreation potential of the Burlington Northern Railroad corridor from downtown St. Paul to the north Ramsey County border (map attached). A Northeast Corridor Task Force will be formed to review the information from the study.

The task force will consist of one representative from each affected district council in St. Paul; two community representatives appointed by each municipality other than St. Paul in Ramsey County; business community representatives; members of the Ramsey County Regional Railroad Authority Citizens Advisory Committee in the affected area.

The task force will make recommendations on the study to the Ramsey County Regional Railroad Authority, consisting of the seven members of the Board of Commissioners. The final decision will be made by the Regional Railroad Authority.

Meetings of the task force will occur this fall, perhaps every two weeks, on Thursday evenings. Additional meetings are anticipated to occur in early 1989. The total number of meetings is not expected to exceed ten.

Task force members will be responsible for communicating to the organizations they represent information on the study.

5

Please supply the name(s) of the nominee(s) from your organization to me by September 1, 1988. The Ramsey County Regional Railroad Authority will appoint members to the task force in September.

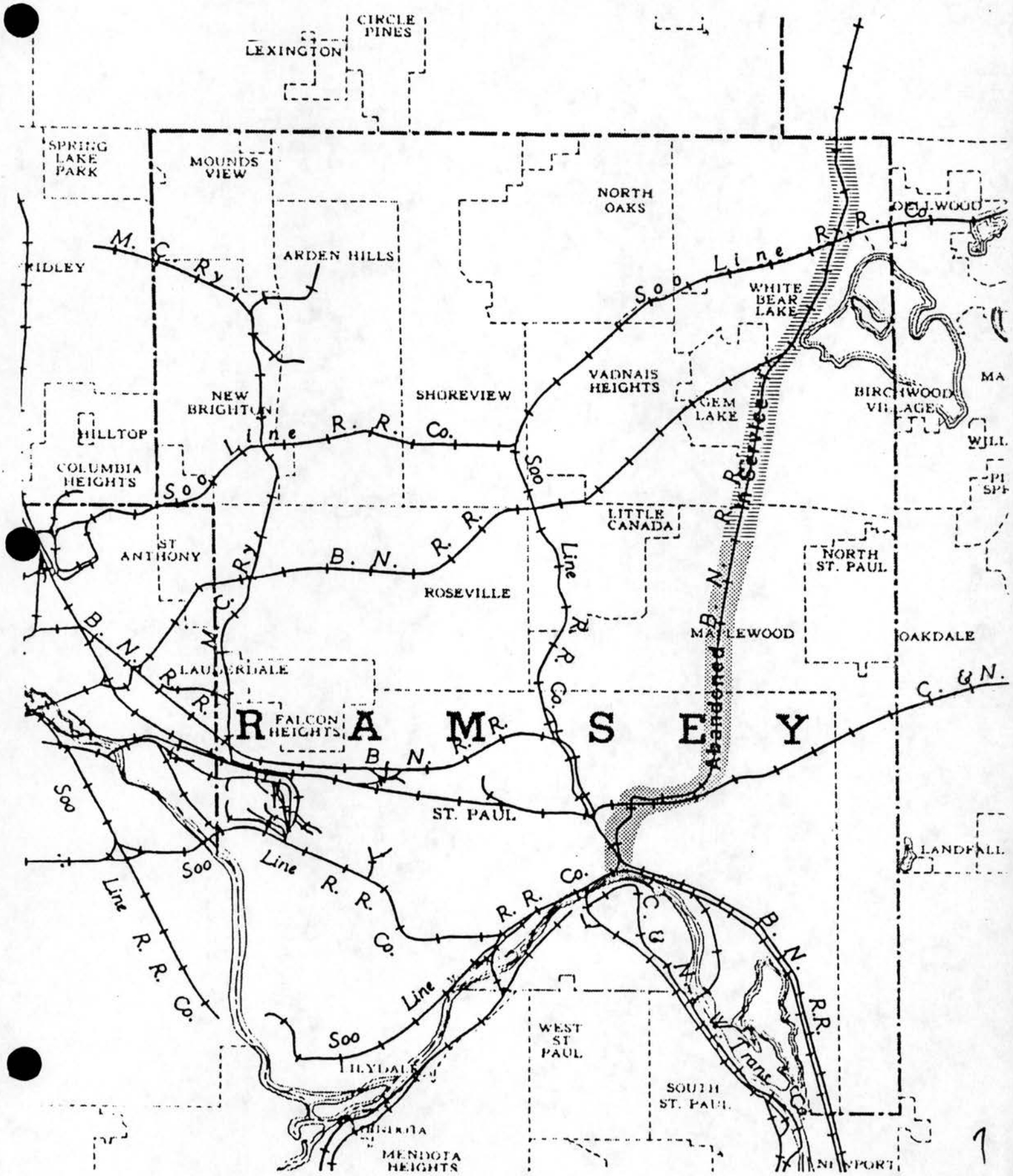
I look forward to receiving a nomination from your organization to the Northeast Corridor Task Force. If you would like additional information at this time, you may contact Kathryn DeSpiegelaere at 484-9104.

Very truly yours,

John T. Finley, Chairman
Regional Railroad Authority

JTF/clm
Attachment
cc: Ramsey County Commissioners
Terry Schutten
Pat O'Malley
Kathryn DeSpiegelaere
Greg Mack
Commissioner Russ Larkin, Chairman,
Washington County Regional Railroad Authority

Northeast Corridor Study Area



Mayor George Latimer
City of St. Paul
347 City Hall
St. Paul, Minnesota 55102

Mayor John Greavu
City of Maplewood
1830 East County Road B
Maplewood, Minnesota 55109

cc: Michael McGuire, Manager

Mayor Jerry Briggs
City of White Bear Lake
4700 Miller Avenue
White Bear Lake, Minnesota 55110

cc: Mark Sather, Manager

Mayor Paul R. Emeott
City of Gem Lake
3960 Scheuneman Road
White Bear Lake, Minnesota 55110

cc: John L. Hannaford, Clerk

Mayor Robert Hohenauer
City of Vadnais Heights
3731 Centerville Road
Vadnais Heights, Minnesota 55127

cc: Gerald Urban, Clerk-Treasurer

Robert Weisenburger, Supervisor
White Bear Township
5554 Lakeview Avenue
White Bear Lake, Minnesota 55110

cc: William Malinen, Clerk-Treasurer

Ms. Karen Swenson, Chair
District 2 Community Council
1409 McAfee Street
St. Paul, Minnesota 55106

cc: Sue Girling, Community Organizer

Mr. Steve Ruth, President
Dayton's Bluff Community Council
966 Fremont Avenue
St. Paul, Minnesota 55106

cc: Ron Wagner, Community Organizer

Mr. Ray Mordorski, President
District 5 Planning Council
1150 Desoto Street
Saint Paul, Minnesota 55101

cc: Patricia Rife, Community Organizer

Mr. Russ Sudeith, Chair
Downtown Community Development Council
Felhaber Larson Fenlon & Vogt
900 Meritor Tower
St. Paul, Minnesota 55101

cc: Mary Krueger, Community Organizer

Suzanne Parisi, President
Payne Avenue Business Association
First Bank East
1000 Payne Avenue
St. Paul, Minnesota 55101

David Franke
East Seventh Business Association
849 East Seventh Street
St. Paul, Minnesota 55106

Marv Koppen, President
White Bear Avenue Business Association
Party Time Liquor
1730 Van Dyke
Maplewood, Minnesota 55109

ATTACHMENT 3

RAMSEY COUNTY
Regional Railroad Authority

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
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District 6

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

September 6, 1988

Mr. Michael A. McGuire, City Manager
City of Maplewood
1830 East County Road B
Maplewood, Minnesota 55109

Dear Mr. McGuire:

Thank you for your letter of August 30, 1988 nominating Geoff Olson, Community Development Director, to serve on the Northeast Corridor Task Force.

We agree that Mr. Olson's knowledge of the corridor as well as his professional background will benefit Ramsey County Regional Railroad Authority's (RCRRA) study. Mr. Olson has been a valuable member of the Technical Advisory Committee formed in April by the RCRRA on this topic.

We recently adopted a Community Participation Program and a copy of it is enclosed. Page 7 of the study includes a recommendation that:

> Technical staff should participate on the Technical Advisory Committees of Regional Railroad Authority projects, rather than on its Citizens Advisory Committee or Corridor Task Force.

Therefore, we request that the City of Maplewood reconsider nominating two representatives to the Corridor Task Force. We would prefer that Mr. Olson's involvement continue on the Technical Advisory Committee, rather than on the Corridor Task Force, in view of his technical expertise.

We look forward to Maplewood's participation on the study.

Very truly yours,

John T. Finley, Chairman
Ramsey County Regional Railroad Authority

JTF/gb
Enclosure

cc: Commissioner Hal Norgard

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

PUBLIC WORKS
Originating Department

K. DeSpiegelaere /S/ — 9/8/88
Authorized Signature — Date

Board Action Requested

TIMELINE FOR REQUEST FOR PROPOSAL FOR COMPREHENSIVE LRT PLAN

INFORMATIONAL

Request Justification

See attached memo from K. Despiegelaere dated September 2, 1988

Budgeting and Accounting
County Attorney Michele L. Thomas
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
[redacted]		
Committee / Meeting Date: September 13, 1988	Signature: J. L. Glendenning	Date: 9/8/88
Board Date	Signature	Date

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
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District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Timeline for Request for Proposal for Comprehensive LRT Plan

DATE: September 2, 1988

You have authorized a request for proposal (RFP) for a comprehensive LRT plan for Ramsey County. the following timeline is proposed for the RFP and contract approval for consultant services for that work:

- Request for proposal advertised/mailed - September 30
- Proposals due - October 21
- Oral interviews of three finalists/ recommendation for award - November 2
- Contract for consultant services approved by Ramsey County Regional Railroad Authority - November 22

Recommendation:
For your information.

[redacted]KD:qb

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

9

[redacted] CHAIRMAN FINLEY
Originating Department

J. T. Finley /s/ — Authorized Signature
9/8/88 — Date

Board Action Requested

CHAIRMAN'S COMMENTS

Request Justification

Budgeting and Accounting
County Attorney
Risk Manager
[redacted] Data Processing

Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

[redacted] Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
September 13, 1988	F L Blendenmann	9/8/88
Board Date	Signature	Date

RAMSEY COUNTY

Regional Railroad Authority

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AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, September 27, 1988

10:30 A.M. - Large Conference Room - 316

1. Minutes of the RCRRA Meeting of September 13, 1988.

2. Bonding Information Requested by RCRRA.

* 3. Adopt resolution requesting a loan of $125,000 from Ramsey County for 1988 expenditures, and budget adjustments.

* 4. Coordination with Other County Regional Railroad Authorities, Adopt proposed resolution.

* 5. Ramsey County Regional Railroad Authority and St. Paul Action on Northeast Burlington Northern Corridor. Approve letter and resolution to be sent to Steve Keefe, Metropolitan Council. Adopt proposed resolution reflecting action taken September 27, 1988.

* Action is requested on these items.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

September 13, 1988

The meeting of the Board of Ramsey County Regional Railroad Authority was held on Tuesday, September 13, 1988, at 10:50 A.M. in the Large Conference Room of 316, Court House. Chairman Finley called the meeting to order.

MEMBERS PRESENT: Chairman John Finley
Commissioner Diane Ahrens (entered during Item 2)
Commissioner Ruby Hunt
Commissioner Hal Norgard
Commissioner Donald Salverda
Commissioner Duane McCarty (entered during Item 2)
Commissioner Warren Schaber (entered during Item 3)

Also Present: Michele Timmons represented the County Attorney's Office
James Van Houdt, Marion Holly, Ed Glaubitz, Robert Clarkson, Karen Tero, Hugh Faville, Howard Blin, Paul Kirkwold, Thomas Ryan, Paul Gilliland, Arne Stefferud, Charles Kenow, Peggy Lynch, Gregory Mack, Larry Holmberg, Jim Tolaas, Jill Goski, Kathryn DeSpiegelaere, Frances Glendenning

1. Minutes - of meeting of August 23, 1988.

Commissioner Salverda moved the following recommendation, seconded by Commissioner Norgard.

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meeting held on August 23, 1988, as written.

Roll Call: Ayes - 4, Nays - 0
Motion adopted.

2. Public Finance Advisors' Response to Budget Questions

Chairman Finley said it appears that 2 mills would raise approximately $11.7 million. One of the questions he had thought was asked, and the answer does not appear in this letter, was what would this generate if we were to bond.

Thomas Ryan explained that the rule of thumb that is used at the Legislature is about ten times what your annual available amount is.

Chairman Finley feels that it would be higher than that as we do not pay 10% interest, and the Board wanted to look at was $100 million bonding would take "X" dollars at 7%, and he asked if Marion Holly would have that information.

Ms. Holly believes that they had done some schedules previously, and she will pull this information out for the next meeting, so the Board will have it as an informational item.

Chairman Finley suggested that she use $150 million and relate it to the $11.7 million. As we can see, if we bonded, we would decrease from 3/4 of one mill to 1/10 of a mill, if we bonded instead of levied.

3. Regional Railroad Authority Project Management Team

Chairman Finley said it has been suggested that Jill Goski would take over as the media relations person for the Railroad Authority until we have someone on Board.

Commissioner Hunt wished to comment that this is a good way to do, depending on how it works out, it might very well be that it might be the best way to go even after the County has the PR person board, as we certainly need someone who is directly involved in an ongoing basis to be able to communicate like we anticipate. She would hope that this would remain open.

Kathryn DeSpiegelaere added that this was our thought too, that this would be an ongoing thing, as there would specialized knowledge acquired by Jill Goski that would be helpful over the long term.

Commissioner Norgard moved the following recommendation, seconded by Commissioner Hunt.

WHEREAS, The Ramsey County Regional Railroad Authority on August 23, 1988, adopted a resolution authorizing the use of consultant services for media relations assistance; and,

WHEREAS, Regional Railroad Authority staff hired since the adoption of that resolution are willing to assume the media relations responsibilities on a temporary basis with a minimal amount of training inthe specifics of the assignment; Now, Therefore, Be It

RESOLVED, That the resolution of August 23 pertaining to consultant services is rescinded; and Be It Further

RESOLVED, That the regional Railroad Authority authorizes Regional Railroad Authority staff to assume the media relations responsibilities for the Regional Railroad Authority on a temporary basis pending the appointment of the Director of Information Services for Ramsey County.

Roll Call: Ayes - 6, Nays - 0
Motion adopted.

4. Commissioner Norgard's LRT Trip -verbal report

Commissioner Norgard summarized his trip, he started in Pittsburgh who has a very slick operation, a new one, this is partly subway, this circles around the city, and comes back into the old Penn Station. They have two lines there, have the Tokyo Car which is a new car, this system really zips you around town. They move at about fifty miles per hour, this gets you to the heart of the town.

The next stop on his tour was Philadelphia, they have all systems of transportation, busses, trams, subway, Amtrak, and he mentioned that you have to have some kind of an Authority to run these as there is such a big feeder line there. There are two lines in Philadelphia, one runs east and west, and the other north and south, and the intersection is right downtown. It appears that low income people ride the system. Philadelphia seems to attract the people to the downtown area, which is different from our particular area. They have an intricate system, you can transfer on this one. There are systems elsewhere where you have to pay extra fares to get on them.

Boston is an old city which has a subway, they have about four or five lines, one goes to Harvard, one to Boston College and Boston University, they run into the old North Station. Now, there is a new line which they are starting, which goes towards Maine, there are a number of cities out that way. This was an overhead trestle that was used at one time to bring people from Charleston which is the river into this North Station, this station is being remodeled, making this the tram system through that. There are a lot of little cities, and towns north of Boston. They have two railroad stations, the South Station where Amtrak comes in now, and the North Station where the trains came from the North at one time, and still have commuter trains coming in. Boston has a great deal of subway which brings people right downtown to where the Government Center is. Boston is similar to Philadelphia as the central part of the city is a big place, and they really bring people into town.

The City of Buffalo has a new system, only have about six miles, but they have a problem, they try to cross streets. If you are going to build a light rail, he would recommend that you not try to cross streets, this doesn't work, as you have to have some right of way that is yours. They are crossing streets in Buffalo, and they zip right through, you have to hold the traffic back as before the arm goes down, this system goes through. It is a new system about 1½ mile or 2 miles is outside of the subway, and then it goes 2 to 3 miles that is semi ground, and semi underground, and when it gets downtown in Buffalo, it is down in the hole very deep, there are solid rock caves. This system has the new car also, this car seats 48, and the cars are really packed. The handicapped get into the first car, which is close to the operator, this is where the ramps and everything that puts the handicapped in these vehicles, they have to get in the first car. This is really a good operation. He does not really know where they are going in this operation, the area is similar to ours, it seems to be spread out quite a bit.

Another city Commissioner Norgard visited was Cleveland, and this system goes to Shaker Heights, this is the old streetcar line, with a tunnel system.

Commissioner Hunt asked if the Commissioner had asked if the Cleveland line was a cost effective system. Every system is costly, and unless you have an Authority that controls all systems, it is not economically feasible as this costs money. Our County could not operate one of these systems, as it costs money, that is why it has to be an allout deal to make it operate and make it efficient.

Detroit system is computer controlled, this takes you downtown to their Civic Center.

Chicago system has been extended out to O'Hare field, as far as Comiskey Park on the south side. There does not seem to be too much activity on the south side, empty buildings, stockyards, steel plants, industry has shifted, but there are a lot of people who live there. This has shifted toward O'Hare, by extending their line to the airport, and west of the airport is where the expansion of Chicago really is. This might be similar to what is happening here in the Twin Cities, that industry is moving out.

Commissioner Norgard has come back with some impressions, these cars go fifty miles an hour, they go distance, you are not going to stop at every crossroad. For example, if you were going from here to Minneapolis you might have two stops, one at Snelling and University and downtown. Another thing is you have to have a lot of people riding to make this thing operate, in Philadelphia and Boston areas they really pack them in. He does not know if we have that amount of people in this area, but if we ever are going to have something here, you have to have modern equipment, which is smooth and quiet, similar to the Washington system. This is really the way of moving people if you have the people to move.

Commissioner Norgard reiterated the three things, don't cross the track, don't cross the road,you have to move fast and quick, and this has to have good clean equipment. We can look at other systems, and really use it as a gauge for what we need and what we can do. Personally, he does not see the people here at this time in our area to really fight to make this thing go. In all fairness, this might come sometime, but right now he does not see the amount of people.

Another thing that was very obvious in the cities he visited was that you do not see any parking ramps downtown, in Philadelphia you can't find a parking ramp downtown, Boston has tradition going, they do not have parking ramps, they draw a line around the cities, and this means you do not come any farther than that. The people are educated. There are huge parking lots for cars but they are not downtown, these are for users of the system.

Commissioner Ahrens commented that Philadelphia and Boston have fifty years of railroad commuter system that have been bringing people into the cities. If you live in the suburbs, you do not take your car into the cities, you get on the railroad and commute in. This is built into the culture of the city, we have never had it here in the Twin Cities, we build the road. It is easy for these cities to design another system as the people are used to commuting. Commissioner Norgard commented that Philadelphia does not have any roads, so you cannot have a place to park downtown.

Chairman Finley said that Commissioner Norgard's comments are interesting, as last week he was asked to write an article on what effect Light Rail Transit would have on the Bus System. One of the things he had included in the article was - "We will see the bus system, which is our present public mode of transportation, take on a new role as it becomes a feeder to the light rail system. This bus will not only take us to our ultimate destination, but will take us to the station stops where it will connect with light rail transit vehicles. The bus will act as a continuum to getting us to our ultimate destination via light rail transit." "As the light rail system expands and people become more familiar with this fast, efficient, clean mode of transportation, they will want to leave their second automobile with the used car dealer and will demand more public transportation from their homes to the LRT stations." "More and more middle and upper-income people will then use public transportation rather than leaving their second car parked in a downtown ramp all day." This is almost exactly what Commissioner Norgard has said about the cities he visited.

Copies of this article were distributed to the Board Members, with a copy of his letter to the Minnesota Public Transit Association dated September 9, 1988.

Chairman Finley thanked Commissioner Norgard for his very interesting report, and Commissioner Norgard said he will be writing a full report on this trip, as it is very interesting to see the areas where these systems are run through the cities.

Commissioner Hunt commented when she was in Philadelphia last fall, she was advised by everyone not to ride the subway as it was much too dangerous. Commissioner Norgard agreed about the subway, but they do have two very good transit systems.

Chairman Finley discussed San Diego which has the same system, you have one authority operating the bus, and one operating the light rail, this is one Transit Authority, with the authority under that but the ultimate decisions are made by the Transit Authority.

Commissioner Norgard said the subway system in Philadelphia is old equipment, it is dingy, and dirty. They are trying to replace aging equipment, and there are a lot of low income people riding these things.

Commissioner Ahrens feels this is very valuable information, as it pulls together some perception of what we really need to help direct our thinking, and she liked the comment about not putting streets in the way, this is really valuable, and she is beginning to come full circle from her thinking, and that is a very good point. Another thing is the point about population and who is going to ride in it, when our engineer gets going in the study, that will be one of the things to clarify is when we look at that population, we need a valid tool of assessing as to who is to be served. We already have a bus system that is the express bus on 94 which looks to be heavily utilized, we need to assess that, if we had a better system, how would this affect the ridership. We need other ways of sensing ridership than we have had in the past.

Chairman Finley wondered if this was taken into consideration with the BRW Study, both with 94E operating, and without it operating.

Ms. DeSpiegelaere said this was considered in the study on the 1/4 mile stop, it was assumed that the 94E would have to continue to make those express trips. She asked if the Commissioner was asking about the type of riders, or the actual numbers on the 94.

Commissioner Ahrens said we need to look at that, even with the 1/4 and 1/2 mile stops we are beginning to talk about a system that is not going to make those stops, it will be much more rapid. This is a different kind of situation than the University System would have provided for.

Commissioner McCarty is a member of the RTB, and he said that our pilot project will set the tone for the future, looking at where people will be moving in the metro area, it is not as much suburban downtown as it would appear, and he is suggesting that a sound assessment of the ridership where people are going, and where we put that first line may be very important, it may not be University Avenue. Commissioner Norgard added that this line has to be somewhere you are by yourself, Chicago in the downtown has overhead, but when it comes out, it follows the highway to the airport, they don't have any interference.

Chairman Finley feels that the exclusivity of the right of way is very important, if you are going to have a system, that is the one when you are in the urban area, not necessarily outside the urban area. When you are in the core of the city, he does not know what else you can do, you either have to tunnel, or go above. It is a matter of whether or not we can do it.

5. Grant Application submitted to Minnesota Department of Transportation for LRT Funds.

Chairman Finley informed the Board that he had received a letter from Len Levine, Minnesota Department of Transportation, stating that they have received our Grant Application and this has been forwarded to the Regional Transit Board and Metropolitan Council for comments, which are to be sent back to the Mn/DOT (this is true of all grant applications, not just Ramsey County), the comments are to be back back by November 2nd, with Mn/Dot making their allocations on November 15th. One problem that he can see is that we have made a commitment that we were going to fund our portion of the grant, but we do not know whether or not the grant will be allocated by the time we have to make that levy. The same will be true with the other counties, of course, but he wished to call this to the Board's attention, and the grant application is a little bit higher than the figures that we were originally looking at when we approved the resolution.

The State Funds requested was $5,230,000, Ramsey County was $2,355,000, Hennepin County was $2.5, Dakota and Anoka County made small requests. The State has $4.17 million, so it appears that all except about $1 million will be funded out that total request.

The Preliminary Engineering is divided into three separate parts, based upon the numbers, it appears we are in pretty good shape to get the funding.

Ms. DeSpiegelaere pointed out that the grant application for Ramsey County calls for work to be undertaken over a three year period, so it is not necessary to fund all this in one year.

Commissioner Salverda wished to comment on the excellent document which was submitted, and Ms. DeSpiegelaere does an excellent. Ms. DeSpiegelaere said the consultants were on board, and the following, Edwards and Kelcey, Inc. and LS Transit did assist in providing information.

Chairman Finley asked if every member received a copy of the letter from Len Levine, and a copy of the sheet which lists the summary of requests, and the total costs for the counties. These were distributed to members.

6. Assessment of Recreation Potential of Northeast Burlington Northern Corridor including a slide presentation.

Chairman Finley said the City Council has now passed a resolution that they want to acquire it too for their Parks Department, so with everyone in the act, maybe we won't be involved in this if the City wants to take over light rail corridors, we understand they are going to be applying for a grant or have applied for a grant for acquisition of this line. He would like to know if this includes the acquisition outside of the City of St. Paul. Ms. DeSpiegelaere said she is not certain. Chairman Finley feels that is one of the reasons the State wanted the Counties to be involved in light rail is because of the overlap of boundaries.

Greg Mack said the application by St. Paul goes beyond the City, at least through the Payne Avenue, that was simply to get the grant application in the works to the Metropolitan Council that it would be a joint City County effort for the trail.

Greg Mack gave a brief overview of the information in the packet in the documentation, and explained the slides themselves were prepared by the Department of Natural Resources as assessment. They had seen them at an earlier presentation and thought it might be helpful for those who may not have been in the corridor. Their assessment was based on the request that the Railroad Authority asked to compile an assessment on June 14, 1988, and their findings are summarized in the documentation, and he suggested that Larry Holmberg give the presentation.

Chairman Finley said if the City proceeds along their plans, there will not be able to be a multiple use as he understands it. The City's plans do not preclude that, according to Greg Mack who has not been involved in all of their discussions but he does know that their Planning Committee recently discussed the need to assess it as light rail corridor as well, so this has been an effort on the part of the Recreation Department, primarily dealing with the fill on I-94, and that is where the primary thrust has been to date. The fill, the option that they are discussing, with Mn/DOT does not accommodate light rail. Light rail would require an additional modification of that crossing.

Larry Holmberg proceeded with the slide presentation, showing an overall map of downtown St. Paul, Swede Hollow, the course of the BN corridor to north of Beam Avenue to Maplewood, just south of 694, aerial photos showing industrial areas, residential areas through which it passes. The width of this corridor varies from 60 feet, to 120 feet, and in some areas it is wider, segments of this line go over very narrow bridges.

Arne Stefferud addressed the Committee, this particular right of way is listed as a third priority in a study that was done in 1985. Higher priorities were given to the Mpls.St. Paul corridors, but if we were to look twenty years down the road, this may make some sense, and the comments made by Commissioner Norgard about having to have the population to justify it, is the point that is raised here. Consequently, the staff person will be recommending as part of the designation that if they should go ahead and do this, they would have to hold public hearings at the beginning of the process. They will probably recommend as well that future consideration be given to LRT, and this assessment which Mr. Mack has prepared indicates that both the trail and a LRT line could coexist. Part of the Master Plan for this trail should take that into consideration for this trail. They also met regards to not only LRT, but a section of this right of way may be needed for road construction purposes for improving some streets in St. Paul, and they are working with the planning staff there. So, he does not think there is going to be anyone who is going to be precluded. If anything, this action would bank the rail line for you in the future if you decide to put in light rail. It is is in the interest of all transportation and recreation that this be done.

In answer to Commissioner Schaber's question, Mr. Mack said that the City is proceeding with the application, and he had transmitted to Commissioner Finley that perhaps some additional review is necessary with our technical advisory task force that has been involved in the process with the assessment to validate that. They were planning no specific action right now in that the application is going to the Metropolitan Council who is going to be the primary funding source is already in place with the City of St. Paul.

Chairman Finley feels that as a Rail Authority we should take some action if it is going to become a part of the trail system, along the lines which Mr. Stefferud has said that our position is that we would prefer to also have it considered for light rail transit, or for other mode of transportation. This could be in support of the trail as a recreational system at this time, reserving the right for other future needs.

Commissioner Schaber said there is a proposed resolution that this should be sent to the task force as well, for review and recommendation.

Chairman Finley feels that we are on rather a tight time frame schedule as well, and Mr. Stefferud said the request that the City is submitting is essentially a yes or no answer, should the Council go ahead and designate this as a regional trail, and from the County's timeframe perspective, they could wait if you wish to submit something at the Public Hearing, or go ahead and do something now. The Council may be taking action by October 13th.

Chairman Finley asked the Board if they wish to take a position prior to the Council action.

Commissioner Hunt said she is not clear on the Met Council policy, she understands that the Met Council if they were going to designate this as a trail, would according to their policy put a restrictive covenant on it, so that our taking action saying that it should be reserved for future rail use might be in conflict with their restrictive covenant.

Mr. Stefferud explained that the Council can also remove any restrictive covenant, it is a policy plan of that space for recreation open space allow that to happen, and in this particular case, it should be part of the designation that it is not only being preserved for recreational purposes, but that in the future, if it is appropriate to build light rail transit on it, that can be done, as there is really no reasonable alternative that exists for an LRT in this corridor area. So, therefore if the County wished to take that position, it would not be in conflict with the Met Council.

Chairman Finley asked Ms. DeSpiegelaere if she wished to put something together for the Board to consider, and she said she would prefer to bring this back in two weeks, after we have had time to think through some of the elements of it.

Ms. DeSpiegelaere said there is a resolution to be considered today that recommends that this report go to an Advisory Technical Task Force, if the

primary purpose is acquisition for trail purposes, is it appropriate that the Regional Rail Authority staff would have to do with the Technical Advisory Committee, or is that more appropriately someone else's.

Chairman Finley said what is the sense of having any kind of a task force, if we are not doing anything with light rail (the next item on the agenda), so that is why he suggested that possibly we want to take some type of action. preserving it for the future for light rail, or not even appointing the task force. If this is going to be a City Park or a Metropolitan Trail designated by the Metropolitan Council, why should we consider it. Chairman Finley did not recommend any action on this proposed resolution in question.

Commissioner Norgard wanted to know if Mn/DOT is putting any money into it at all. He was at a meeting in White Bear, and the Dept. of Transportation had stated if someone was interested in buying it, that the Department would put in an X amount of dollars, and he wondered if this had been taken up with the Met Council at all.

Ms. DeSpiegelaere said they have not proceeded, but there is a state rail bank program that would fund up to 50% of it. The reason we have not proceeded is because the Railroad Authority felt that the corridor should be studied for light rail transit suitability before we determine whether or not it should be acquired. The study should be done, then you can decide whether or not to acquire, and then if you decide, you make application.

Chairman Finley feels it would be too late then, with the city proceeding as they are without the study.

Commissioner Schaber said the staff person from Met Council had indicated if it were acquired by the City, that option would still be open at a future date to look at it for Regional Rail. He shares Chairman Finley's concern, but he also said the Board knows how he feels as he does not see any justification for this particular line to be looked at for light rail. Maybe twenty to thirty years from now there might be a justification, when population trends have changed, but it seems to him that as long as the City acquires it with the understanding that they have to be cognizant of the fact that there is a possibility at some future date that light rail might be used, that we have as good a safeguard as we have, because as you know the Metropolitan study of the Regional Rail Systems that this is the lowest ranking one, so he does not expect this to be any priority for the next ten to twenty years.

Chairman Finley's feeling is that it is fine for the staff to recommend it at Metropolitan Council, but if the Regional Rail Authority does not care one way or the other, they will feel why should they put the restrictive clause on as a caveat. Therefore, Ramsey County should take some action indicating to the Metropolitan Council any interest or lack of interest that we have, by saying nothing, we will say we go along with it as a recreational trail. In the St. Paul situation, they did nothing with regard to the I-94 bridges, when they were informed of the removal of bridges, so the State assumed the City did not care, but now the City does care.

Commissioner Schaber added that he held two meetings with the people regarding the I-94 situation, because of the East side bypass, and never did they mention doing what they did.

Three or four years from now, when this is looked at, the Metropolitan Council members be changed, Mr. Stefferud may not be there, no one will remember where we were on this situation, according to Chairman Finley.

Commissioner Salverda feels the same way, he is very supportive of a trail on a short term basis, but on a long term basis, feels we should keep this option open, Ramsey County should be pro-active with the role of the Metropolitan Council also.

Chairman Finley agrees, that we should take the position to support, or if we have some concerns, raise them, he has no problem supporting the trail system. He thinks that the lack of any action does not look good.

Commissioner Schaber to clarify, feels we should support the trail system, in planning of the system, that they should keep in mind as a possibility of the future that light rail might come down that corridor, so they do notave have to make modifications years from now, to keep this option open.

Commissioner Norgard said that Washington County should come into play in this matter sometime in the future.

Commissioner Salverda moved the following recommendation, seconded by Commissioner Schaber.

The Ramsey County Regional Railroad Authority will support the Burlington Northern N.E. Corridor as a trail system, but in the planning of the system, they are to keep in mind the possibility of construction of light rail transit in the future. A draft resolution will be prepared for submission to the Metropolitan Council from Ramsey County Regional Railroad Authority, and this will be presented to this Board at the next meeting.

Roll Call: Ayes - 7, Nays - 0
Motion adopted.

Ms. DeSpiegelaere said she would bring back for the next meeting the position statement, as well as the resolution.

Commissioner McCarty asked for clarification of the motion, by expressing support of the trail, how does that put us in the planning process, for example, exact placement of trail, exact mechanics and engineering of all this. Would be included in the planning process? Chairman Finley said we do not, that is why we have to ask to be included in the planning process.

Mr. Stefferud said it would be appropriate for the County to say that they would want to be considered when you get beyond the City of St. Paul border, it will be a County issue. They have in the past had joint master plans, where both are co-authors,

Commissioner Schaber added that with St. Paul, it is a County issue, so if we are going to design the system, we had better have input on the design with the City of St. Paul.

Larry Holmberg said the entire Regional Trail Corridor could be a joint Regional Trail for the City and County, and be so designated, for example we have regional parks like Battle Creek, where both agencies had to approve the plan. The operation may be only to the City line, but it would be a joint agency master plan. Chairman Finley said he has not heard anything about what the City's plan is.

Commissioner Salverda suggested that this only a conceptual approval, and Chairman Finley added that we want to be taken into consideration during the planning stages of this trail both within and without the City of St. Paul.

7. Northeast Burlington Northern Corridor Task Force Appointments

Chairman Finley asked that the name Robert Weisenburger, Town of White Bear be included in the resolution.

Commissioner Schaber said he had received a letter for the nomination from District 2, Richard Kramer, and asked that this be included in the resolution also.

Chairman Finley acknowledged a letter from Paul Gilliland which suggested that there should be more people within the City of St. Paul because of the population, and we have already decided on how we are going to do this. Also, he received a letter from Washington County saying they do not want to participate.

When Chairman Finley was at a Transportation Committee of the State Senate, one of the questions was whether Washington County was going to participate, and the Committee was chagrined at the fact that Washington County did not want to participate in this corridor, as well as the lack of Dakota County being involved in the regional rail authorities to the extent that Ramsey, Hennepin and Anoka counties are.

Commissioner Norgard suggested that the new Chairman for Washington County Mr. Jergens be contacted.

Commissioner Schaber said that Mr. Gilliland does raise a point on the vote because of the suburbs, we have more members, and we do not have on here any City representatives.

Chairman Finley explained the reason we do not is that there are four District Councils in St. Paul. Ms. DeSpiegelaere said they had been asked to submit names, but she has not received a response.

Commissioner Schaber moved the following recommendation. seconded by Commissioner Norgard.

WHEREAS, The Ramsey County Regional Railroad Authority has authorized a study of the recreation and transportation potential of the Northeast Burlington Northern Corridor; and

WHEREAS, the study will include review and recommendations from a Northeast Burlington Northern Corridor Task Force, comprised of citizens and business representatives in the affected area; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority appoints the following individuals to the Northeast Burlington Northern Corridor Task Force:

Suzanne Parisi - Payne Avenue Business Association.
M. William Newstrand - Vadnais Heights
Robert Hohenauer -Vadnais Heights
Dick Sand - Town of White Bear
Dean Anderson - District 4 Community Council
Frank Sandberg - Citizens Advisory Committee
Robert Rossmen - Citizens Advisory Committee
Charles Wold - Citizens Advisory Committee
Helen Sever - Citizens Advisory Committee
Robert Van Hoef - Citizens Advisory Committee
Paul Gilliland - Citizens Advisory Committee
Richard Kramer - District 2 Community Council
Robert Weisenburger - Town of White Bear

Roll Call: Ayes - 7, Nays - 0
Motion adopted.

8. Timeline for Request for Proposal for Comprehensive LRT Plan

Chairman Finley said this is informational, this means that the contract will actually come in after we know whether or not the grant has been approved.

9. Chairman's Comments

Chairman Finley informed the Board that he had a long conversation with Wayne Hatton of Burlington Northern as there has been some confusion raised by letters that were communications made to BN by members of staff, and the City Council regarding the availability. Mr. Hatton has assured him that they are willing to discuss BN, they do want to participate in the engineering of the BN lines, they do not want to be left out of the process, which they felt they were when BRW did the study. They want to play an important role in the preliminary engineering when we get to that.

Mr. Hatton is going to be leaving the area physically, but will still be in charge of light rail transit in the metropolitan area, he will be stationed in Kansas City, his position has not changed from the standpoint, they are not welcoming light rail transit on their corridor with open arms, but they are not forgoing it on the Burlington Northern Southern route. He does not mean to say that they are ready to give us their right of way, and let us do what we want, as that is not the case, but they are willing to work with us, they do want to participate in the preliminary engineering. He is going to send a letter to Mr. Hatton, indicating the conversation.

There has been communications back and forth, messages which were left for Mr. Hatton he did not receive.

We are requesting preliminary engineering to be looked at on both fronts, and by our actions here we are trying to get everyone here to cooperate but fragmentation by one unit of government, proceeding without input from the other units causes problems which will jeopardize the entire process that we are trying to do in a thoughtful, slow manner. This goes for the NE corridor to some extent, and we are getting some of that feedback where we could be in jeopardy of losing substantial state funds if we do not act in a cooperative way.

There being no further matters to come before this Board, Chairman Finley declared the meeting adjourned.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

BUDGETING & ACCOUNTING
Originating Department

Jim Van Houdt
Authorized Signature

9/20/88
Date

Board Action Requested

Bonding Information Requested
by Regional Railroad Authority

Request Justification

See attached: Memo to Terry Schutten from J. Van Houdt dated 9/20/88

Per request of Chairman Finley at RCRRA Board Meeting
of September 13, 1988

Reviewed by
Budgeting and Accounting Ed Granlie 9/21/88
County Attorney Michele L. Timmons 9/21/88
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date September 27, 1988 Board Date	Signature T L Glendenning Signature	Date 9/20/88 Date

RAMSEY COUNTY

Office of
BUDGETING AND ACCOUNTING

Room 36, Court House
St. Paul, Minnesota 55102
298-4196

TERRY SCHUTTEN
Executive Director

JAMES H. VAN HOUDT
Director - Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

MEMORANDUM

DATE: September 20, 1988

TO: Terry Schutten, Executive Director

FROM: JVH James Van Houdt, Director-Budgeting & Accounting

SUBJECT: Bonding Information Requested by Regional Railroad Authority

At the September 13, 1988 meeting of the Regional Railroad Authority the following question was asked by Chairman Finley:

"What would a levy of $11,704,307 generate in bonds?"

This question was based on a letter from Robert Pulscher from Springsted, Inc., in which he indicated the two mill taxing authority would raise $11,704,307.

We have discussed this with Mr. Pulscher who indicated that, depending on bond issue lengths, a levy of $11,704,307 used for debt service could raise $110,000,000 to $150,000,000 in bond proceeds. He also indicated that total bonds issued would probably be a blend of several issues with different lengths, depending upon what capital items are being financed.

JVH:dks/xke
cc: Kathryn DeSpiegelaere

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

BUDGETING & ACCOUNTING
Originating Department

Jim Van Houdt 9/20/88
Authorized Signature **Date**

Board Action Requested

Adopt a resolution requesting a loan of $125,000 from Ramsey County for 1988 expenditures, and budget adjustments.

Request Justification

Attachments:

. Memorandum from J. Van Houdt 9/16/88
. Summary of expenditures, need and budget
. Memo from K. DeSpiegelaere outlining expenditures for the Regional Railroad Authority
. Proposed Resolution

Reviewed by

Budgeting and Accounting Ed Blaubitz 9/21/88

County Attorney Michele L. Timmons 9/21/88

Risk Manager N/A

Data Processing N/A

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	**Signature**	**Date**
Committee / Meeting Date	**Signature**	**Date**
September 27, 1988	F L Glendenning	9/20/88
Board Date	**Signature**	**Date**

RAMSEY COUNTY

Office of
BUDGETING AND ACCOUNTING

Room 36, Court House
St. Paul, Minnesota 55102
298-4196

TERRY SCHUTTEN
Executive Director

JAMES H. VAN HOUDT
Director - Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

MEMORANDUM

DATE: September 16, 1988

TO: Commissioner John Finley, Chairman, Regional Railroad Authority

FROM: JVH James Van Houdt, Director-Budgeting & Accounting

SUBJECT: Regional Railroad Authority/County Loan

Kathryn DeSpiegelaere, Director of Light Rail Planning, has indicated in a memo dated September 13, 1988, that the Regional Railroad Authority's 1988 budget needs an additional $125,000 to finance its expenditures for 1988.

The Regional Railroad Authority should request a loan from Ramsey County's General Fund for this $125,000 with the understanding that the Regional Railroad Authority will repay this loan with legal interest from its 1989 tax levy.

JVH:dks/xka
cc: K DeSpiegelaere
T Schutten
P O'Malley

CODE	TITLE	1988 BUDGET	EXPENDED	ESTIMATED NEED	OVER (SHORT)
020102	CONSULTING SERVICES	4,280	0	4,000	280
020103	ENGINEERING SERVICE	30,000	29,416	92,329	(91,745)
020174	COUNTY ATTORNEY SERVICES	3,000	1,889	10,000	(8,889)
020176	EXECUTIVE DIRECTOR SERVICES	3,000	0	38,500	(35,500)
020179	BUDGETING & ACCOUNTING SERVICES	2,545	1,428	5,000	(3,883)
020185	DATA PROCESSING	-	0	1,100	(1,100)
020202	POSTAGE	300	350	1,000	(1,050)
020207	TELEPHONE LONG DISTANCE CHARGES	30	8	22	0
020209	TELEPHONE EQUIPMENT	-	0	200	(200)
020401	PRINTING MINUTES & NOTICES	1,500	0	4,800	(3,300)
020501	PRINTING & STATIONERY	2,500	2,973	2,500	(2,973)
020909	PARKING SPACE	425	180	475	(230)
021192	INTEREST	2,420	1,782	638	0
021226	COMMITTEE COMPENSATION	4,000	950	500	2,550
021403	CONFERENCE & SEMINAR EXPENSES	-	0	500	(500)
021407	OTHER TRAVEL	10,000	7,461	5,000	(2,461)
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	1,000	222	500	.278
	TOTAL SERVICES & CHARGES	65,000	46,658	167,064	(148,722)

CODE	TITLE	1988 BUDGET	EXPENDED	ESTIMATED NEED	OVER (SHORT)
030101	OFFICE SUPPLIES	-	-	800	(800)
	TOTAL SUPPLIES	-	0	800	(800)

CODE	TITLE	1988 BUDGET	EXPENDED	ESTIMATED NEED	OVER (SHORT)
061001	CONTINGENT APPROPRIATIONS	35,000	-	10,000	25,000
	TOTAL CONTINGENT	35,000	0	10,000	25,000

CODE	TITLE	1988 BUDGET	EXPENDED	ESTIMATED NEED	OVER (SHORT)
070201	DUE TO COUNTY REVENUE	25,000	12,500	12,500	0
	TOTAL DUE TO COUNTY REVENUE	25,000	12,500	12,500	0
TOTAL RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY		125,000	59,158	190,364	(124,522)

COLUMNS MAY NOT ADD DUE TO ROUNDING.

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere

SUBJECT: Regional Railroad Authority Expenditures for 1988

DATE: September 16, 1988

The 1988 Ramsey County Regional Railroad Authority budget was $125,000, which included repayment of a $25,000 loan made to the Authority in 1987 by Ramsey County.

Expenditures are approaching the budgeted amount and additional appropriations are needed. There is also a need to request a loan from Ramsey County to cover anticipated expenditures for the remainder of 1988.

The expenditures anticipated for 1988 from July to December 31 are:

OBJECT CODE	TITLE	ESTIMATE OF NEED FOR REMAINDER OF 1988
020102	Consulting Services	$4,000

Consultants have been used to assist with a grant application for LRT funds ($3000) and to provide financial advice ($1000).

020103	Engineering Services (Proj. Mgmt. Team)	$92,329

Services of three members of the project management team, plus support secretarial, drafting and administrative staff are needed to manage projects, coordinate with the public and agencies.

Director of LRT Planning	$39,000
Project Engineer	23,000
Community Participation Coordinator	19,000
Secretarial (Public Works Dept.)	6,329
Drafting (Public Works Dept.)	5,000

020174 County Attorney Services **$10,000**

Services of staff of the county attorney's office are used to provide legal opinions, draft and review contracts and review items for the Regional Railroad Authority agenda.

020176 Executive Director Services **$38,500**

Services of the property manager and clerical staff are required to assist with budget preparation, negotiations with railroads, prepare agendas, minutes and correspondence.

Property Manager (July to December, 1988)	$ 8,500
Secretarial	19,500
Director of Information Services	2,000
Property Manager (January to June, 1988)	8,500

020179 Budgeting & Accounting Services **$5,000**

Services of the budgeting and accounting office are used to monitor expenditures, assist with review of documents and contracts for the Regional Railroad Authority.

020185 Data Processing Equipment and Maintenance **$1,100**

The installation and monthly maintenance for one office automation system for Authority staff is included in this estimate.

020202 Postage **$1,000**

Mailing of agendas, correspondence and reports is required.

020207 Telephone Long Distance **$22**

Long distance telephone calls are made relating to Authority activities

020209 Telephone Equipment **$200**

Additional telephone equipment is required at 316 Courthouse for the project management team.

020401 Publishing Expenses **$4,800**

Publishing of a newsletter, legal notices for the levy authorization and minutes have been or will be undertaken. The request for proposals for the comprehensive LRT plan will be published.

020501 Printing/Duplicating **$2,500**

Reports, agendas and newsletters require copying

020909 Parking **$475**

Parking fees for Director of LRT Planning

021192 Interest **$638**

Interest on a loan from Ramsey County in 1987.

021226 Committee Compensation **$500**

Reimbursement for meeting attendance is made to advisory committee and corridor task force members.

021403 Conferences/Seminars **$500**

Seminars/conferences may be attended to further knowledge of light rail transit systems, public participation skills, etc.

021407 Travel **$5,000**

Travel to observe rail transit systems and to meet with railroad and transit officials.

021408 Volunteer/committee expenses **$500**

Expenses associated with holding committee meetings.

030101 Office supplies **$800**

Supplies for the project management team office at 316 Courthouse are needed.

061001 Contingency **$10,000**

Funds are needed to cover unanticipated expenditures.

070201 Due to County Revenue **$12,500**

Repayment of a loan made by Ramsey County in 1987.

TOTAL **$190,364**

Funding to be supplied by:

1988 Appropriations	$30,164
Contingent Account	35,000
Loan (Advance from Ramsey County against 1989 tax levy of RCRRA)	125,000
TOTAL	**$190,364**

Recommendation:

Request a $125,000 loan from the Board of Ramsey County Commissioners for 1988 for the Regional Railroad Authority to be repaid from the 1989 Regional Railroad Authority tax levy.

KD/gb

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

WHEREAS, Ramsey County Regional Railroad Authority expenditures through the first six months of 1988, and estimated needs for the remainder of 1988 indicate a need for increased appropriation in certain cost items; and

RESOLVED, That the Ramsey County Regional Railroad Authority request the Ramsey County Board to loan the amount of $125,000 to the Ramsey County Regional Railroad Authority to be paid from the Authority's 1989 Tax Levy; and Be It Further

RESOLVED, That this sum so advanced by the County shall be charged to the Regional Railroad Authority and shall be repaid with interest at a rate equal to the average yield on County Investment during the life of the loan; and Be It Further

RESOLVED, That the Executive Director shall be authorized to execute the funds and budget adjustments necessary to transact this loan after it is authorized by the Board of Ramsey County Commissioners, and the budget adjustments from the Contingent Appropriations necessary to meet the expenses for 1988.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

7

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

Public Works
Originating Department

K. DeSpiegelaere /S/ 9/20/88
Authorized Signature Date

Board Action Requested

Coordination with Other County Regional Railroad Authorities

Adopt Proposed Resolution

Request Justification

See Attached: Memo from K. DeSpiegelaere dated September 13, 1988

Proposed Resolution

Budgeting and Accounting
County Attorney Michele L. Timmons 9/21/88
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date: September 27, 1988 (Board Date)	Signature: J L Glendenning	Date: 9/20/88
	Signature	Date

RAMSEY COUNTY
Regional Railroad Authority

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District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD
Director of LRT Planning

SUBJECT: Coordination with Other County Regional Railroad Authorities

DATE: September 13, 1988

At the August 23, 1988 Regional Railroad Authority meeting, you asked that coordination be established with Hennepin and Anoka Regional Railroad Authority staff members in the area of systems standards (vehicles, tracks, etc.) for light rail transit. I met on September 9 with staff members of those two agencies and we agreed to meet again on September 26 to discuss systems standards coordination and legislative proposals.

Another area that needs to be addressed as Ramsey County Regional Railroad Authority (RCRRA) initiates a comprehensive LRT plan is the study of potential LRT corridors that extend beyond Ramsey County's borders. The work program for the plan that you previously adopted includes this provision:

> While it is assumed that the major portions of corridors will be in Ramsey County, logical extensions into the four adjacent counties will be considered in this analysis.

The issue is who pays for the study of corridors that extend into other counties. At this time the corridors have yet to be defined.

The attached resolution recommends that for purposes of the comprehensive LRT plan, RCRRA absorb the cost of study of corridors that are primarily in Ramsey County but extend to logical termini in other counties, with the exception of the Midway Corridor. The reason for the recommendation is the difficulty and delay that could be encountered as corridors are defined in determining what portion of the study costs should be absorbed by other counties and the willingness of those counties to fund those costs. As LRT corridors are defined, if they extend a considerable length into other counties, I would return to you for direction about cost participation of other counties in their study.

The four counties adjacent to Ramsey will be requested to participate in the comprehensive LRT plan through the technical advisory committee and intergovernmental committee.

Recommendation:

The resolution attached has been prepared for your consideration.

KD/gb
Attachment

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

WHEREAS, The Ramsey County Regional Railroad Authority has authorized preparation of a comprehensive LRT plan; and

WHEREAS, The Ramsey County Regional Railroad Authority has approved a work program for the plan that indicates that the plan will include study of logical extensions of light rail transit corridors into other counties; and

WHEREAS, The Ramsey County Regional Railroad Authority is expected to initiate preparation of the plan in November, 1988; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority agrees to fund the planning study of corridors that may extend beyond the Ramsey County borders if the major portion of those corridors is in Ramsey County, with the exception of the Midway Corridor between downtown St. Paul and Minneapolis; and Be It Further

RESOLVED, That should it be determined to proceed with preliminary engineering of corridors for LRT that extend into other counties, that Ramsey County would attempt to work out cost-sharing arrangements with the affected counties for that work.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

Public Works
Originating Department

K. DeSpiegelaere /S/ 9/20/88
Authorized Signature Date

Board Action Requested

Ramsey County Regional Railroad Authority and St. Paul Action on Northeast Burlington Northern Corridor - Approve letter and resolution to be sent to Steve Keefe, Metropolitan Council. Adopt proposed resolution reflecting action taken on September 27, 1988.

Request Justification

Attachments: Memo from K. DeSpiegelaere with attachments, dated 9/16/88 and recommendations dated 9/16/88

Proposed Resolutions

Budgeting and Accounting
County Attorney Mitchell L. Simmons 9/22/88
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date: September 27, 1988 (Board Date)	Signature: F. L. Glendenning	Date: 9/20/88

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Northeast Burlington Northern Corridor

DATE: September 16, 1988

At the September 13 Ramsey County Regional Railroad Authority meeting, you took action on the Northeast Burlington Northern corridor (map is attached). One of the directions you provided was for staff to expand on the information discussed at the meeting. I wanted to provide background information for you before your recommendations are forwarded to the Metropolitan Council to make certain that the correspondence accurately reflects your wishes. A resolution and letter to the Metropolitan Council chairman from Chairman Finley are attached. Another resolution pertaining to requested action at the September 27 meeting has been provided for your consideration.

KD:ptd

BURLINGTON NORTHERN NORTHEAST CORRIDOR

BACKGROUND

The Burlington Northern tracks from downtown St. Paul to Beam Avenue in Maplewood were abandoned in April, 1987, the same month that Ramsey County formed a Regional Railroad Authority (RCRRA). The extension of the Burlington Northern tracks, still in service, is located within Ramsey County in Maplewood, Gem Lake, Vadnais Heights, White Bear Lake and Town of White Bear.

Many representatives of the affected cities and other agencies have indicated that the corridor should be in public ownership. It was believed that there may be a potential for transportation and/or recreation uses of the corridor. RCRRA requested a study of the transportation and recreation potential of the corridor. A technical advisory committee, including representatives of the cities, affected agencies and County, has met since April, 1988, to discuss the corridor.

The recreation assessment of the corridor was completed by Ramsey County Parks and Recreation Department in September, 1988. Also in September, the St. Paul City Council passed a resolution requesting financial support from Metropolitan Council park funds for acquisition by the City of the corridor. This source of funds could supply 100 percent of acquisition and development costs, if the request is granted.

The transportation assessment of the corridor, including its potential for light rail transit, has yet to be assessed. The Metropolitan Council's Long Range Transit Study indicated that this corridor has good potential for transit capital investments, although its potential is not as high as that of some other corridors in the Twin Cities region. The Metropolitan Council's Transportation Development Guide/Policy Plan indicates a need to consider preservation of potential transportation corridors.

The recreation assessment of the corridor concludes that a trail in this corridor would provide important connections to other recreation facilities. There would be little if any physical contraints for trail use as a single use. There are a few areas where narrow right of way would need to be addressed if other uses of the corridor would occur in addition to trail use.

I-94 AT BURLINGTON NORTHERN AREA

The Minnesota Department of Transportation (Mn/DOT) has plans to rehabilitate/reconstruct I-94. At the area just east of downtown St. Paul where the Burlington Northern tracks met I-94, Mn/DOT has decided to remove existing bridges, rather than replace them at a $2.5 million cost. St. Paul Parks Department has expressed concern over how trail use will be accommodated in this area and is seeking $1 million from the Metropolitan Council parks funding for an additional span to better accommodate recreation trail use.

The Metropolitan Council will address the City's request in October of this year.

Light rail transit in this area would require either tunneling or construction of bridges at some future date. The City's proposal will not accommodate light rail transit. Nor has it yet been determined by RCRRA that light rail transit definitely should be located in this area.

2

COUNTY'S INTERESTS IN CORRIDOR

Ramsey County's interests span the municipal jurisdiction boundaries within the Burlington Northern corridor.

The Parks and Recreation Department of Ramsey County, as previously discussed, has completed a recreation assessment of the corridor.

Ramsey County has jurisdiction of several roads which intersect the Burlington Northern Corridor. Acquisition of sufficient right of way at those crossings to meet future needs, as specified in Ramsey County's Major Street Plan, is desirable.

Ramsey County Regional Railroad Authority has responsibility for light rail transit planning in this corridor. RCRRA has adopted a work program and authorized preparation of a comprehensive LRT plan that will include a study of the LRT potential of this corridor in the future. RCRRA has appointed a Corridor Task Force to examine the potential for LRT of the corridor.

RCRRA'S POSITION

The RCRRA's position regarding the City of St. Paul's request to the Metropolitan Council is:

- The RCRRA is supportive of acquisition of the Burlington Northern corridor with Metropolitan Council Park funds, and of temporary trail use of the corridor.

- The usual restrictive covenant as a condition of acquisition with parks funds is not acceptable for this corridor. If a restrictive covenant is placed on the acquired corridor, it should specifically allow the use of the corridor for LRT. The potential for light rail transit use in this corridor, either singly or in joint trail/LRT use, must not be discounted or obstructed and must be a part of the park trail planning process from its inception.

- Since the corridor encompasses more than one city in the County, the jurisdiction of ownership is an issue that needs to be resolved to ensure coordinated planning, maintenance and implementation of the immediate and long term uses.

OTHER ISSUES

1. The RCRRA has jurisdiction over rail transit in the County. It is recommended that issues such as:

   - Coordination of acquisition and planning for trail purposes;
   - Impact on County if request for funds is successful in terms of trail maintenance costs;
   - County road crossing needs; and
   - Bridges and other structures in the corridor

   be addressed by the Public Works Committee and the full Board of Ramsey County Commissioners.

2. The subjects to be addressed by the Northeast Corridor Task Force require clarification. Is it the desire of RCRRA to have the Northeast Corridor Task Force review the recreation assessment when the RCRRA has already taken a position on the potential use? Should the Northeast Corridor Task Force role now be that of review and comment on only the LRT assessment of the corridor?

3

3. There is a disparity in sources of funding for recreation vs. transportation purposes. Recreation acquisition may qualify for 100 percent funding from the Metropolitan Council. The maximum available for transportation acquisition is 50 percent funding from the State Rail Bank program. An equitable funding source would help to ensure acquisition for the best ultimate use, not merely the most expedient funding source. In some cases the best ultimate use may be multiple uses. Legislation to remedy the inequity should be supported by RCRRA.

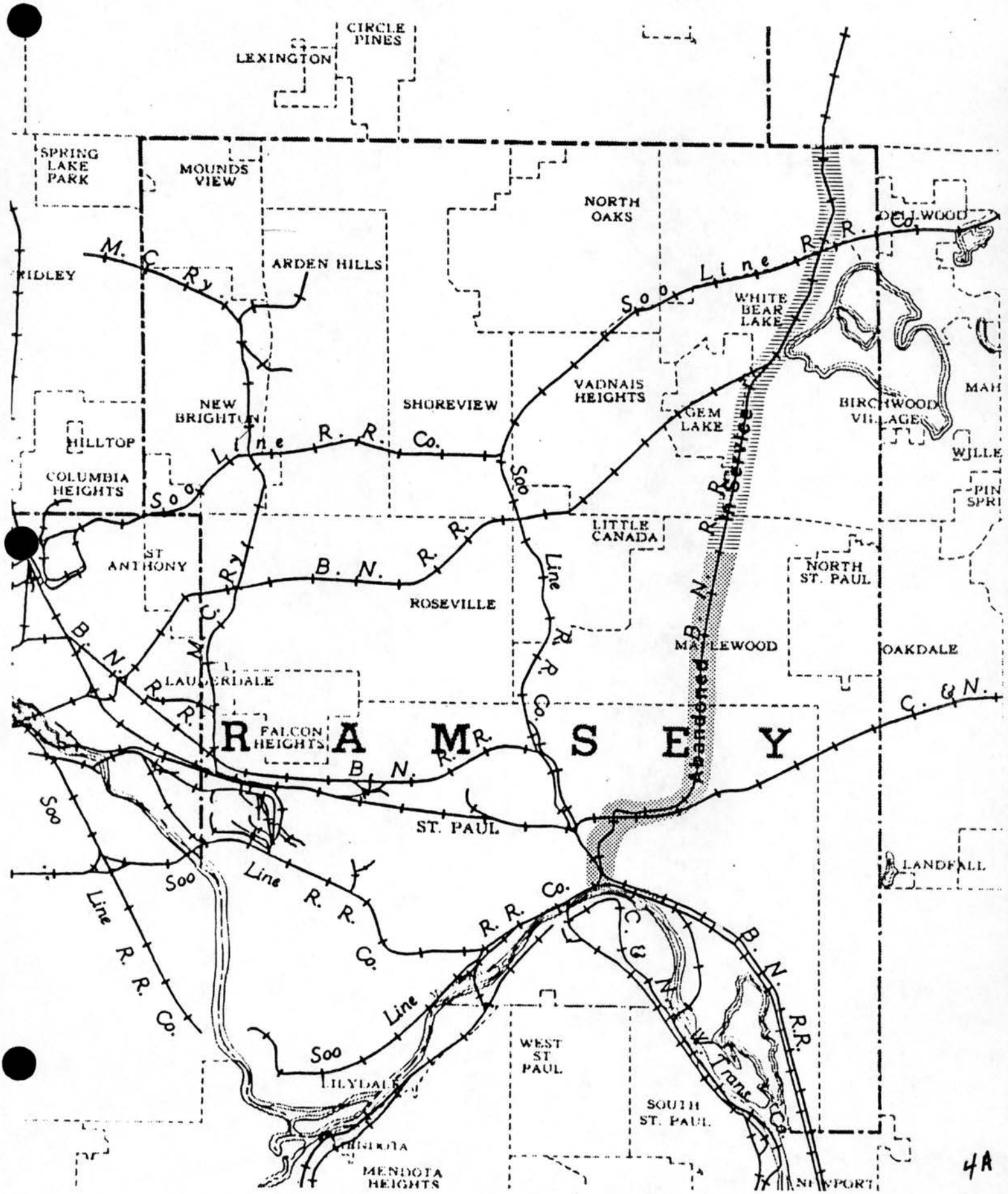
Recommendations:

1. Approve the resolution for forwarding to the Metropolitan Council.

2. Consider the three issues presented in this memorandum relating to County issues, Northeast Corridor Task Force and legislation.

3. Approve the letter from Chairman John Finley to Steve Keefe transmitting the resolution.

Northeast Corridor Study Area



RAMSEY COUNTY
Regional Railroad Authority

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

September 27, 1988

Steve Keefe, Chairman
Metropolitan Council
230 East Fifth Street
Mears Park Centre
St. Paul, Minnesota 55101

Dear Steve:

Ramsey County Regional Railroad Authority has adopted the enclosed resolution relating to the Northeast Burlington Northern corridor. As indicated in the resolution, we support acquisition of the corridor with park funds if that method of acquisition does not preclude ultimate use of the corridor for light rail transit. We also believe that jurisdiction of the corridor in terms of coordinated planning and implementation activities needs to be addressed and that Ramsey County should be a part of that process from its inception to completion of the project.

In addition, the Ramsey County Regional Railroad Authority would support legislation that would permit continued state or regional funding of 100 percent of corridor acquisition costs for transportation purposes and recreation purposes, with the caveat that it may be used for transportation in the future, including light rail transit.

Very truly yours,

John T. Finley, Chairman
Ramsey County Regional Railroad Authority

JTF/gb

cc: Ramsey County Commissioners
Terry Schutten
Mayor George Latimer
St. Paul City Council Members
Mayors of Gem Lake, Maplewood, Vadnais Heights, White Bear Lake and White Bear Township Supervisor
Washington County Regional Railroad Authority Chairman
Commissioner of Department of Transportation
Commissioner of Department of Natural Resources
Chairman of Regional Transit Board
Metropolitan Council Members in Ramsey County

5

Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: September 13, 1988 No. _____

Whereas that portion from Beam Avenue to the north Ramsey County line

WHEREAS, The Northeast Burlington Northern Corridor from downtown St. Paul to Beam Avenue in Maplewood is available for acquisition; and

WHEREAS, Representatives of cities and agencies have previously indicated that the corridor should be in public ownership; and

WHEREAS, The Ramsey County Parks and Recreation Department has conducted a recreation assessment of the corridor and the Regional Railroad Authority will conduct an assessment of the light rail transit (LRT) potential of the corridor in its comprehensive LRT plan for the County; and

WHEREAS, The City of St. Paul has applied to the Metropolitan Council for parks funding for acquisition of the corridor; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority is supportive of acquisition of the Burlington Northern corridor with Metropolitan Council parks funds and of trail use of the corridor ~~on a temporary basis~~; And Be It Further

RESOLVED, That the usual provision of a restrictive covenant as a condition of acquisition with parks funds is not acceptable for this corridor because the potential for light rail transit use in this corridor, either singly or in joint trail/LRT use, must not be discounted nor obstructed but rather be specifically permitted and must be a part of the park trail planning process from its inception; And Be It Futher

RESOLVED, That because the abandoned portion of the corridor encompasses two cities and its extension encompasses five cities and one township in Ramsey County, the question of ownership is an issue that needs to be resolved to ensure coordinated planning, maintenance and implementation of any potential use and that Ramsey County should be a part of that process from its inception to completion of the project.

at this time

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

6

RAMSEY COUNTY
Regional
Railroad
Authority

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

WHEREAS, At the September 13 Ramsey County Regional Railroad Authority meeting discussion occurred about the Northeast Burlington Northern Corridor; and

WHEREAS, Some of the issues associated with this corridor are pertinent to Ramsey County as well as the Regional Railroad Authority; and

WHEREAS, The action taken at the September 13 meeting impacts the assignments of the Northeast Corridor Task Force being appointed by the Regional Railroad Authority; and

WHEREAS, The source of funding of acquisition costs may determine the ultimate use of abandoned railroad corridors; Now, Therefore, Be It

RESOLVED, That the resolution attached responds to the intent of the Ramsey County Regional Railroad Authority as indicated at the September 13 meeting; And Be It Further

RESOLVED, That issues relating to coordination, trail maintenance costs, road crossing right of way needs and structures in the corridor are referred to the Public Works Committee and the full Board of Ramsey County Commissioners for discussion and action; And Be It Further

RESOLVED, That the Northeast Corridor Task Force work will consist of review and recommendations on light rail transit in the corridor; And Be It Further

RESOLVED, That legislation to ensure equitable regional or state funding sources for abandoned railroad corridor acquisition should be supported, And Be It Further

RESOLVED, That the resolution and letter to Steve Keefe from Chairman John Finley should be forwarded to Steve Keefe of the Metropolitan Council and the list of those indicated to receive copies.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

7

DRAFT RESOLUTION

WHEREAS, The Burlington Northern Railroad has abandoned approximately 6 miles of its line between downtown St. Paul and White Bear Lake; and

WHEREAS, The Ramsey County Parks and Recreation Department has prepared a recreation assessment of the Burlington Northern rail corridor which indicates that the corridor would be an important regional recreation trail corridor; and

WHEREAS, The City of St. Paul has requested the Metropolitan Council to designate the Burlington Northern Corridor as a regional trail and provide funding for the acquisition of the corridor, and

WHEREAS, The Ramsey County Regional Rail Authority has identified the corridor as a potential future corridor for light rail transit (LRT); and

WHEREAS, The Ramsey County Regional Rail Authority, on September 13, 1988 voted to support acquisition of the Burlington Northern Corridor with Metropolitan Council park funds and trail use of the corridor on a temporary basis provided the potential for LRT use in the corridor is not discounted or obstructed;

RESOLVED, The Ramsey County Board of Commissioners hereby supports the designation and use of the Burlington Northern Railroad corridor between downtown St. Paul and White Bear Lake as a regional trail with the provision that future LRT use of the corridor is not precluded; and Be It Further

RESOLVED, The Board supports joint involvement with the City of St. Paul in the planning, acquisition, development, operation and maintenance of the regional trail subject to Metropolitan Council funding.

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: September 13, 1988 No.

WHEREAS, The Northeast Burlington Northern Corridor from downtown St. Paul to Beam Avenue in Maplewood is currently available for acquisition; and

add new whereas →

WHEREAS, Representatives of cities and agencies have previously indicated that the corridor should be in public ownership; and

WHEREAS, The Ramsey County Parks and Recreation Department has conducted a recreation assessment of the corridor and the Regional Railroad Authority will conduct an assessment of the light rail transit (LRT) potential of the corridor in its comprehensive LRT plan for the County; and

WHEREAS, The City of St. Paul has applied to the Metropolitan Council for parks funding for acquisition of the corridor; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority is supportive of acquisition of the Burlington Northern corridor with Metropolitan Council parks funds and of trail use of the corridor ~~on a temporary basis~~ at this time; And Be It Further

RESOLVED, That the usual provision of a restrictive covenant as a condition of acquisition with parks funds is not acceptable for this corridor because the potential for light rail transit use in this corridor, either singly or in joint trail/LRT use, must not be discounted nor obstructed but rather be specifically permitted and must be a part of the park trail planning process from its inception; And Be It Futher

RESOLVED, That because the abandoned portion of the corridor encompasses two cities and its extension encompasses five cities and one township in Ramsey County, the question of ownership is an issue that needs to be resolved to ensure coordinated planning, maintenance and implementation of any potential use and that Ramsey County should be a part of that process from its inception to completion of the project.

WHEREAS, that portion of the right-of-way from Beam Avenue to the North Ramsey County line may be available for acquisition in the future, and

John T. Finley, Chairman

By
Warren W. Schaber, Secretary

b

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: September 27, 1988 No. R-88-

WHEREAS, The Northeast Burlington Northern Corridor from downtown St. Paul to Beam Avenue in Maplewood is currently available for acquisition; and

WHEREAS, That portion of the right-of-way from Beam Avenue to the north Ramsey County line may be available for acquisition in the future; and

WHEREAS, The Ramsey County Parks and Recreation Department has conducted a recreation assessment of the corridor and the Regional Railroad Authority will conduct an assessment of the light rail transit (LRT) potential of the corridor in its comprehensive LRT plan for the County; and

WHEREAS, The City of St. Paul has applied to the Metropolitan Council for parks funding for acquisition of the corridor; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority is supportive of acquisition of the Burlington Northern corridor with Metropolitan Council parks funds and of trail use of the corridor at this time; and Be It Further

RESOLVED, That the usual provision of a restrictive covenant as a condition of acquisition with parks funds is not acceptable for this corridor because the potential for light rail transit use in this corridor, either singly or in joint trail/LRT use, must not be discounted nor obstructed but rather be specifically permitted and must be a part of the park trail planning process from its inception; and Be It Further

RESOLVED, That because the abandoned portion of the corridor encompasses two cities and its extension encompasses five cities and one township in Ramsey County, the question of ownership is an issue that needs to be resolved to ensure coordinated planning, maintenance and implementation of any potential use and that Ramsey County should be a part of that process from its inception to completion of the project.

John T. Finley, Chairman

By Warren W. Schaber, Secretary

K De Speyelaere

RAMSEY COUNTY

Ramsey County Board of Commissioners

316 Court House 15 W. Kellogg Blvd.
Saint Paul, Minnesota 55102
(612) 298-4145

Warren W. Schaber, Chairman
District 6
Diane Ahrens
District 4
John T. Finley
District 3
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Terry Schutten
Executive Director

AGENDA

FINANCE, PERSONNEL AND MANAGEMENT COMMITTEE

Tuesday, September 27, 1988

COMMITTEE OF THE WHOLE

IMMEDIATELY FOLLOWING RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING (which meets at 10:30 A.M.)

Room 316 - Large Conference Room

1. Ramsey County Regional Railroad Authority - Adopt a resolution granting a loan of $125,000 to Ramsey County Regional Railroad Authority for 1988 Expenditures.

   Action Requested: Committee recommendation.

POLICY AGENDA

REQUEST FOR BOARD ACTION RAMSEY COUNTY

Department Summary
To be completed by Originating Department

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
Originating Department

K. DeSpiegelaere /S/ 9/20/88
Authorized Signature **Date**

Board Action Requested

Adopt a resolution granting a loan of $125,000 to Ramsey County Regional Railroad Authority for 1988 Expenditures

Request Justification

See Attached: Memorandum from J. Van Houdt 9/16/88
Summary of expenditures, need and budget
Memo from K. DeSpiegelaere outlining expenditures for the Regional Railroad Authority
Proposed Resolution

Executive Director Summary
To be completed by County Executive Director's Office

Reviewed by Ed Glaubitz 9/21/88
Budgeting and Accounting
County Attorney Michele L. Timmons 9/21/88
Risk Manager N/A
Data Processing N/A
Policy Analysis Unit N/A

Previous Action taken on Request

Date / Time Received By
County Executive
Director

RECEIVED
1988 SEP 20 PM 5:20
RAMSEY COUNTY BOARD OF COMMISSIONERS

Comments / Recommendation

CED recommends approval of the loan to the Ramsey County Regional Railroad Authority.

Documentation certified complete for:

FINANCE, PERSONNEL AND MANAGEMENT COMMITTEE F L Glendenning 9/20/88
Committee / Meeting Date OF THE WHOLE 9/27/88 **Signature** **Date**

Committee / Meeting Date **Signature** **Date**

County Board Date **Signature** **Date**

CB-21

RAMSEY COUNTY

Office of
BUDGETING AND ACCOUNTING

Room 36, Court House
St. Paul, Minnesota 55102
298-4196

TERRY SCHUTTEN
Executive Director

JAMES H. VAN HOUDT
Director - Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

MEMORANDUM

DATE: September 16, 1988

TO: Commissioner John Finley, Chairman, Regional Railroad Authority

FROM: JVH James Van Houdt, Director-Budgeting & Accounting

SUBJECT: Regional Railroad Authority/County Loan

Kathryn DeSpiegelaere, Director of Light Rail Planning, has indicated in a memo dated September 13, 1988, that the Regional Railroad Authority's 1988 budget needs an additional $125,000 to finance its expenditures for 1988.

The Regional Railroad Authority should request a loan from Ramsey County's General Fund for this $125,000 with the understanding that the Regional Railroad Authority will repay this loan with legal interest from its 1989 tax levy.

JVH:dks/xka
cc: K DeSpiegelaere
T Schutten
P O'Malley

CODE	TITLE	1988 BUDGET	EXPENDED	ESTIMATED NEED	OVER (SHORT)
020102	CONSULTING SERVICES	4,280	0	4,000	280
020103	ENGINEERING SERVICE	30,000	29,416	92,329	(91,745)
020174	COUNTY ATTORNEY SERVICES	3,000	1,889	10,000	(8,889)
020176	EXECUTIVE DIRECTOR SERVICES	3,000	0	38,500	(35,500)
020179	BUDGETING & ACCOUNTING SERVICES	2,545	1,428	5,000	(3,883)
020185	DATA PROCESSING	-	0	1,100	(1,100)
020202	POSTAGE	300	350	1,000	(1,050)
020207	TELEPHONE LONG DISTANCE CHARGES	30	8	22	0
020209	TELEPHONE EQUIPMENT	-	0	200	(200)
020401	PRINTING MINUTES & NOTICES	1,500	0	4,800	(3,300)
020501	PRINTING & STATIONERY	2,500	2,973	2,500	(2,973)
020909	PARKING SPACE	425	180	475	(230)
021192	INTEREST	2,420	1,782	638	0
021226	COMMITTEE COMPENSATION	4,000	950	500	2,550
021403	CONFERENCE & SEMINAR EXPENSES	-	0	500	(500)
021407	OTHER TRAVEL	10,000	7,461	5,000	(2,461)
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	1,000	222	500	278
	TOTAL SERVICES & CHARGES	65,000	46,658	167,064	(148,722)

CODE	TITLE	1988 BUDGET	EXPENDED	ESTIMATED NEED	OVER (SHORT)
030101	OFFICE SUPPLIES	-	-	800	(800)
	TOTAL SUPPLIES	-	0	800	(800)

CODE	TITLE	1988 BUDGET	EXPENDED	ESTIMATED NEED	OVER (SHORT)
061001	CONTINGENT APPROPRIATIONS	35,000	-	10,000	25,000
	TOTAL CONTINGENT	35,000	0	10,000	25,000

CODE	TITLE	1988 BUDGET	EXPENDED	ESTIMATED NEED	OVER (SHORT)
070201	DUE TO COUNTY REVENUE	25,000	12,500	12,500	0
	TOTAL DUE TO COUNTY REVENUE	25,000	12,500	12,500	0
TOTAL RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY		125,000	59,158	190,364	(124,522)

COLUMNS MAY NOT ADD DUE TO ROUNDING.

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
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St. Paul, MN 55102
Phone 298-4145

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Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere

SUBJECT: Regional Railroad Authority Expenditures for 1988

DATE: September 16, 1988

The 1988 Ramsey County Regional Railroad Authority budget was $125,000, which included repayment of a $25,000 loan made to the Authority in 1987 by Ramsey County.

Expenditures are approaching the budgeted amount and additional appropriations are needed. There is also a need to request a loan from Ramsey County to cover anticipated expenditures for the remainder of 1988.

The expenditures anticipated for 1988 from July to December 31 are:

OBJECT CODE	TITLE	ESTIMATE OF NEED FOR REMAINDER OF 1988
020102	Consulting Services	$4,000

Consultants have been used to assist with a grant application for LRT funds ($3000) and to provide financial advice ($1000).

020103	Engineering Services (Proj. Mgmt. Team)	$92,329

Services of three members of the project management team, plus support secretarial, drafting and administrative staff are needed to manage projects, coordinate with the public and agencies.

Director of LRT Planning	$39,000
Project Engineer	23,000
Community Participation Coordinator	19,000
Secretarial (Public Works Dept.)	6,329
Drafting (Public Works Dept.)	5,000

020174 County Attorney Services $10,000

Services of staff of the county attorney's office are used to provide legal opinions, draft and review contracts and review items for the Regional Railroad Authority agenda.

020176 Executive Director Services $38,500

Services of the property manager and clerical staff are required to assist with budget preparation, negotiations with railroads, prepare agendas, minutes and correspondence.

Property Manager (July to December, 1988)	$ 8,500
Secretarial	19,500
Director of Information Services	2,000
Property Manager (January to June, 1988)	8,500

020179 Budgeting & Accounting Services $5,000

Services of the budgeting and accounting office are used to monitor expenditures, assist with review of documents and contracts for the Regional Railroad Authority.

020185 Data Processing Equipment and Maintenance $1,100

The installation and monthly maintenance for one office automation system for Authority staff is included in this estimate.

020202 Postage $1,000

Mailing of agendas, correspondence and reports is required.

020207 Telephone Long Distance $22

Long distance telephone calls are made relating to Authority activities

020209 Telephone Equipment $200

Additional telephone equipment is required at 316 Courthouse for the project management team.

020401 Publishing Expenses **$4,800**

Publishing of a newsletter, legal notices for the levy authorization and minutes have been or will be undertaken. The request for proposals for the comprehensive LRT plan will be published.

020501 Printing/Duplicating **$2,500**

Reports, agendas and newsletters require copying

020909 Parking **$475**

Parking fees for Director of LRT Planning

021192 Interest **$638**

Interest on a loan from Ramsey County in 1987.

021226 Committee Compensation **$500**

Reimbursement for meeting attendance is made to advisory committee and corridor task force members.

021403 Conferences/Seminars **$500**

Seminars/conferences may be attended to further knowledge of light rail transit systems, public participation skills, etc.

021407 Travel **$5,000**

Travel to observe rail transit systems and to meet with railroad and transit officials.

021408 Volunteer/committee expenses **$500**

Expenses associated with holding committee meetings.

030101 Office supplies **$800**

Supplies for the project management team office at 316 Courthouse are needed.

061001 Contingency **$10,000**

Funds are needed to cover unanticipated expenditures.

070201 Due to County Revenue **$12,500**

Repayment of a loan made by Ramsey County in 1987.

TOTAL **$190,364**

Funding to be supplied by:

1988 Appropriations	$30,164
Contingent Account	35,000
Loan (Advance from Ramsey County against 1989 tax levy of RCRRA)	125,000
TOTAL	**$190,364**

Recommendation:

Request a $125,000 loan from the Board of Ramsey County Commissioners for 1988 for the Regional Railroad Authority to be repaid from the 1989 Regional Railroad Authority tax levy.

KD/gb

Resolution

Board of

Ramsey County Commissioners

Presented By_____ Date_____ *1988* No._____
Attention:

WHEREAS, The Ramsey County Board of Commissioners has established the Ramsey County Regional Railroad Authority and the Regional Railroad Authority has undertaken studies of light rail transit, and has authorized initiation of a comprehensive LRT plan for Ramsey County; Now, Therefore, Be It

RESOLVED, That the Ramsey County Board of Commissioners authorizes the Executive Director to advance the amount of $125,000 from Fund Balance in the County Revenue to the Ramsey County Regional Railroad Authority; and Be It Further

RESOLVED, That this sum so advanced by the County shall be charged to the Regional Railroad Authority and shall be repaid with interest at the maximum legal amount during 1989; and Be It further

RESOLVED, That the Executive Director shall establish the appropriate account for depositing and expending funds for the Ramsey County Regional Railroad Authority.

WARREN W. SCHABER, Chairman

By_____
Chief Clerk - County Board

1

RAMSEY COUNTY

Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

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District 6

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, October 18, 1988

*Immediately following 2:00 P.M. County Board Meeting

Large Conference Room - 316

** 1. Approve the 1989 Ramsey County Regional Railroad Authority Budget.

Adopt a tax levy of $2,178,508 for 1989.

R88-40

** Action Required.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

Ramsey County Regional Railroad
Originating Department Authority

K. DeSpiegelaere 10/4/88

Authorized Signature **Date**

Board Action Requested
Approve the 1989 Ramsey County Regional Railroad Authority budget and adopt a tax levy of $2,178,508 for 1989.

Request Justification
See attached:
- Memorandum from K. DeSpiegelaere of 10/3/88
- Proposed resolution
- Budget summary
- Budget explanation forms
- Estimated gross taxes
- Letter from Robert Pulscher of 8/30/88
- Memorandum from James Van Houdt of 9/20/88
- Memorandum from K. DeSpiegelaere 10/10/88 - with affidavit of Intent to Tax Notice.

Reviewed by Ed Glaubitz 10/5/88
Budgeting and Accounting
County Attorney Michele L Timmons 10/7/88
Risk Manager N/A
Data Processing N/A

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date October 18, 1988	Signature F. L. Glendenning	Date 10/5/88
Board Date	Signature	Date

Resolution
Board of
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

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

WHEREAS, The Ramsey County Regional Railroad Authority, pursuant to Minnesota Statutes 398A, Subdivision 8, amended by Minnesota Laws 1988, Chapter 719, Article 5, Section 36, published notice of its intent to levy a tax on all taxpayers in Ramsey County to raise not to exceed the amount permitted by law on all taxable property situated within Ramsey County; and

WHEREAS, The requested budget of the Ramsey County Regional Railroad Authority is within the dollar limitation of $11,704,307, as permitted by law, and reflects an estimated tax capacity rate of .553%; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby adopts the 1989 budget, a summary of which is shown in the Tax Levy Statement, as follows:

1989 Tax Levy Statement
Countywide Levy

1989 Approved Budget	$3,445,008
FINANCING	
Estimated Revenue	1,266,500
Current Taxes Receivable (Tax Levy)	2,222,078
Less: Allowance for Uncollectible	43,570
Net Tax Levy:	$2,178,508

WHEREAS, Minnesota Statutes, Section 398.04, Subdivision 8, permits a tax levy for a Regional Railroad Authority, Now, Therefore, Be It

RESOLVED, That there be and hereby is levied upon all taxable property in Ramsey County for the year 1989 a tax rate percentum necessary to raise a Net Tax Levy of $2,178,508.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD

SUBJECT: 1989 Budget

DATE: October 3, 1988

A 1989 Ramsey County Regional Railroad Authority (RCRRA) budget has been prepared for your consideration and adoption.

Since you received previous drafts of the proposed budget, information on work to be undertaken by RCRRA in 1989 has been better defined with the assistance of consultants who helped with the grant application for light rail transit (LRT) funds to the Minnesota Department of Transportation (Mn/DOT).

The amount of funds requested by Regional Railroad Authorities ($5.23 million) exceeds the $4.17 million that is available. RCRRA requested $2.35 million as a 50 percent match for work to be undertaken over a three-year period. The grant award will be known November 15. Chairman Finley requested an early decision to assist with budget decisions that must be made in October; however, that request was unable to be accommodated.

This budget was prepared with the assumption that **$516,000** would be received in 1989 from the Mn/DOT LRT grant to complete a Comprehensive LRT Plan and to begin work on preliminary engineering and an Environmental Impact Statement for the Midway Corridor in the concluding months of 1989. The accuracy of that assumption is uncertain at this time.

The Minnesota Department of Transportation administers a State Rail Bank program that funds up to 50 percent of the acquisition costs of abandoned

A

railroad lines. This budget was prepared with the assumption that $750,000 would be received in 1989 from the State Rail Bank program if acquisition of an abandoned rail line is undertaken by RCRRA. The accuracy of that assumption is uncertain at this time.

There are several alternatives to deal with these uncertainties:

Comprehensive LRT Plan

I do not recommend reducing the scope or timing of this project. It is the foundation for subsequent LRT work and will pay dividends if conceptual plans are thorough. Lengthening the plan preparation period would reduce Ramsey County's impact on LRT decisions being made by other counties proceeding at a more rapid pace. Hennepin County plans to complete preliminary engineering on 29 miles of LRT by December, 1989. That county's decisions affect Ramsey County.

Alternatives are:

1. Adopt the budget as proposed. If the anticipated grant funds are not received, request a $300,000 loan as needed from Ramsey County to complete the Comprehensive LRT Plan in 1989.

2. Modify the proposed budget. Increase the contingency account and tax levy by $300,000 to allow completion of the Comprehensive LRT Plan with RCRRA funds, if necessary.

Preliminary Engineering/Environmental Impact Statement

It is anticipated that this work would be initiated immediately upon completion of the Comprehensive LRT Plan in November, 1989. A two-month delay in starting the work may not be significant.

Alternatives are:

1. Adopt the budget as proposed. Delay the initiation of activities until 1990.

2. Adopt the budget as proposed. Do not conduct these activities if no grant funds are available to assist.

3. Adopt the budget as proposed. If the anticipated grant funds are not received, request a $216,500 loan as needed from Ramsey County to begin these activities in 1989.

4. Adopt the budget with a modification. Increase the contingency account and tax levy to allow RCRRA funds to be used, if needed, to fund the initiation of these activities ($216,500).

Abandoned Railroad Right-of-Way Acquisition

At this time RCRRA has not determined if any abandoned railroad right of way will be acquired in 1989. If right of way is to be acquired, application would be made for State Rail Bank funds for 50 percent of the cost. Alternatives if State Rail Bank funds are not received would be:

1. Delay acquisition until 1990.
2. Negotiate a lower purchase price.
3. Do not purchase the right of way.
4. Purchase less right of way.
5. Request a loan from Ramsey County.
6. Seek other sources of funds for acquisition.

All of these alternatives assume adoption of the budget as it is proposed.

Recommendation:

Attached for your consideration is the proposed budget summary, budget explanation forms, information on estimated RCRRA levy effect on taxes, information from the financial consultant related to RCRRA's budget and a resolution adopting the budget.

KD/clm
Attachments

C

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Executive Director Terry Schutten
FROM: Kathryn DeSpiegelaere KD
SUBJECT: Intent to Tax Notice
DATE: October 12, 1988

As required by state statutes (398A.04,subd 8,1987), Ramsey County Regional Railroad Authority has published a notice of intent to tax for six successive weeks beginning on August 10, 1988. The notice was published in the Ramsey County Review.

A copy of the affidavit of publication is attached. The intent to tax notice authorizes a levy of up to two mills.

The law permits a referendum on the intent to tax if a petition is received within nine weeks of the first published notice. No petition has been received.

Recommendation:

In light of these facts, legal counsel has advised that it is lawful for the Regional Railroad Authority to levy a tax of up to two mills.

Attachments

D-1

Affidavit of Publication

State of Minnesota }
County of Ramsey } ss.

N. Theodore Lillie, being duly sworn, on oath says that he/she is the publisher or authorized agent and employee of the publisher of the newspaper known as Ramsey County Review, and has full knowledge of the facts which are stated below:

(A) The newspaper has complied with all of the requirements constituting qualification as a qualified newspaper, as provided by Minnesota Statute 331A.02, 331A.07, and other applicable laws, as amended.

(B) The printed Notice of Intent to Tax

which is attached was cut from the columns of said newspaper, and was printed and published once each week, for 6 successive weeks; it was first published on Wednesday, the 10th day of August, 19 88 and was thereafter printed and published on every Wed. to and including Wed., the 14th day of Sept., 19 88; and printed below is a copy of the lower case alphabet from A to Z, both inclusive, which is hereby acknowledged as being the size and kind of type used in the composition and publication of the notice:

*ABCDEFGHIJKLMNOPQRSTUVWXYZ
*ABCDEFGHIJKLMNOPQRSTUVWXYZ
*abcdefghijklmnopqrstuvwxyz

BY: N. Theodore Lillie
TITLE: V.P.

Subscribed and sworn to before me on this 15th day of Sept, 19 88.

Carole Heurung
Notary Public

*Alphabet should be in the same size and kind of type as the notice.

CAROLE HEURUNG
NOTARY PUBLIC — MINNESOTA
RAMSEY COUNTY
My Commission Expires May, [illegible]

RATE INFORMATION

(1) Lowest classified rate paid by commercial users for comparable space ..... $10.31 per col. inch

(2) Maximum rate allowed by law for the above matter ..... $7.04 per col. inch

(3) Rate actually charged for the above matter ..... $ per col. inch

D-2

NOTICE OF INTENT TO TAX BY THE RAMSEY COUNTY REGIONAL RAIL AUTHORITY

Pursuant to Minn. Stat. § 398A.04, subd. 8 (1987), the Ramsey County Regional Rail Authority ("the Authority") hereby gives notice of its intent to levy an ad valorem tax not to exceed two mills or any other amount permitted by law on the assessed valuation of all taxable property situated within Ramsey County. Said tax will be levied by October 25, 1988, and annually thereafter.

This notice shall be published once each week for six successive weeks in all municipalities in Ramsey County.

Pursuant to Minn. Stat. § 398A.04, sub. 8 (1987), if a number of voters in Ramsey County equal to five percent (5%) of those who voted for candidates for governor at the last gubernatorial election present a petition within nine weeks of the first published notice to the Secretary of State of Minnesota requesting that the matter be submitted to popular vote, it shall be submitted at the next general election. The question prepared shall be:

"Shall the regional rail authority have the power to impose a property tax?

Yes _____

No _____"

If a majority of those voting on the question approve, or if no petition is presented within the prescribed time, the Authority shall have the power to levy and may levy the tax stated herein by October 25, 1988, and annually thereafter.

(Review: Aug. 10, 17, 24, 31, Sept. 7, 14, 1988)

D-3

INFORMATION PROVIDED BY RAMSEY COUNTY PROPERTY TAXATION:

Effect of Net Tax Levy of $2,178,508 for Ramsey County Regional Railroad Authority:

Estimated Gross Taxes:

Home with Estimated Market Value of:	$70,000	$100,000	$150,000
Estimated Gross Tax:	$8.44	$12.60	$21.72

Commercial Property with Estimated Market Value of:	$100,000	$500,000	$1,000,000
Estimated Gross Tax:	$18.26	$134.38	$279.54

Estimated Gross Taxes are bases on Estimated Payable 1989 Gross Tax Capacities as of 7/26/88 and the Payable 1989 Homestead and Commercial Tax Capacity formulas.

E

SPRINGSTED

PUBLIC FINANCE ADVISORS

85 East Seventh Place, Suite 100
Saint Paul, Minnesota 55101-2143
612-223-3000
Fax: 612-223-3002

August 30, 1988

Mr. John Finley, Chair
Members, Ramsey County Regional Railroad Authority
Mr. Pat O'Mallay, Director, Property Management
Room 316
Ramsey County Courthouse
St. Paul, Minnesota 55102

Re: 1989 Regional Railroad Authority Budget

It is our understanding you have asked our opinion on several questions confronting the Authority and we have attempted to address those questions as we understand them.

1. What will the two mill tax levy authority produce in tax revenue?

   I have attached a copy of a June 29, 1988 memorandum from Len Olson, Manager, Ramsey County Revenue Division to James Van Houdt which indicates the estimated 1989 dollar limit will be $11,704,307. It is our understanding this is still a valid number for estimating purposes.

   You may be aware that a levy of $11,704,307 would require an actual tax levy of approximately 3.34 mills, based on the County's 1987/88 taxable assessed valuation of $3,507,490,846.

2. What will it cost to fund the Authority's proposed 1989 operating and capital budget?

   That budget is currently proposed at, and comprised of, the following items:

Engineering and Consulting Services	$1,000,000
Real Estate Appraiser Services	30,000
Land Acquisition	1,500,000
Legal Services	16,250
Internal Administrative Charges	61,350
Interest (Internal)	2,720
Travel	10,000
Contingent	10,000
Total	$2,630,320

   An annual levy to produce this total would be an estimated 3/4 of 1 mill.

Indiana Office:
251 North Illinois Street, Suite 1510
Indianapolis, Indiana 46204-1942
317-237-3636
Fax: 317-237-3639

Wisconsin Office:
500 Elm Grove Road, Suite 101
Elm Grove, Wisconsin 53122-0037
414-782-8222
Fax: 414-782-2904

F

3. Could bonds be issued for all or a portion of the proposed budget?

Yes. The Railroad Authority legislation gave you extraordinarily broad authorization to issue bonds based on anticipation of various revenue sources including taxes, long-term bonds, grants, and operating revenues. Therefore, you could issue bonds now for capital related items in the budget, which in our opinion would include the $2,530,000 for consulting and land acquisition related costs.

It is conceivable you might wish to issue annually a small bond program, accumulating initial capital costs until the time definitive, long-term financing would become a reality. The annual bonds might be issued with a single balloon maturity so that the Authority would be responsible for only the payment of interest each year, refinancing the cumulative principal at the temporary bond maturity.

This financing method would decrease the proposed 1988 levy requirement from 3/4 of 1 mill to 1/10 of that, based on the following estimate:

1989 Temporary Bond Interest (12 months)	$165,000
Balance of 1989 Budget Operating Costs	97,600
	$262,600

262,600 * 3,507,490,846 = .000075

4. What would it cost to issue the bonds?

If bonds were issued, the cost for fiscal, legal, rating, printing and registration would be an estimated $26,000 plus an estimated $25,000 in underwriting discounts. Selling the bonds at the same time as another issue will reduce the costs by only $2,000-$3,000 since the rating agencies will charge a separate fee because of the different legal authority. If the Authority wished to negotiate the placement of the bonds with a local bank, the cost of issuance could be reduced further, and that could be done at any time.

In the event you decide to issue bonds, we suggest you submit a tax levy for the amount of estimated interest due between the date of sale and

December 31, 1989. We would be pleased to provide you a final estimate once your decision is reached.

If you have any further questions, please feel free to contact us.

Respectfully submitted,

Robert D. Pulscher
Chief Executive Officer

cc: Mr. James Van Houdt
Director of Budget and Accounting

Enclosure

/gf

H

RAMSEY COUNTY

DEPARTMENT OF
TAXATION AND RECORDS ADMINISTRATION

COUNTY OF RAMSEY
113-138 COURT HOUSE
ST. PAUL, MINNESOTA 55102

LOU McKENNA
Director

ROGER VIK
Asst. Director

DIVISION MANAGE
RICHARD D. WARD
Property Valuation
LEONARD F. OLSON
Revenue
C. THOMAS OSTHOF
PEGGY RECTOR
Records
JOHN C. McLAUGHL
Abstract, Title and Ownership

M E M O R A N D U M

To: Jim VanHoudt, Director
Budget & Accounting

From: Len Olson, Manager
Revenue Division

Date: June 29, 1988

Re: Estimated Light Rail Transit Levy Limit - Pay 1989 per Laws 1988, Chapter 719, Art. 5, Sec. 36 (275.011, S. 1)

1.	'87 Pay '88 Assessors Assessed Value Excluding T.I.F.	$3,392,069,988
2.	Fiscal Disparities - Net Adjustment	115,420,858
3.	Agricultural & Urban Homestead Conversion (273.13, S. 7a)	1,708,840,552
4.	Exempt '66/'67 Personal Property (275.49)	55,613,147
		$5,271,944,545
5.	2 mills (398A.04) x 1.035339 Class 2 factor (272.64) = 2.071 mills	.002071
6.	Payable 1988 Dollar Limit	10,918,197
7.	Estimated Payable 1989 Estimated Market Value divided by 1988 Estimated Market Value	107.2%
8.	Estimated Payable 1989 Dollar Limit	$ 11,704,307*

*This figure will be adjusted each succeeding year by the percentage increase or decrease in Estimated Market Value over the preceding year.

3,560,490,84

LFO:el
cc: Lou McKenna, Director
Dept. of Taxation & Records Adm.

I

RAMSEY COUNTY

Office of
BUDGETING AND ACCOUNTING

Room 36, Court House
St. Paul, Minnesota 55102
298-4196

TERRY SCHUTTEN
Executive Director

JAMES H. VAN HOUDT
Director - Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

MEMORANDUM

DATE: September 20, 1988

TO: Terry Schutten, Executive Director

FROM: JVH James Van Houdt, Director-Budgeting & Accounting

SUBJECT: Bonding Information Requested by Regional Railroad Authority

At the September 13, 1988 meeting of the Regional Railroad Authority the following question was asked by Chairman Finley:

"What would a levy of $11,704,307 generate in bonds?"

This question was based on a letter from Robert Pulscher from Springsted, Inc., in which he indicated the two mill taxing authority would raise $11,704,307.

We have discussed this with Mr. Pulscher who indicated that, depending on bond issue lengths, a levy of $11,704,307 used for debt service could raise $110,000,000 to $150,000,000 in bond proceeds. He also indicated that total bonds issued would probably be a blend of several issues with different lengths, depending upon what capital items are being financed.

JVH:dks/xke
cc: Kathryn DeSpiegelaere

J

DEPARTMENT: 59101 - RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

ACTIVITY: 59000 - REGIONAL RAILROAD AUTHORITY

DEPARTMENT HEAD: John T. Finley, Chairman, Ramsey County Regional Railroad Authority

LOCATION: 316 Court House PHONE: 298-4145

MISSION

Ramsey County Regional Railroad Authority is dedicated to a long-range vision of transit services to meet changing needs for today and for succeeding generations.

The Authority strives to shape the future of Ramsey County and the region by preserving options for rail transit corridors and by providing rail transit services.

The Authority shall respond to the changing transit needs of the County's citizens in a manner that is sensitive to the financial impact to County taxpayers.

The Authority is committed to planning of integrated transportation services in cooperation with other agencies.

The authority will encourage continuing community participation in its deliberations and decision-making process.

ADDITIONAL INFORMATION

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

The registered office of this Authority shall be situated in St. Paul, County of Ramsey, Minnesota.

Neither the State of Minnesota, the County of Ramsey, nor any other political subdivision is liable for obligations of the Authority.

There will be an appropriate citizen participation component, including municipalities, in the rail authority process.

The corporate existence was created and filed with the Secretary of State, Minnesota, on June 9, 1987.

ORGANIZATION

The Ramsey County Regional Railroad Authority consists of the seven Ramsey County Commissioners.

BUDGET SUMMARY

CODE	TITLE	1987 EXPENDED	1988 BUDGET	1989 REQUEST	1989 APPROVED
020000	Other Services & Charges	16,633	65,000	1,547,983	
030000	Supplies	-	-	825	
040000	Capital Outlay	-	-	1,571,200	
060000	Contingent	-	35,000	200,000	
070000	Transfers	-	25,000	125,000	
		16,633	125,000	3,445,008	

ANTICIPATED REVENUE

		1987 REVENUE	1988 ESTIMATE	1989 REQUEST	1989 APPROVED
Intergovernmental Revenue					
321000	Minnesota DOT LRT Grant	-	-	516,500	
321000	Minnesota Rail Bank	-	-	750,000	
	Total	-	-	1,266,500	

TAX LEVY

CODE	TAX LEVY	1987	1988	1989 REQUEST	1989 APPROVED
	Appropriations	-	125,000	3,445,008	
	Revenue	-	-	1,266,500	
	Tax Levy	-	125,000	2,178,508	
	Allowance for Uncollectible Tax - 2 %	-	2,500	43,570	
	Net Tax Levy	-	127,500	2,222,078	

BUDGET DETAIL

020000 - OTHER SERVICES AND CHARGES

CODE	TITLE	1987 EXPENDED	1988 BUDGET	1989 REQUEST	1989 APPROVED
020102	CONSULTING SERVICES	-	4,280	941,000	
020103	ENGINEERING SERVICE	5,000	30,000	362,920	
020174	COUNTY ATTORNEY SERVICES	5,000	3,000	55,623	
020176	EXECUTIVE DIRECTOR SERVICES	3,200	3,000	74,988	
020179	BUDGETING & ACCOUNTING SERVICES	524	3,000	23,500	
020185	DATA PROCESSING	-	-	4,960	
020202	POSTAGE	210	300	5,630	
020207	TELEPHONE LONG DISTANCE CHARGES	-	-	369	
020208	TELEPHONE-LOCAL SERVICE	-	-	540	
020401	PRINTING MINUTES & NOTICES	1,670	1,500	8,313	
020501	PRINTING & STATIONERY	1,029	2,500	28,602	
020909	PARKING SPACE	-	-	1,275	
021101	BOOKS, PERIODICALS, SUBSCRIPTIONS	-	-	250	
021192	INTEREST	-	2,420	11,813	
021226	COMMITTEE COMPENSATION	-	4,000	4,000	
021401	MEMBERSHIP & DUES	-	-	500	
021403	CONFERENCE & SEMINAR EXPENSES	-	-	3,700	
021407	OTHER TRAVEL	-	10,000	17,000	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	-	1,000	3,000	
		16,633	65,000	1,547,983	

030000 - SUPPLIES

CODE	TITLE	1987 EXPENDED	1988 BUDGET	1989 REQUEST	1989 APPROVED
030101	OFFICE SUPPLIES	-	-	825	
	TOTAL SUPPLIES	-	-	825	

040000 - CAPITAL OUTLAY

CODE	TITLE	1987 EXPENDED	1988 BUDGET	1989 REQUEST	1989 APPROVED
040103	LAND ACQUISITION	-	-	1,570,000	
040300	EQUIPMENT	-	-	1,200	
	TOTAL CAPITAL OUTLAY	-	-	1,571,200	

060000 - CONTINGENT ACCOUNT

CODE	TITLE	1987 EXPENDED	1988 BUDGET	1989 REQUEST	1989 APPROVED
061001	CONTINGENT APPROPRIATIONS	-	35,000	200,000	
	TOTAL CONTINGENT	-	35,000	200,000	

070000 - TRANSFERS

CODE	TITLE	1987 EXPENDED	1988 BUDGET	1989 REQUEST	1989 APPROVED
070201	DUE TO COUNTY REVENUE	-	25,000	125,000	
	TOTAL DUE TO COUNTY REVENUE	-	25,000	125,000	
TOTAL RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY		16,633	125,000	3,445,008	

BUDGET EXPLANATION FORM PAGE NO. 1

DEPARTMENT 59101 Ramsey County Regional Railroad Authority BUDGET YEAR 1989
Code # Name

Use the following format for all accounts, and use as a continuous form.

020102 - Consulting Services

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	-0-	4,280	941,000	--	941,000	

EXPLANATION:

This account will fund services of independent consultants who perform rail authority work. Estimated expenditures are:

	Total 1989	To be funded MN/DOT Grant	To be funded Tax Levy
Comprehensive LRT Plan	$501,000	$250,500	$250,500
Environmental impact statement	100,000	50,000	50,000
Phase I preliminary engineering for Midway Corridor	200,000	100,000	100,000
Miscellaneous (financial, engineering, legal)	140,000	-	140,000
TOTAL	$941,000	$400,500	$540,500

This work will be continued in 1990-91 with these additional estimated expenditures:

	Total 1990-91	To be funded MN/DOT Grant	To be funded Tax Levy
Environmental impact statement	$265,000	$132,500	$132,500
Phase I preliminary engineering for Midway Corridor	1,010,000	505,000	505,000
Phase II preliminary engineering for Midway Corridor	2,092,000	1,046,000	1,046,000
TOTAL (1990-91)	$3,367,000	$1,683,500	$1,683,500
TOTAL (1989-91)	$4,308,000	$2,084,000	$2,224,000

DEPARTMENT 59101 Ramsey County Regional Railroad Authority BUDGET YEAR 1989
Code # Name

Use the following format for all accounts, and use as a continuous form.

020103 - Engineering Services

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	5,000	30,000	362,920	-	362,920	

EXPLANATION:

This account will provide funds for Regional Railroad Authority staff (Project Management Team) who manage the work of the Authority and coordinate with agencies and the public. It will reimburse Ramsey County departments for their services and for clerical, drafting, administration, mapping and accounting assistance. It will also fund testing for hazardous substances.

	Total 1989	To be funded MN/DOT Grant	To be funded Tax Levy
*RCRRA project management team (2.4 FTE)	$226,520	$102,000	$124,520
Clerical	36,400	6,000	30,400
Drafting, administration, accounting	20,000	8,000	12,000
Mapping services	80,000	-	80,000
TOTAL	$362,920	$116,000	$246,920

*Project Engineer	$ 59,360
Community Participation Coordinator	79,800
Director of LRT Planning	87,360
	$226,520

explain overhead - not just salaries

DEPARTMENT 59101 Ramsey County Regional Railroad Authority BUDGET YEAR 1989
Code # Name

Use the following format for all accounts, and use as a continuous form.

020174 - County Attorney Services

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	5,000	3,000	55,623	-	55,623	

EXPLANATION:

Funds are needed for payment of legal services rendered by the County Attorney's Office. The attorney will attend Railroad Authority meetings, provide legal opinions on relevant topics and review contracts and agenda items. This will provide .5 FTE Attorney I for Railroad Authority matters.

020176 - Executive Director - Services

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	3,200	3,000	74,988		74,988	

EXPLANATION:

Funds are needed to reimburse for time expended by the Executive Director's staff* for the planning, development and implementation of the Regional Railroad Authority projects. This includes property negotiations, media/information services and preparation of minutes and agendas for the Railroad Authority.

*Director of Property Management	$32,183
Clerical	20,125
Director of Information Services	22,680
	$74,988

020179 - Budgeting and Accounting Services

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	524	3,000	23,500		23,500	

EXPLANATION:

Funds are needed to reimburse for time expended by the Budgeting and Accounting staff relating to basic accounting services, accounts payable, receivable, invoice processing/ payments, reports, etc. Grant monitoring and accounting will also be undertaken.

BUDGET EXPLANATION FORM

DEPARTMENT 59101 Ramsey County Regional Railroad Authority BUDGET YEAR 1989
Code # Name

Use the following format for all accounts, and use as a continuous form.

020185 - Data Processing Maintenance and Equipment

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	-	-	4,960		4,960	

EXPLANATION:

This account provides funds for office automation. An additional system ($1,000) plus three accounts for RCRRA staff are anticipated. Maintenance costs are anticipated to be $155 x 12 months x 2 = $3,720 for two systems. The additional account is estimated to cost $240 annually.

020202 - Postage

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	210	300	5,630	-	5,630	

EXPLANATION:

Funds are needed to pay for mailings, meeting notices, agendas, reports, etc. Newsletters will be mailed at intervals throughout the course of projects undertaken by the Railroad Authority. Correspondence from the Chairman and staff will require postage.

020207 - Telephone - Long Distance Charges

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	-	-	369	-	369	

EXPLANATION:

This account provides funding for long distance telephone calls for the Railroad Authority.

(See instructions on back)

DEPARTMENT 59101 Ramsey County Regional Railroad Authority BUDGET YEAR 1989
Code # Name

Use the following format for all accounts, and use as a continuous form.

020208 - Telephone - Local Service

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	-	-	540	-	540	

EXPLANATION:

This account provides funding for local telephone service at 316 Courthouse for the Railroad Authority.

020401 - Publishing Minutes and NOtices

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	1,670	1,500	8,313	-	8,313	

EXPLANATION:

Funds are needed to pay for printing Tax Levy Notice and Annual Financial Report in newspapers. Abbreviated minutes of Railroad Authority meeting may be published.

020501 - Printing and Stationery

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	1,029	2,500	28,602	-	28,602	

EXPLANATION:

Funds are needed to pay for duplicating services, printing of the agenda and minutes of committee meetings and of Railroad Authority meetings. Reports and newsletters will be prepared.

BUDGET EXPLANATION FORM

DEPARTMENT 59101 Ramsey County Regional Railroad Authority BUDGET YEAR 1989
Code # Name

Use the following format for all accounts, and use as a continuous form.

020909 - Parking Space

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	-	-	1,275		1,275	

EXPLANATION:

Monthly storage of Director of LRT Planning's auto at Victory Ramp	12 x 95	$1,140
Miscellaneous parking at meetings		135
	Total	$1,275

021101 - Books, Periodicals, Subscriptions

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	-	-	250	-	250	

EXPLANATION:

This account will fund technical manuals, research papers and subscriptions to technical journals on topics related to Railroad Authority projects.

021192 - Interest

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation		2,420	11,813	-	11,813	

EXPLANATION:

To provide for repayment to Ramsey County of a $125,000 loan received in 1988. Estimated interest is 9% x $100,000 for 12 months; 9% x $25,000 for 15 months. Repayment to Ramsey County to be $100,000 plus interest on or about October 1, 1989 and $25,000 plus interest on or about December 31, 1989. Executive Director is authorized to make loan repayment on due dates.

9% x 100,000	x 12 months =	$ 9,000
9% x 25,000	x 15 months =	2,813
		$ 11,813

(See instructions on back)

DEPARTMENT 59101 Ramsey County Regional Railroad Authority BUDGET YEAR 1989
Code # Name

Use the following format for all accounts, and use as a continuous form.

021226 - Committee Compensation

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	-	4000	4000		4000	

EXPLANATION:

Committee members are reimbursed for expenses associated with meeting attendance. Task force and citizens advisory committee members have been eligible for this reimbursement in 1988. Additional meetings will be held in 1989.

021401 - Membership and Dues

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	-	-	500	-	500	

EXPLANATION:

Membership fees will be funded for professional transit associations.

021403 - Conference and Seminar Expenses

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	-	-	3,700	-	3,700	

EXPLANATION:

American Public Transit Association	$1,400
Minnesota Public Transit Association	300
Transportation Research Board - LRT Conference	1,400
University of Minnesota - Technical Seminars	600
	$3,700

BUDGET EXPLANATION FORM

DEPARTMENT 59101 Ramsey County Regional Railroad Authority BUDGET YEAR 1989
Code # Name

Use the following format for all accounts, and use as a continuous form.

021407 - Travel

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation		10,000	17,000	-	17,000	

EXPLANATION:

Funds are needed to pay for trips for staff and commissioners as may be required, to cities that have established rail transit systems (Chicago, San Diego, Portland, etc.) to study and observe operations and to meet with transit operating officials. Negotiations with Railroad company officials may require travel to their administrative headquarters. Discussions of federal funding possibilities may necessitate travel to Chicago or Washington, D.C.

021408 - Volunteer/Committee Meeting Expense

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation		1,000	3,000	-	3,000	

EXPLANATION:

Funds are needed to pay for expenses relating to meetings by Citizens Advisory Committee, Task Forces and citizen forums with regard to proposals on light rail corridors that are being studied.

030101 - Office Supplies

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	-	-	825	-	825	

EXPLANATION:

This account provides office supplies for the project management team for the Railroad Authority at 316 Courthouse.

(See instructions on back)

BUDGET EXPLANATION FORM

DEPARTMENT 59101 Ramsey County Regional Railroad Authority BUDGET YEAR 1989
Code # Name

Use the following format for all accounts, and use as a continuous form.

040103 - Land Acquisition

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation			1,570,000	-	1,570,000	

EXPLANATION:

Funds may be needed for the purchase of land necessary to implement rail transit projects. This might include land for stations or abandoned Railroad Right of Way. Another option might include issuing bonds for this acquisition or for other elements of the budget. This would reduce the levy and allow the Railroad Authority to have money in reserve.

	Total	To be funded: State Rail Bank	To be funded: Tax Levy
Right-of-Way	$1,500,000	$750,000	$750,000
Hazardous Substance Testing	40,000		40,000
Real Estate Appraisals	30,000		30,000
	$1,570,000	$750,000	$820,000

040300 - Equipment

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	-	-	1200		1200	

EXPLANATION:

A tape recorder suitable for recording meetings of citizens, technical and inter-governmental committee meetings is requested. A microphone and transcriber are also requested. This equipment will permit preparation of minutes of these meetings by clerical staff. Request = $800

Chairs for offices for RCRRA staff are requested for 316 Courthouse. Request = $400

061001 - Contingent Appropriations

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation		39,000	200,000	-	200,000	

EXPLANATION:

Funds are needed to pay for expenses not known at this time. Transfers from contingent to line accounts will be made as necessary by the Regional Railroad Authority.

(See instructions on back)

BUDGET EXPLANATION FORM

DEPARTMENT 59101 (Code #) Ramsey County Regional Railroad Authority (Name) BUDGET YEAR 1989

Use the following format for all accounts, and use as a continuous form.

070201 - Due to Ramsey County

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation		25,000	125,000	-	125,000	

EXPLANATION:

To provide for repayment to Ramsey County of $125,000 loan received in 1988. Estimated interest is 9% x $100,000 for 12 months; 9% x $25,000 for 15 months. Repayment to Ramsey County to be $100,000 principal plus interest on or about October 1, 1989 and $25,000 on or about December 31, 1989. Executive Director is authorized to make loan repayment on due dates.

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation						

EXPLANATION:

	1987 Expended	1988 Budget	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation						

EXPLANATION:

(See instructions on back)

CONFERENCE AND EDUCATIONAL SEMINAR EXPENSE (021403)
BUDGET REQUEST FORM

BUDGET YEAR 1989

DEPARTMENT 59101 (Code #) Ramsey County Regional Railroad Authority (Name) **DIVISION** --- **PAGE #** _____

Name of Conference or Seminar and Location	Number of Employees Attending	Total Estimated Cost	Justification for Attendance
American Public Transit Association Location is Unknown	1	$1,400	Improve knowledge of transit systems, developments and operations. If this is not funded, current information will not be obtained on national topics.
Minnesota Public Transit Assoc. Location is Unknown	2	$300	Information on state and national transit issues will be acquired. If this is not funded, information on this topic will not be obtained.
Transportation Research Board - LRT Conference Location is Unknown	1	$1,400	This conference will occur in a city with an operating light rail transit system and will include technical sessions and tours of LRT systems. If this is not funded, knowledge of LRT systems will be lacking.
University of Minnesota - Technical Seminars Twin Cities	1 per session	$600	Training on topics relevant to rail authority work, such as community participation and media relations will be attended. If this is not funded, the current information on these topics will not be obtained.
Total Requested (021403)		$3,700	

Form BA 331-80

(See other side for instructions)

REVENUE EXPLANATION FORM PAGE NO.____

DEPARTMENT 59101 Code # Ramsey County Regional Railroad Authority Name BUDGET YEAR 1989

Use the following format for all accounts, and use as a continuous form.

321000 - State Revenue from State Rail Bank Program

	1987 Revenue	1988 Estimate	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	---	---	750,000	---	750,000	

Is revenue based on reimbursement of expenditures? Yes X No___
If yes, when is reimbursement made? Monthly___ Quarterly___ Annually___ Other X
Is an advance of funds possible? Yes___ No X
If yes, is an advance being requested? Yes___ No___
Source of Funding? Federal___ State X Other___ Agency_____

EXPLANATION: If acquisition of abandoned railroad corridors is determined to be desirable by the Railroad Authority, application to the State Rail Bank program administered by Mn/DOT will be made. Reimbursement of 50% of acquisition costs will be requested. If funds are not received, acquisition costs would be likely to be funded by the property tax levy and/or contributions from local governments. Total acquisition costs are estimated to be $1,500,000.

321000 - State Revenue from LRT Grant from Mn/DOT

	1987 Revenue	1988 Estimate	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation	---	---	516,500	---	516,500	

Is revenue based on reimbursement of expenditures? Yes X No___
If yes, when is reimbursement made? Monthly___ Quarterly___ Annually___ Other X
Is an advance of funds possible? Yes___ No X
If yes, is an advance being requested? Yes___ No___
Source of Funding? Federal___ State X Other___ Agency_____

EXPLANATION: An application has been made to the Minnesota Department of Transportation for LRT grant funds. The award will be made on November 15, 1988. This potential source of revenue is therefore not certain at this time. If funds are not granted, the work to be performed would most likely be funded by a property tax levy by Ramsey County. The anticipated revenue in 1989 is $516,500 which includes $400,500 for consulting services and $116,000 for engineering services. Additional funds have been requested in the same grant application for work to be undertaken in 1990-91 by the Railroad Authority. The request for 1988-91 totals $2,355,000. The work to be performed in 1990-91 includes continuation of the Environmental Impact Statement and Phase I of preliminary engineering for the Midway Corridor. Phase II of preliminary engineering will be initiated and completed in 1990-91 timeframe. If funds are not granted, the work to be performed in 1990-91 would most likely be funded by a property tax levy by Ramsey County.

	1987 Revenue	1988 Estimate	1989 Request	1989 Levy Goal	1989 Proposed	1989 Approved
Existing Operation						

Is revenue based on reimbursement of expenditures? Yes___ No___
If yes, when is reimbursement made? Monthly___ Quarterly___ Annually___ Other___
Is an advance of funds possible? Yes___ No___
If yes, is an advance being requested? Yes___ No___
Source of Funding? Federal___ State___ Other___ Agency_____

EXPLANATION:

RAMSEY COUNTY

Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, October 25, 1988

11:00 A.M. - Large Conference Room - 316

1. * Minutes of the September 27, 1988 Board Meeting
2. Chairman's Comments
3. * Update of Activities on Northeast Burlington Northern Corridor Nominations to Northeast Corridor Task Force
4. * Citizens Advisory Committee Resignation and Appointment
5. Update on Comprehensive LRT Plan for Ramsey County
6. Midway Corridor Study - Final Report **
7. Metropolitan County Regional Railroad Authorities - Staff Coordination.
8. Report on Minnesota Public Transit Association Fall Conference October 12-14, 1988 "Building Alliance"
9. RCRRA Newsletter
10. RCRRA Files
11. * Quarterly Report of Payments for RCRRA July - September 1988.

*Action is Required

**Final Report may not be included with agenda, however, this will be forwarded under separate cover.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

September 27, 1988

The meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, September 27, 1988 at 10:45 A.M. in the Large Conference Room of 316, Court House. Vice-Chairman McCarty called the meeting to order.

MEMBERS PRESENT: Commissioner Duane McCarty
Commissioner Ruby Hunt
Commissioner Hal Norgard
Commissioner Donald Salverda
Commissioner Diane Ahrens (entered during Item 3)
Commissioner Schaber (entered during Item 3)
Chairman John Finley (entered during Item 5)

ALSO PRESENT: Michele Timmons represented the County Attorney's Office, Ed Glaubitz, James Van Houdt, Thomas Foley, Paul Gustafson, Patrick O'Malley, James Tolaas, Jill Goski, Thomas Ryan, Karen Tero, Hugh Faville, Charles Kenow, Howard Blin, Frances Glendenning, Dennis Greeley

1. Minutes - of the meeting of September 13, 1988.

Commissioner Salverda moved the following recommendation, seconded by Commissioner Hunt.

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meeting held on September 13, 1988, as written.

Roll Call: Ayes - 4, Nays - 0
Motion adopted.

2. Bonding Information Requested by the RCRRA

James Van Houdt explained this information was requested, and he would like to share that the bonding capacity would be $110 to $150 million, based on the 2 mills. The debt capacity of the County as a whole, effective at the last Legislature, he sent a memo to the County Board Members last week, he assumed that the Railroad would also be affected, and that the law will be corrected, and we will go back to the way we were. The amount varies between $110 and $150 million, depending on the length of bonds which the Board would choose. These would probably not all be issued the same day, they would be staggered so you would get that benefit also.

This was an informational item only.

3. Adopt resolution requesting a loan of $125,000 from Ramsey County for 1988 expenditures, and budget adjustments.

Commissioner Norgard moved the following recommendation, seconded by Commissioner Hunt.

The Ramsey County Regional Railroad Authority adopts the following resolution:

WHEREAS, Ramsey County Regional Railroad Authority expenditures through the first six months of 1988, and estimated needs for the remainder of 1988 indicate a need for increased appropriation in certain cost items; and

RESOLVED, That the Ramsey County Regional Railroad Authority request the Ramsey County Board to loan the amount of $125,000 to the Ramsey County Regional Railroad Authority to be paid from the Authority's 1989 Tax Levy; and Be It Further

RESOLVED, That this sum so advanced by the County shall be charged to the Regional Railroad Authority and shall be repaid with interest at a rate equal to the average yield on County Investment during the life of the loan; and Be It Further

RESOLVED, That the Executive Director shall be authorized to execute the funds and budget adjustments necessary to transact this loan after it is authorized by the Board of Ramsey County Commissioners, and the budget adjustments from the Contingent Appropriations necessary to meet the expenses for 1988.

Roll Call: Ayes - 6, Nays - 0
Motion adopted.

4. Coordination with Other County Regional Railroad Authorities, Adopt proposed resolution.

(Action on this item was not taken until after the discussion of Item 5, however, the action will appear in order of the agenda.)

Commissioner Salverda moved the following recommendation, seconded by Commissioner Hunt.

The Ramsey County Regional Railroad Authority adopts the following resolution:

WHEREAS, The Ramsey County Regional Railroad Authority has authorized preparation of a comprehensive LRT plan; and

WHEREAS, The Ramsey County Regional Railroad Authority has approved a work program for the plan that indicates that the plan will include study of logical extensions of light rail transit corridors into other counties; and

WHEREAS, The Ramsey County Regional Railroad Authority is expected to initiate preparation of the plan in November, 1988; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority agrees to fund the planning study of corridors that may extend beyond the Ramsey County borders if the major portion of those corridors is in Ramsey County, with the exception of the Midway Corridor between downtown St. Paul and Minneapolis; and Be It Further

RESOLVED, That should it be determined to proceed with preliminary engineering of corridors for LRT that extend into other counties, that Ramsey County would attempt to work out cost-sharing arrangements with the affected counties for that work.

Roll Call: Ayes - 7, Nays - 0
Motion adopted.

5. Ramsey County Regional Railroad Authority and St. Paul Action on Northeast Burlington Northern Corridor. Approve letter and resolution to be sent to Steve Keefe, Metropolitan Council. Adopt proposed resolution reflecting action taken September 27, 1988.

Vice-Chairman McCarty distributed to the Board members a copy of a proposed resolution which the Parks and Recreation Department has requested the Public Works, Parks and Recreation Committee consider at the meeting of October 4, 1988, to do with the Northeast Burlington Northern Corridor becoming a Regional Trail. He wanted the members of this Board to be apprised of the resolution.

The Board has before it for consideration today two proposed resolutions, one to do with the action taken at the Board meeting on September 13, 1988, and the other resolution covering action to be taken today.

Ms. DeSpiegelaere informed the Board that she has not seen this resolution from the Parks and Recreation Department previously, but in glancing at it, it appears to be somewhat different than the resolution which is in the RRA packet for consideration by this Board. It would be possible, if they wish, for the Public Works, Parks and Recreation Committee to adopt the same resolution as the Railroad Authority.

Commissioner Norgard has a problem with this as one says the extent of the line would be to Beam Avenue, and one says to White Bear. He would like to have this cleared up, so this information can be coordinated.

The Board discussed the resolutions presented by Parks and Recreation and the Railroad Authority at length.

Commissioner Schaber pointed out that the draft resolution from the Parks and Recreation Department does not include the specific points that were agreed on regarding the trail, that the trail would be so constructed that it would also allow the possibility of a compatible light rail system in the same area. He also questioned the wording, temporary basis, and feels that this should be changed.

Ms. Timmons commented that this could be subject to a restrictive covenant if the trail areas are purchased with Met Council funds, as once a park always a park. What we are trying to say here is that we are only supportive of this type of acquisition, if we can have a clear recognition that there may be LRT in this area in the future.

Commissioner Hunt suggested that the temporary basis be deleted from this resolution. Ms. Timmons recommended that the words "at this time" be substituted for the temporary basis.

Commissioner Hunt asked if the request is to approve the two resolutions presented to this Board, the question is if the Railroad Authority approves these resolutions, this is final action, and they will be forwarded to the Met Council. Then, she sees no point in the draft resolution going to Public Works, Parks and Recreation and coming up with something that could be a different position, and then the County Board would send another letter to the Met Council, saying this is different, this is different than what we did at the Railroad Authority. We will have to hold up on this resolution, and wait for the Parks and Recreation to determine whether or not they are in agreement with the Railroad Authority. There should be no need for this to go to the Committee after this Board acts on it today.

Greg Mack addressed the Board, as he entered the meeting during the discussion regarding the temporary basis. The Parks and Recreation resolution would have this corridor designated as a Regional Trail Corridor with specific use for the trail. Currently the Met Council is reviewing the Parks and Open Space Commission, and action was taken yesterday to call a public hearing on this for designation as a regional trail. The County Board has taken no action with respect to that designation. The City of St. Paul is looking to have a response to their request by mid-October with regard to the filling of the 94 corridor, and they apparently have a time line mid-October to respond to Mn/DOT to say whether it will be a trail or not.

Commissioner Ahrens feels that the County Board and the Railroad Authority are the same people. However, Greg Mack felt that they were two separate entities, so that is why he was advancing this draft resolution.

Commissioner Hunt feels that the staff has to get together, from the Public Works and Parks and Recreation Committee and the Railroad Authority, to come up with what the Railroad Authority and the County Board wants to do.

Commissioner Norgard can support the resolution if it includes the portion going to White Bear, the North Ramsey County Line, rather than Beam Avenue.

Ms.DeSpiegelaere explained that at present the line is only available to Beam Avenue, and the railroad said they would be willing to discuss joint use to the North Ramsey County line. The line between Beam Avenue and the North County Line at this time is still in service, not available for acquisition. In studies that we are proposing of LRT, the extension to the North Ramsey County Line,probably beyond, would be considered. There is no attempt to stop the study at Beam Avenue.

Commissioner Norgard knows that the communities of Vadnais, Gem, White Bear Township are interested in the extension of that line to their area, and we are interested to go to the County line.

Commissioner Schaber said "we have to wear two hats", one for the Railroad Authority and the resolution prepared by Ms.DeSpiegelaere is correct, and the other is for the County Board is what the Parks and Recreation Department is proposing.

Mr. Mack advised the Board that the grant the City of St. Paul applied for is sufficient to go to Beam Avenue. The staff discussions are that Ramsey County would be involved in anything north of the City line. He does not believe it is inconsistent from the trail's perspective to go to the County line. That is what would be considered by the Metropolitan Council. He suggested that the resolution drafted by Ms. DeSpiegelaere could include a whereas where we could adequately address the availability plus the potential of the entire trail.

Commissioner Schaber suggested some changes, to add an additional whereas to the resolution so it would cover that portion of the right-of-way to the County Line. He feels we should have two separate resolutions, one as the Railroad Authority and one as the County Board, the one Ms. DeSpiegelaere has prepared for the Railroad Authority is correct.

Commissioner Hunt reiterated that it would be advantageous if it is the same resolution which comes from the Board, she agrees that the Parks and Recreation Concept should be incorporated into the Railroad resolution.

As no compromise could be reached regarding the two resolutions, Vice-Chairman McCarty recessed the meeting to give the legal staff an opportunity to discuss and work out the two resolutions.

The Ramsey County Regional Railroad Authority Board was reconvened at 11:30 A.M. with Chairman John Finley presiding.

Chairman Finley apologized that he was not here for the opening of this meeting, but he was held up, and just arrived. He has had an opportunity to sit in on the discussion with the legal staff and the Parks and Recreation Department regarding these resolutions in question.

Chairman Finley thinks that an agreement has been reached, we are going to have an exclusive resolution, they worked off the Regional Railroad Authority Resolution, and after the first Whereas, we will add the word,currently, available for acquisition. A new Whereas has been added, that portion of the right-of-way from Beam Avenue to the North Ramsey County line may be available for acquisition in the future; and.

The rest of the resolution remains the same, in the first Resolved, in place of "on a temporary basis", we will add "at this time".

Mr. Mack and Chairman Finley had a discussion regarding the second Resolved, and it was pointed out that we do not know enough on engineering to be able to commit exclusively or non-exclusively for LRT when you are talking about the entire corridor all the way out. To say that it is always going to be joint usage is impossible, as we do not know the engineering, Chairman Finley continued. The fact is that if it only goes to Beam, anyone is crazy to think about LRT, it is not going anywhere. if it was to continue on. They left that clause as is, as it has the most flexibility.

Commissioner Hunt said with these changes it is a stronger resolution now.

Commissioner Salverda moved the following recommendation, seconded by Commissioner Hunt.

The Ramsey County Regional Railroad Authority adopts the following resolution:

WHEREAS, The Northeast Burlington Northern Corridor from downtown St. Paul is currently available for acquisition; and

WHEREAS, That portion of the right-of-way from Beam Avenue to the North Ramsey County Line may be available for acquisition in the future; and

WHEREAS, The Ramsey County Parks and Recreation Department has conducted a recreation assessment of the corridor and the Regional Railroad Authority will conduct an assessment of the light rail transit (LRT) potentialof the corridor in its comprehensive LRT plan for the County; and

WHEREAS, The City of St. Paul has applied to the Metropolitan Council for parks funding for acquisition of the corridor; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority is supportive of acquisition of the Burlington Northern corridor with Metropolitan Council parks funds and of trail use of the corridor at this time; And Be It Further

RESOLVED, That the usual provision of a restrictive covenant as a condition of acquisition with parks funds is not acceptable for this corridor because the potential for light rail transit use in this corridor, either singly or in joint trail/LRT use, must not be discounted nor obstructed but rather be specifically permitted and must be a part of the park trail planning process from its inception; And Be It Further

RESOLVED, That because the abandoned portion of the corridor encompasses two cities and its extension encompasses five cities and one township in Ramsey County, the question of ownership is an issue that needs to be resolved to ensure coordinated planning, maintenance and implementation of any potential use and that Ramsey County should be a part of that process from its inception to completion of the project.

Roll Call: Ayes - 7, Nays - 0
Motion adopted.

There being no further matters to come before this Board, Chairman Finley declared the meeting adjourned.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

Chairman Finley
Originating Department

J. T. Finley /s/ 10/20/88
Authorized Signature Date

Board Action Requested

Chairman's Comments

Request Justification

Budgeting and Accounting
County Attorney
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date: October 25, 1988	Signature: J L Glendenning	Date: 10/20/88
Board Date	Signature	Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

PUBLIC WORKS
Originating Department

K. DeSpiegelaere /s/ — 10/19/88
Authorized Signature — Date

Board Action Requested

Update of Activities on Northeast Burlington Northern Corridor, and nominations to Northeast Corridor Task Force

*Action Required

Request Justification

See Attached memo from K. DeSpiegelaere dated October 13, 1988
See Proposed Resolution attached

Budgeting and Accounting
County Attorney Michele L. Timmons 10/21/88
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
October 25, 1988 (Board Date)	J L. Glendenning	10/19/88

RAMSEY COUNTY

Regional Railroad Authority

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Update of Activities on Northeast Burlington Northern Corridor

DATE: October 13, 1988

The Northeast Burlington Northern Corridor will be the subject of a Metropolitan Council hearing in mid December. The hearing will address if parks funds should be sought for acquisition of the rail corridor. If a decision is made that the corridor is appropriate for acquisition using parks funds, funding will be sought from the legislature. Parks funds from the Metropolitan Council could supply 100 percent of acquisition and development costs of a recreation trail in the corridor.

Ramsey County Regional Railroad Authority has previously taken a position on this subject that has been communicated by letter and resolution to the Metropolitan Council. Having a representative speak at the hearing would also be appropriate for the Regional Railroad Authority.

The Comprehensive LRT Plan for Ramsey County will consider the potential of LRT in this corridor. A Northeast Corridor Task Force has been formed to review and comment on the LRT aspects of the corridor. Initial meetings of that group will occur in late 1988 or early 1989. Nominations to the committee were approved at a previous Regional Railroad Authority meeting. Additional names have been received and a resolution approving their nominations is attached.

Recommendation:

Your consideration of the attached resolution is requested.

KD/gb
Attachment

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

RESOLUTION

WHEREAS, The Ramsey County Regional Railroad Authority has authorized a study of the recreation and transportation potential of the Northeast Burlington Northern Corridor; and

WHEREAS, the study will include review and recommendations from a Northeast Burlington Northern Corridor Task Force, comprised of citizens and business representatives in the affected area; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority appoints the following individuals to the Northeast Burlington Northern Corridor Task Force:

John Greavu - Maplewood
George Rossbach - Maplewood
Kathy Haggerty - District 5 Planning Council
Buzz Wilson - District 5 Planning Council (Alternate)
Paul Emeott - Gem Lake

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

Public Works **Originating Department**	**Board Action Requested** Citizens Advisory Committee Resignation and Appointment *Action Required
K. DeSpiegelaere /s/ 10/19/88 **Authorized Signature** **Date**	

Request Justification

See attached memo from K. DeSpiegelaere dated October 19, 1988

See proposed resolution

Budgeting and Accounting

County Attorney Michele L. Timmons 10/21/88

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	**Signature**	**Date**
Committee / Meeting Date October 25, 1988 **Board Date**	**Signature** F L Glendenning **Signature**	**Date** 10/19/88 **Date**

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Citizens Advisory Committee Resignation and Appointment

DATE: October 19, 1988

Steve Grochala has resigned from the Citizens Advisory Committee. Commissioner Diane Ahrens has requested that his position be filled by:

Robert Straughn
3800 IDS Tower
Minneapolis, Minnesota 55402

Recommendation:

The attached resolution will confirm the appointment of Robert Straughn to the Citizens Advisory Committee.

KD/gb
Attachment

RAMSEY COUNTY Regional Railroad Authority

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

WHEREAS, The Ramsey County Regional Railroad Authority has authorized a Citizens Advisory Committee comprised of 14 members, two from each Commissioner's district, to assist in review and recommendations of Regional Railroad Authority proposals through the completion of a Comprehensive LRT Plan for Ramsey County; and

WHEREAS, There is a vacancy in Commissioner Diane Ahren's district on the Citizens Advisory Committee; Now, Therefore, Be It

RESOLVED, That Robert Straughn is appointed to the Citizens Advisory Committee of the Ramsey County Regional Railroad Authority.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

Public Works **Originating Department**	**Board Action Requested** UPDATE ON COMPREHENSIVE LRT PLAN FOR RAMSEY COUNTY Information Only
K. DeSpiegelaere /s/ 10/19/88 **Authorized Signature** **Date**	

Request Justification

See attached memo from K. DeSpiegelaere dated October 11, 1988 with RFP which was sent out to consulting firms as shown on listing.

Budgeting and Accounting

County Attorney Michele L. Timmis 10/21/88

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date October 25, 1988 Board Date	Signature T L Glendenning Signature	Date 10/19/88 Date

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere

SUBJECT: Update on Comprehensive LRT Plan

DATE: October 11, 1988

Ramsey County Regional Railroad Authority has initiated work on the Comprehensive LRT Plan for Ramsey County.

- A request for proposal (copy attached) was sent to 24 consulting firms (list attached). Proposals are due October 21 and will be reviewed on October 26 by an eight-member committee. Three firms will be selected to participate in oral interviews on November 2. A contract is being prepared for consideration at the November 22 Regional Railroad Authority meeting.

  The Mn/DOT grant award, which could fund 50% of the cost of the Comprehensive LRT Plan, will be known on November 15.

- Coordination activities in preparation for the Plan have included scheduling meetings with each railroad company operating in Ramsey County, a meeting with District Council Community Organizers for St. Paul on November 9, discussions of how to involve downtown St. Paul representatives in the study and discussions with other counties. Letters were sent to cities in the County, adjacent counties and transportation agencies asking for nominations for the Intergovernmental Committee and for the Technical Committee on the study.

Recommendation:

For your information.

KD/gb
Attachment

Barton-Aschman & Assoc.
ATTN: John Mullan
111 - 3rd Avenue South
Suite 350
Minneapolis, MN 55401

[redacted]el Civil & Minerals, Inc.
ATTN: David White
P.O. Box 3965
San Francisco, CA 94119

Bennett, Ringrose, Wolfseld
ATTN: Richard Wolfseld
Thresher Square
700 Third Street South
Minneapolis, MN 55415

Charles River Associates
200 Clarendon Street
John Hancock Tower
Boston, MA 02116

Daniel, Mann, Johnson & Mendenhall
ATTN: Jerald Seelman
3250 Wilshire Boulevard
Los Angeles, CA 90010

DeLeuw, Cather & Co.
[redacted] Connecticut Avenue N.W.
[redacted]ngton, D.C. 20036

Edwards & Kelcey, Inc.
ATTN: Robert Sands
7401 Metro Boulevard, #430
Edina, MN 55435

Hamel Green Abrahamson
ATTN: Roger Sahtleman
1201 Harmon Place
Minneapolis, MN 55403

Joint Center for Urban Mobility
ATTN: Gary Brosch
Rice Center
9 Greenway Plaza
Houston, TX 77048

Raymond Kaiser Engineers
1800 Harrison Street
P.O. Box 23210
[redacted]and, CA 94623

Mark Kosmas
3435 Lyndale Avenue North
Minneapolis, MN 55412

Howard, Needles, Tammen & Bergendorf
ATTN: Richard Beckman
6700 France Avenue South
Minneapolis, MN 55435

LS Transit Systems, Inc.
ATTN: Albert Sturdivant
1515 Broad Street
Bloomfield, NJ 07003

LKT Engineering Services
ATTN: John Schuman
421 SW 5th Avenue
Suite 403
Portland, OR 97204

Parsons, Brinckerhoff, Quade & Douglas
ATTN: David Novick
111 West Jackson Boulevard
Chicago, IL 60604

Schimpeler-Corradino Assoc.
ATTN: Billy Sexton
1429 South Third Street
P.O. Box 8156
Louisville, KY 40208

Smith, Dawson & Associates
ATTN: J. Smith & T. Dawson
1000 Connecticut Avenue
Suite 304
Washington, D.C. 20036

Simpson & Curtin Transportation
Div. of Booze, Allen & Hamilton
400 Market Street
Philadelphia, PA 19106

Wilber Smith & Assoc.
Bankers Trust Tower
P.O. Box 92
Columbia, SC 29202

Strgar, Roscoe & Fausch
15500 Wayzata Boulevard
Wayzata, MN 55391

Darrel Berkowitz
TKDA
2500 American National Bank Bldg.
St. Paul, MN 55101

Jim Rollings
DeLeuw, Cather & Co.
525 West Monroe
Chicago, IL 60606

Jim Johnson
Alpha Group
Box 50079
St. Paul, MN 55105

Dennis Mykytyn
Evensen Dodge Inc.
222 South 9th Street
Suite 3800
Minneapolis, MN 55402

RFP-A-6592

LIGHT RAIL TRANSIT - REQUEST FOR PROPOSAL

OCTOBER 3, 1988

INTRODUCTION

Ramsey County is one of seven counties in the metropolitan area encompassing the major cities of Minneapolis and St. Paul in east central Minnesota. Although relatively small, covering only 170 square miles, it is an active hub of diversified economic activity. It includes the capital of Minnesota, St. Paul, 17 other cities and one township with a combined 1988 population of 476,089. A map of Ramsey County is attached. (figure 1)

Along with the benefits of urbanization have come many of the problems associated with major urban centers. Increasingly apparent are growing needs for improvements in local and regional transportation. Mass transit has a significant role as one component of the transportation system.

For several years, the St. Paul-Minneapolis area has considered light rail transit (LRT) without implementing it. In the late 1980's responsibility for LRT decision making has shifted from regional to county government in the Metropolitan area. Ramsey County Regional Railroad Authority (RCRRA), comprised of seven members of the Board of Ramsey County Commissioners, at this time has the authority to plan and implement LRT in Ramsey County, Minnesota.

This Request For Proposal has been prepared to elicit information about professional consulting services in the field of light rail transit. This information will provide a basis for contracting professional services to aid in the development of a Comprehensive Light Rail Transit Plan for Ramsey County. Although many studies of light rail transit have been completed in the metropolitan area, a comprehensive LRT plan has never been completed for Ramsey County. This plan will form the foundation for subsequent LRT engineering and implementation activities through future years.

SCOPE OF PROJECT

Ramsey County is seeking proposals from consultants with extensive experience in the area of transportation planning, and more specifically, light rail transit. The selected firm will be actively working with the assistance and direction of RCRRA staff to produce six intermediate reports during the planning process, and ultimately the draft and final versions of the Comprehensive LRT Plan.

The broad objectives of the Comprehensive Light Rail Transit Plan for Ramsey County are:

1. To describe the relationship of LRT in Ramsey County to other transportation elements in Ramsey County and the region, including other counties' LRT plans.

2. To identify in a conceptual, rather than specific manner, an LRT system for Ramsey County that would accomplish goals (appendix 1) established by Ramsey County Regional Railroad Authority for LRT.

3. To assist in determining the priorities and timing for continuing development of an LRT system for Ramsey County.

The consultant role throughout the process will carry significant authority and responsibility. Although interacting frequently with RCRRA staff, responsibility for collection, evaluation, and documentation of data and information necessary to meet the above objectives and specific tasks identified in subsequent sections will lie with the consultant. The work plan included in the consultant report completed under task 1, as identified in this RFP, shall form the basis for completion of tasks 2-8. This work plan is subject to the approval of RCRRA staff upon its completion and may not be changed in scope or direction without subsequent authorization of RCRRA staff. This Request For Proposal does not obligate the Ramsey County Regional Railroad Authority to complete the project. RCRRA reserves the right to cancel the solicitation if this action is considered to be in its best interest.

SCOPE OF SERVICES SOUGHT

There are eight areas of work in which the consultant will participate. Complete outlines of each along with identification of the consultant role and final product are provided in the subsequent section. An overview of specific tasks is as follows:

1. Project Initiation Activities - The first one and one half months of work on the comprehensive plan will involve expansion, refinement, and detailing of the work plan and establishment of progress and accounting procedures. A major portion of this effort will be in review and assessment of existing information/reports and identification of relevance and areas of agreement and conflict. Significant coordination with RCRRA staff will be required to complete this task. A technical report will be completed by the consultant within one and one half months of contract award. The report will be subject to review and approval of RCRRA staff.

2. Development/Discussion of Generalized Standards and Policies for LRT - This task will establish standards and policies for a variety of LRT parameters including system definition, operation, and maintenance factors. Significant coordination with other Counties will be essential to ensure regional compatibility. A technical report will be completed by the consultant within three months of contract award.

3. Corridor Identification and Evaluation - The purpose of this task is to identify and evaluate potential corridors for LRT. The scope of this task includes assessment of corridors which may extend beyond Ramsey County borders. A technical report will be completed by the consultant within five months of contract award.

4. Development of Downtown St. Paul Alignments - This task provides for the analysis of major trip generators, current and future development, and physical integration of system components into existing features. A technical report will be completed by the consultant within five months of contract award.

5. Development of an LRT Staging Plan for Ramsey County - The purpose of this task is to develop potential schedules and cost factors for LRT implementation, from preliminary engineering through system operation. A technical report will be completed by the consultant within five and one half months of contract award.

6. Development of an Operating and Financial Plan - This task will evaluate potential sources of capital and operating funds in relation to estimated system costs. A technical report will be completed by the consultant within five and one half months of contract award.

7. Preparation of Draft and Final Comprehensive LRT Plans - These plans shall incorporate and summarize information developed in tasks one through six along with a discussion of public benefits and future options. The draft plan will be completed by the consultant within six months of contract award. The final plan will be completed by the consultant approximately eleven months after contract award.

8. Community Participation - RCRRA has adopted and will actively direct a community participation program throughout the comprehensive plan development. Primary responsibility will be borne by RCRRA staff but the consultant will provide technical support through preparation of written, graphic, and verbal presentations as directed.

PROJECT TASKS

A summary of eight project tasks is provided in the following pages. Respondents should review the requirements of each task carefully during proposal preparation. Task outlines provided represent recognized needs to evaluate the potential role of LRT in Ramsey County. They should not be considered limits to the project, but rather minimum criteria. The consultant is encouraged to correct, refine, and expand task elements. Changes should be adequately documented to both indicate relation to LRT plan objectives, and to reflect expertise and professional judgement of consultant staff.

Task 1-Project Initiation Activities

Project initiation activities will include frequent meetings between the consultant(s) and RCRRA staff to refine, expand, and detail the work program, and to establish progress and accounting procedures. Early coordination efforts represent a critical step in comprehensive plan development, laying the groundwork for consultant and RCRRA staff activities over the 11 month project period. It is intended that this work result in clear documentation of specific procedures, techniques, and methodologies for performance of tasks 2 through 8 along with appropriate milestone checks within the overall project time frame.

The second element of project initiation is a review of existing information and reports related to the comprehensive LRT plan. The information is extensive and should be considered an important component in plan completion. The consultant will review available information and assess its relevance to current conditions and RCRRA's goals (see appendix 1). Areas of conflict and agreement should be identified as well as information gaps.

The reports to be assessed include:

> Goals for Light Rail Transit in Ramsey County; Ramsey County Comprehensive Plan-Transportation Section; Transportation sections of comprehensive plans of cities in Ramsey County; Metropolitan Council Transportation Development Guide/Policy Plan; Long-Range Transit Analysis: A Study of Potential Transit Capital Investments in Twin Cities Corridors; University Avenue/Southwest Corridor Alternatives Analysis/Draft Environmental Impact Statement; LRT Feasibility Study; Ramsey County Regional Railroad Authority and Regional Transit Board Light Rail Transit Planning Analysis for the Midway Corridor; Mn/DOT District 9 20-Year Plan; Northeast Area Transportation Study; Regional Transit Board's Transit Service Needs Assessment; Comprehensive LRT System Plan for Hennepin County; Anoka County LRT Scoping Study.

The initial coordination, review, and work program refinement will lay the groundwork for subsequent work and is an important part of the project. The consultant will produce a technical report of findings and recommendations within one and one half months of contract award. The report shall detail procedures, techniques, and methodologies to be used to complete tasks 2 through 7. At a minimum, the report will reiterate each task and outline all significant subtasks with an explanation of the work approach to be taken. Milestones shall also be identified within broader time frames of each task and the overall project. The report will also include an assessment of relevant reports as outlined. All technical reports produced by the consultant will be subject to review and approval of RCRRA staff.

Task 2-Development/discussion of generalized standards and policies for LRT

General standards and policies will be developed or discussed for:

- The system definition, including items such as hours of operation, frequency of vehicles, accessibility to disabled, type of vehicle, fare collection method, etc.
- Station locations and design
- Feeder bus system
- Environmental impacts
- System operator
- Terminus of corridors
- Minimum threshold for LRT ridership

This task will include ongoing coordination with other counties to ensure system compatibility for LRT.

The consultant will produce a technical report which addresses generalized system standards and policies for LRT development within three months of contract award.

Task 3–Corridor Identification and Evaluation

The purpose of this task is to identify and evaluate potential corridors for LRT. This will be accomplished in two steps, the first providing for selection and definition of potential corridors and elimination of corridors of marginal LRT potential, based on an overview of available information, and second providing for detailed assessment of corridors judged to have greater LRT potential.

* Corridors will be identified based on:

  - o previous studies[1]
  - o community participation process, including citizen forums, citizen advisory committee, special committees and corridor task force
  - o information developed by the consultant on existing and future trip generation.[2]

* Corridor evaluation will include assessment of:
  - o transit needs, current and projected
  - o transit patronage, current and projected
  - o development impacts, existing and potential
  - o right of way suitability (railroad and roadway)
  - o traffic impacts
  - o costs - generalized capital and operating
  - o number of auto drivers diverted to LRT
  - o park/ride potential
  - o potential alignment alternatives (where appropriate).

Detailed assessment and analysis in the second phase of this task shall be fully documented for each listed parameter. Additional parameters may be included.

Interrelationships of LRT, land use, transit, highways, railroads and LRT plans in other counties will be considered.

In some cities, recent LRT plans have been optimistic in forecasts of anticipated benefit. To avoid unrealistic expectations, corridor assessment/evaluation for this study will be conducted with a conservative approach, particularly in the areas of patronage and development potential.

[1] Note: Extensive documentation in previous studies identified the "Midway Corridor" as the corridor with the highest potential in the region for LRT. (see figure 2) This corridor, as previously designated, will be addressed through analysis of existing documentation.

A second corridor previously considered to be of potential significance is the "Northeast Corridor", loosely defined as the area either side of the the existing Burlington Northern Railroad (BN) running north out of downtown St. Paul through Maplewood to the northern boundary of Ramsey County, in White Bear Lake. The portion of railroad right of way from downtown St. Paul to Beam Avenue, in Maplewood, is already abandoned. The full alignment of the BN right of way from St. Paul to the northern boundary of Ramsey County and perhaps extending into Washington County will be analyzed for possible LRT development and potential joint LRT/recreational trail use. Analysis of this alignment, however, does

however, does not exclude consideration of other alternatives - other alignments may be identified in the "Northeast Corridor" evaluation as worthy of consideration.

[2] Note: While it is assumed that the major portions of LRT corridors will be in Ramsey County, logical extensions into the four adjacent counties will be considered in this analysis. Not all corridors considered will necessarily connect directly to downtown St. Paul.

The consultant will produce a technical report summarizing and evaluating potentially viable LRT corridors within five months of contract award. The report will detail thoroughly the evaluation process.

Task 4-Development of Downtown St. Paul alignments

An analysis of major generators of transit trips and expected areas of development will be considered. At grade, tunnel and aerial alternatives will be assessed.

Factors to be considered are:

- Right of way
- Traffic capacity
- Integration with pedestrian circulation system
- Parking and loading impact
- Visual impacts
- Travel time
- Development opportunities
- Ridership
- Impact on existing businesses
- Cost
- Coordination between transportation modes

The consultant will produce a technical report discussing the needs, merits, costs and impacts of listed factors and alternatives in relation to downtown St. Paul, within five months of contract award.

Task 5-Development of LRT staging plan for Ramsey County

Information will be developed on how LRT could be implemented, including when and where, in Ramsey County. Costs of preliminary engineering, final design, construction and operation will be considered.

The consultant will produce a technical report within five and one half months of contract award.

Task 6-Development of operating and financial plan

An operating plan and a financial plan will be developed for LRT corridors receiving a detailed evaluation.

The operating plan will include information on:

- Fares in relation to ridership levels *
- Number of vehicles required
- Maintenance facilities

- o Signal preemption needs
- o Staffing requirements
- o Integration with a metropolitan-wide LRT system.

* Ridership potential estimates developed in task 3 will be refined as part of task 6 for those corridors meeting the minimum threshold for LRT. A peer review process may be used for ridership estimate assessment.

The financial plan will evaluate and recommend potential sources of capital and operating funds in relation to system cost.

The consultant will interact with other groups in development of the operational and financial plan. A technical report will be completed by the consultant within five and one half months of contract award.

Task 7-Preparation of Draft and Final Comprehensive LRT Plans

A summary of the information obtained in previous tasks (1 through 6) will be prepared. The summary will include a discussion of the data obtained in relation to RCRRA goals (see Appendix 1) for LRT.

The next steps in implementation will be identified, including a discussion of the public benefit to be derived from corridor selection and estimated preliminary engineering costs. The need for preserving options for LRT implementation in coordination with other agencies will be identified.

The consultant will produce Draft and Final Comprehensive LRT Plans and Executive Summaries of each. In addition, the consultant will prepare graphics for presentations about the Draft and Final plans. The Draft Plan will be completed within six months of contract award and the Final Plan within 11 months.

Task 8-Community Participation

RCRRA has adopted a community participation program for the comprehensive LRT plan that includes:

1. Review of work by a 14-member Citizens Advisory Committee.

2. Forums for the public in corridors under consideration for LRT. These will include general information on light rail transit in the initial stages of the plan and more detailed information on specific corridors at the conclusion of the plan.

3. A technical committee of engineers/planners/city managers to make recommendations on aspects of the study.

4. An intergovermental committee consisting of elected or appointed officials of municipalities, adjacent counties and agencies to make recommendations on aspects of the study.

5. An executive committee appointed by the RCRRA chairman to be responsible for the conduct of the study.

6. Special committees to address specific aspects, such as LRT finances, as appointed by the RCRRA. A special committee may also be appointed for the Downtown St. Paul area of the study.

7. Newsletters at periodic intervals through the course of the study.

8. For the Northeast Burlington Northern Corridor, a Corridor Task Force, comprised of citizen and business representatives in the affected area, will review work pertaining to that corridor.

This task will be an ongoing process throughout the 11 month planning period. Meeting minutes, newsletters, and reports will be produced as warranted by this process.

The primary responsibility will be that of RCRRA. The consultant will prepare graphic, written and verbal presentations for meetings and forums. Minutes, notifications and mailings will be RCRRA's responsibility. The newsletters will be developed by RCRRA staff with assistance from the consultant.

Completion of public review is anticipated within three months after draft plan completion.

TIMETABLE

RCRRA intends to award a professional services contract for the preparation of a Comprehensive LRT Plan for Ramsey County on or about November 22, 1988. Approximate time frames for completion of tasks are provided in the definition of each project task. Assuming award occurs as indicated, completion of the draft and final versions of the Comprehensive Plan is expected on May 10, 1989 and October 10, 1989, respectively. Figure 3 provides an overview of schedule requirements through the 11 month project period.

Although completion of draft and final plans will be required within established dates, times identified for individual project tasks should not be interpreted as rigid requirements, but rather guidelines for consideration in preparation of proposal documentation.

Task One, "Project Initiation", shall refine the work plan and consider appropriate schedule revisions. Proposals may recommend departures from identified completion times, if deemed appropriate by professional judgement and experience of the firm. Any departure should, however, be noted and justified.

PROJECT COSTS

A grant application by Ramsey County Regional Railroad Authority to the Minnesota Department of Transportation for LRT work included a proposed budget for completion of the Comprehensive LRT Plan. Although an effort was made to be thorough and accurate, many uncertainties remain which may warrant costs for any particular project task to vary from the proposed budget estimate. Accordingly, a budget itemization will not be provided in this RFP. Rather, each respondent should develop a budget itemization consistent with the proposal document. As a guide to proposers in assessing the overall scope of professional services sought, a maximum cost figure of $500,000 is the upper limit for contractual services including both professional fees and out of pocket expenses. An additional $100,000 will fund salaries and expenses of RCRRA staff and administrative expenses.

Actual payment for consultant services will be based on billing rates and chargeable fees as set forth in a Professional Services Agreement to be negotiated with the selected consultant prior to contract award. The contract shall include estimated not to exceed cost figures for each task and firm not to exceed cost figures for professional services. A firm not to exceed total project cost figure, including professional fees and out of pocket expenses, shall be indicated. Out of pocket expenses will be reimbursed separately based upon invoices for actual expenses incurred. Proof required to document actual expenses will be negotiated as part of the contract. The RCRRA project manager reserves the right to require prior approval of all major expenses. See submittal format requirements in the next section for a full explanation of cost itemizations to be included in the proposal document.

Payment schedules will be negotiated prior to contract award. An appropriate retainage will be required to assure acceptable results and timely completion of all project tasks.

PROPOSAL CONTENTS

To aid in timely, effective review of all proposals, it is requested that each respondent closely follow the format provided below. Proposal text shall be limited to 30 single sided pages. Supporting tables, graphics, staff resumes, and technical references are not included in this limit. Additional information, such as company literature, may be included in the submittal but should be provided as attachments to the proposal, not as part of the proposal text. All proposals should include the following information:

1. Cover Letter - Introduce the lead consultant submitting the proposal, including the name and address of the contact person(s) representing the same and also names of other firms or individuals participating in the proposal.

2. Introduction - Restate RFP objectives and tasks to demonstrate the respondent's view and understanding of the project.

3. Experience and Qualifications - Identify the general background, structure and organization, and available resources in personnel/experience/information systems of the participating firm or firms. Federal Form 254 and 255 shall be used for this purpose. List at least three client references with a brief statement of services rendered. Additional information should be included to demonstrate competence and performance ability in similar projects. The project manager and other members of the project team should be identified. The respondent should identify personnel along with a description of which project tasks each will be responsible for, and relevant detail of their training and experience. The consultant project manager must be available in a local office during the project period.

4. Proposed Work Plan and Approach - Discuss specific project tasks, including suggested refinements, with a brief outline of the recommended approach(es) to be taken. The scope of consultant work necessary to achieve desired results should be identified. Specific techniques and methodologies should be included in this section.

5. Project Timeline - Clearly identify anticipated timeframes for each project task, through completion of the final plan. Significant departures from that indicated in the RFP should be noted with an explanation of those changes.

6. Project Budget - Itemize person hours, applicable classifications and hourly billing rates along with anticipated charges for equipment, materials and other expenses for each project task. The itemization shall be comprehensive, delineating in detail costs relating to professional services required for completion of each task. Anticipated out of pocket expenses shall be listed separately for each task. A total project cost shall be established.

7. Professional Services Agreement - To aid in proposal evaluation and preparation of a draft agreement, it is requested that the consultant include a sample of professional services agreement with the proposal documentation.

   A professional services agreement will be prepared by the RCRRA upon selection of a consultant. The draft agreement will be based on proposal review and consultant presentation. The final agreement will be the product of negotiations between the consultant and the RCRRA.

   The general format of the agreement shall include at least the following items:

   1) Agreement Introduction
   2) Basic Services of the Consultant
      a) General
      b) Work Plan Tasks
         * Project Initiation Activities
         * Development/Discussion of Generalized Standards
         * Corridor Identification and Evaluation
         * Development of Downtown St. Paul Alignments
         * Development of an LRT Staging Plan for Ramsey County
         * Development of Operating and Financial Plan
         * Preparation of Draft and Final Comprehensive LRT Plans
         * Community Participation
   3) Additional Services of the Consulting Firm
   4) RCRRA's Responsibility
   5) Period of Services
   6) Payments to the Consultant
   7) General considerations/Provisions
   8) Signature Blocks

   Appropriate language will be added to document the specific nature and scope of services, costs, responsibilities, and liabilities of each party. Additional areas of concern may be incorporated, subject to mutual agreement between parties.

   Standard provisions set forth in Appendix 2 will be incorporated into the professional services agreement. (appendix 2) These provisions are considered minimum requirements and may be increased or expanded if it is agreed to be in both parties interests.

Proposals should be complete and concise. Fancy binding, color displays, and promotional materials are not desired. Emphasis should be on completeness and clarity of content.

EVALUATION

The timetable for submission, evaluation and award shall be as follows:

* Proposals due - October 21, 1988
* Three Finalists Selected - October 26, 1988
* Oral Interviews of Three Finalists - November 2, 1988
* Contract Award - November 22, 1988

All proposals received by the deadline will be evaluated by a selection panel comprised of regional representatives from a broad base of interest and knowledge in local transportation issues and needs. Factors upon which proposals will be judged shall include but not be limited to the following:

* Expressed understanding of project objectives and work tasks
* Demonstrated understanding of local and regional governments
* Firm qualifications - structure and organization, general background and reputation, readily available resources in personnel/experience/information systems, and demonstrated competence and performance ability in similar projects
* Personnel qualifications - education, experience, and reputation of staff members assigned to the project
* Detail and quality of proposed work plan, schedule, and anticipated products
* Detail and reasonableness of cost estimates, service charges and unitized billing rates.

SPECIAL CONDITIONS

As a prospective contractor, your organization should be able to comply with the following terms:

A. Limitations

Ramsey County will not be responsible for any costs incurred by applicants in preparing proposals.

B. Independent Price Determination

Applicants are held legally responsible for their proposals and proposal budgets. Applicants are required to agree not to collaborate for the purpose of restricting competition with other applicants or competitors in developing proposals and budgets.

C. Payment for Services Purchased

A contract will be executed between the successful applicant(s) and Ramsey County.

D. Reimbursement/Payment

Method of payment for services will be negotiated as part of the contract process subject to requirements set forth in "Project Costs" and "Proposal Contents" of this RFP.

E. Contingency Clause

If addendums are needed, all recipients of the original RFP will be notified. If clarifications are needed, the County reserves the right to notify individual respondents to the RFP. The County reserves the right to interview any or all respondents it chooses.

SUBMISSION OF PROPOSALS

Eleven copies of all proposals and supporting attachments shall be submitted to:

Ramsey County Purchasing
Room 233 Court House
15 West Kellogg Boulevard
St. Paul, Minnesota 55102

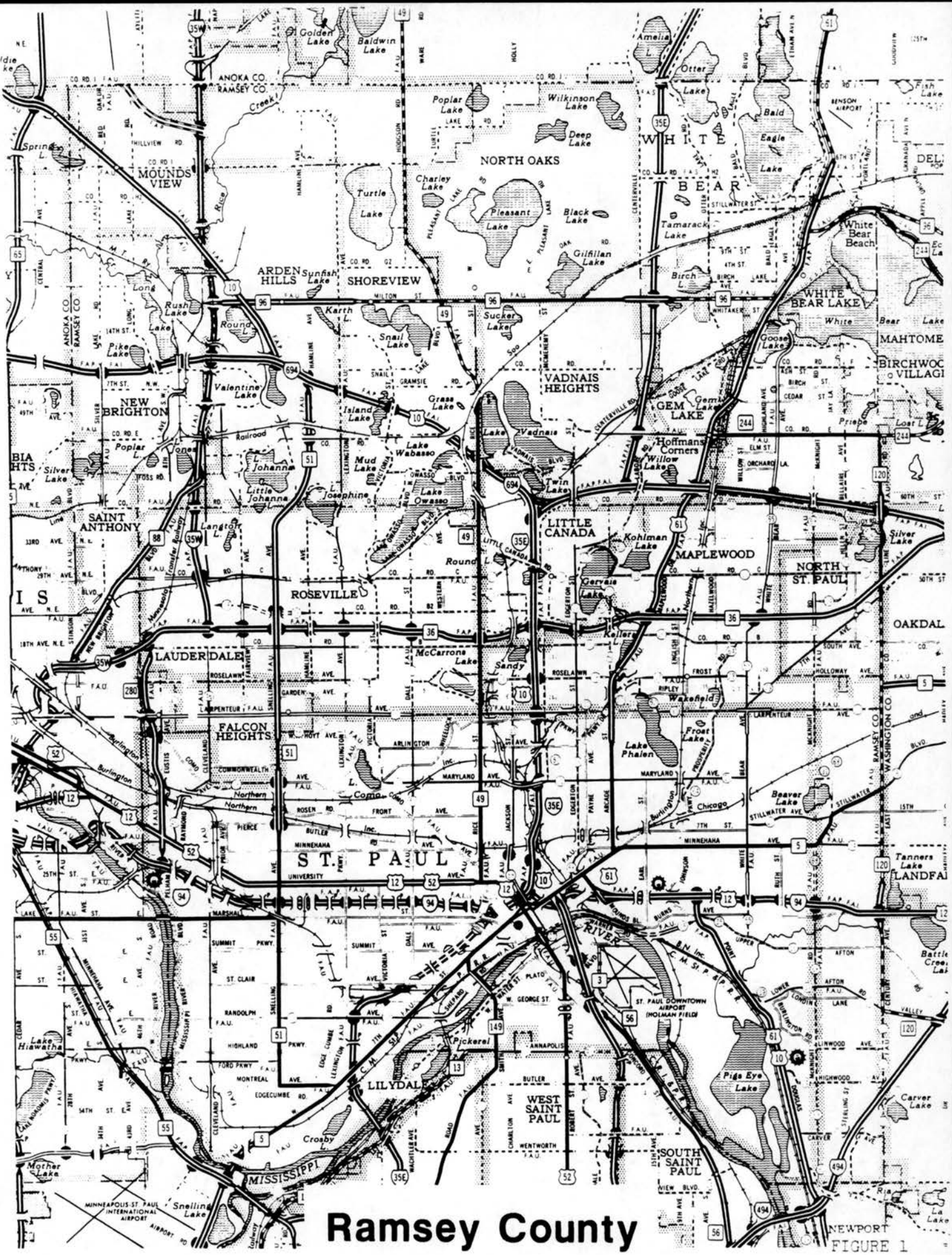
Attn: RFP #A-6592
Carolyn Bolen

no later than noon on Friday, October 21, 1988. Late proposals will not be considered.

DEPARTMENT CONTACTS

Questions concerning the RFP and submittal requirements should be directed to Kathryn DeSpiegelaere, the project manager for RCRRA, Director of Light Rail Transit Planning, or James Tolaas, Project Engineer, at (612) 298-4145 and (612) 482-5221 respectively. Written requests or comments may be submitted to:

Ramsey County Regional Railroad Authority
15 West Kellogg Blvd.
Room 316 Courthouse
St. Paul, Minnesota 55102.



Ramsey County

Figure 1



Midway Corridor

Figure 2

FIGURE 2

COMPREHENSIVE LRT SYSTEM PLAN

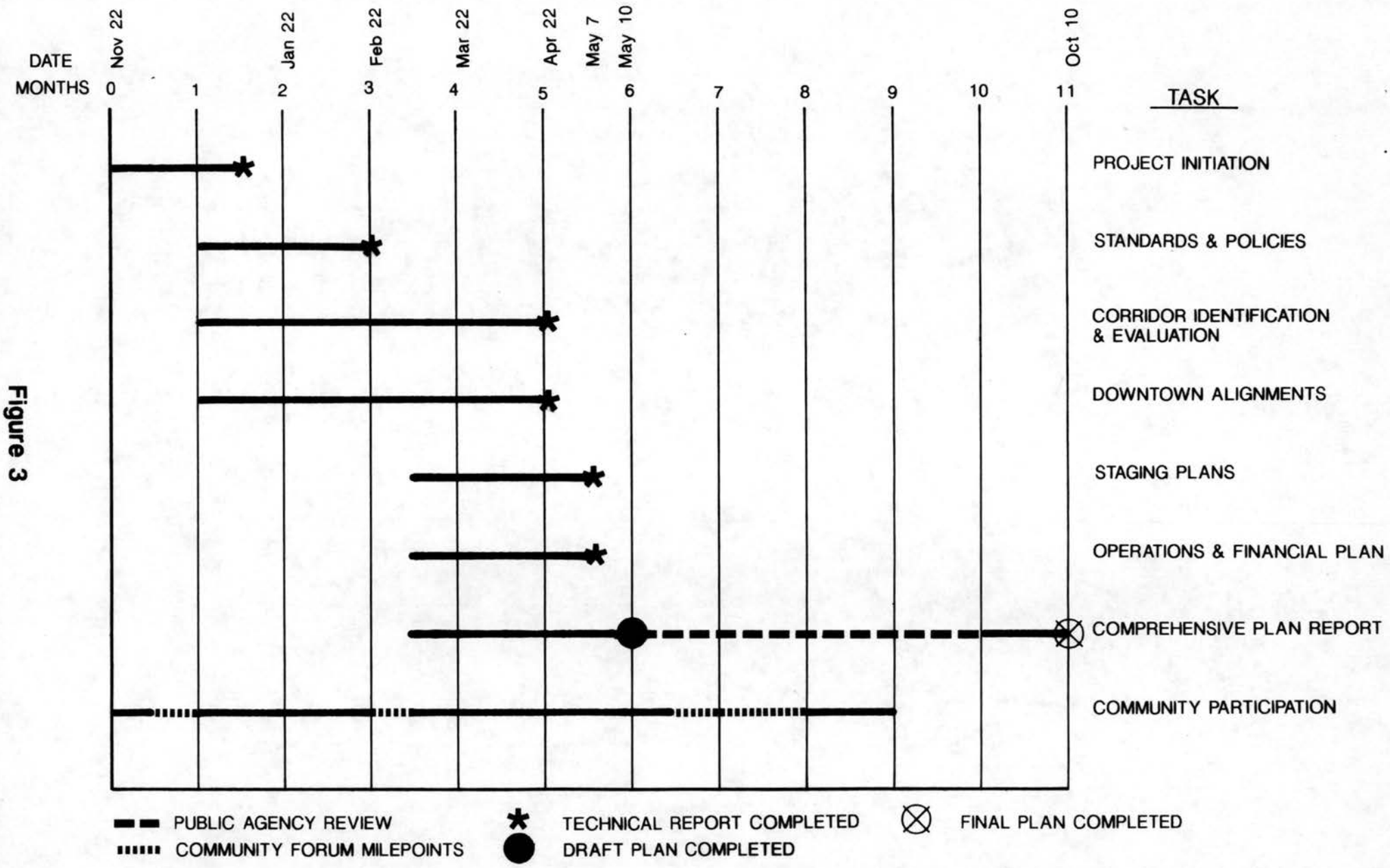


Figure 3

APPENDIX 1

ADOPTED GOALS FOR LRT IN RAMSEY COUNTY

In adopting goals for LRT in Ramsey County, the following considerations were relevant:

- LRT is not a short-term solution. The permanency of rails is indicative of the time frame in which it should be considered. Twenty years is a common transportation planning horizon. That length of time should be extended considerably when LRT is the topic of discussion.

- Not all goals may be appropriate in any given corridor. Just as each alignment for LRT presents both opportunities and constraints, so there may be goals which conflict in some situations. They may, however, serve as a useful guide toward which Ramsey County would strive. The goals are not ranked in order of importance and the relative importance may vary in different corridors.

Goals adopted by the Ramsey County Regional Railroad Authority on June 28, 1988 are:

1. To integrate a Ramsey County LRT system with other counties' LRT systems, with other transit services and other transportation services in the metropolitan area.

How to accomplish:

- Prepare an LRT Comprehensive Plan for Ramsey County which recognizes the interrelationships of LRT, land use, transit, highways, railroads and LRT plans in other counties.
- Coordinate LRT plans with other counties, state and regional agencies.
- Coordinate LRT plans with cities and township in Ramsey County.

2. To reduce the need for roadway construction or expansion; to assist in relieving congestion on roadways in Ramsey County.

How to accomplish:

- Increase use of transit by existing auto users.
- Improve transit travel time.
- Locate LRT in areas of high auto congestion, but not on street right of way where LRT would exacerbate that congestion.
- Locate LRT on exclusive right of way where feasible.
- Minimize vehicle/transit/pedestrian conflicts.
- Install traffic signal preemption equipment on light rail vehicles and at LRT/street crossings.
- Space stations at intervals to minimize travel time.
- Provide park/ride facilities at some LRT station areas.
- Encourage downtown parking policies that provide incentives to LRT use.

3. To enhance economic development in Ramsey County.

How to accomplish:

- Select corridors for LRT where economic development can be encouraged.
- Coordinate economic development with agency responsible for it.
- Promote marketing and incentives to encourage economic development at LRT station areas.
- Respond to desires of individual areas through which LRT passes to preserve the status quo or to intensify land use.
- Plan LRT construction to minimize detrimental impact on existing businesses.

4. To decrease costs of transportation services in Ramsey County.

How to accomplish:

- Provide an alternative to private auto ownership and its attendant costs.
- Reduce operating costs of transit services by using light rail vehicles to carry more passengers per vehicles than conventional buses.
- Reduce the need for additional roadway capacity with LRT.

5. To respond to mobility needs in Ramsey County.

How to accomplish:

- Provide improved transit service with diverse modes to meet differing trip purposes.
- Integrate access to disabled in planning for an LRT system in Ramsey County.
- Involve citizens of the County in LRT plans.
- Serve transit dependent concentrations with transit services.
- Coordinate feeder transit services with LRT service in a manner which improves, rather than decreases, overall transit service to the area.

6. To reduce environmental impacts associated with the automobile in Ramsey County.

How to accomplish:

- Locate LRT to improve, not worsen, air quality.
- Plan LRT systems to minimize noise levels to residential land uses.
- Work with neighborhoods through which LRT passes to minimize disruption.

7. To promote financing the planning, construction and operation of an LRT system in Ramsey County with broad-based funding to minimize the impact to Ramsey County taxpayers.

How to accomplish:

- Examine sources of funding as alternatives to the property tax.

- Encourage legislation that would provide flexible, alternative sources of revenue to the property tax.

APPENDIX 2

General Considerations/Provisions

A. REUSE OF DOCUMENTS

All documents, including original drawings and specifications, prepared by CONSULTANT pursuant to this Agreement are instruments of service in respect to the Project. They are not intended or represented to be suitable for reuse by Ramsey County Regional Railroad Authority (RCRRA) or others on extensions of the Project or on any other project. Any reuse without written verification or adaptation by CONSULTANT for the specific purpose intended will be at RCRRA'S sole risk and without liability or legal exposure to CONSULTANT. The RCRRA shall indemnify and hold harmless CONSULTANT from all claims, damages, losses and expenses including attorney's fees arising out of or resulting therefrom.

B. ASSIGNMENT

The CONSULTANT shall not, without the written consent of the RCRRA assign any interest or obligation in this Agreement.

C. CONTRACT INSURANCE REQUIREMENTS

The CONSULTANT shall purchase and maintain such insurance as will protect the CONSULTANT from claims set forth below which may arise out of, or result from the CONSULTANT'S operations under the contract, whether such operations be by the CONSULTANT or by any subcontractor or by anyone directly employed by them, or by anyone for whose acts any of them may be liable.

The CONSULTANT shall obtain the following policies and attach certificates of insurance to signed contract.

Workers' Compensation and Employers' Liability Insurance:

1. Workers' Compensation insurance shall be as required by law and shall include an all states or universal endorsement.

2. Employers' Liability insurance shall be written for minimum limits of $1,000,000.

Comprehensive General Liability Insurance:

1. Minimum Limits

   Bodily Injury and property damage (CSC)

   $1,000,000 per occurrence
   $1,000,000 aggregate

2. The following coverages must be specifically insured and certified with no internal limits:

   a. Ramsey County, its officials and employees, and the contracting department are to be named insureds on the policy.

b. Products/Completed Operations Liability

c. Personal Injury Liability including claims related to employment including coverages a, b and c.

d. Broad Form Property Damage Liability, or deletion of the "Care, Custody and Control Exclusion".

e. Contractual liability - either specifically naming this contract or on a blanket basis.

f. Cross Liabilty Endorsement

In lieu of the RCRRA being an additional insured under the general liability policy with a cross liability endorsement, the CONSULTANT may elect to procure an owner's protective liability policy with Ramsey County, its officials and employees as named insureds covering the above referenced exposures. Such policy shall be held by Ramsey County.

Professional Liability Insurance

Minimum Limits

$1,000,000 per occurrence
$1,000,000 aggregate

Automobile Liability Insurance

1. Minimum Limits

$600,000 combined single limit

2. Owned, non-owned and hired auto

City or State License as required

Best's rating for the insurers shall be noted on the certificate of insurance and shall not be less than a B+.

All certificates of insurance shall provide that the insurance company shall give the RCRRA 30 days prior written notice of cancellation, non-renewal or any material changes in the policy. On the certificate, the agency shall certify whether or not it carries errors and omissions coverage.

The above subparagraphs established minimum insurance requirements and it is the sole responsibility of the CONSULTANT to purchase and maintain additional insurance that may be necessary in connection with this contract.

The CONSULTANT shall not commence work until the CONSULTANT has obtained required insurance and filed an acceptable certificate of insurance with the RCRRA. All insurance policies shall be submitted to the RCRRA upon written request.

Nothing in his contract shall constitute a waiver by the RCRRA of any statutory limits or exceptions on liability.

D. INDEPENDENT CONTRACTOR CLAUSE

For the purpose of the Agreement, the CONSULTANT shall be deemed to be an independent contractor and not an employee of the RCRRA. Any and all agents, servants or employees of the CONSULTANT or other persons, while engaged in the performance of any work or services required to be performed by the RCRRA under this Agreement, shall not be considered employees of the RCRRA, and any and all claims that may or might arise on behalf of the RCRRA, its agents, servants or employees as a consequence of any negligent act of omission on the part of the CONSULTANT, his agents, servants, employees or other persons shall in no way be the obligation or responsibility of the RCRRA. The CONSULTANT, his agents, servants or employees shall be entitled to none of the rights, privileges or benefits of RCRRA employees except as otherwise may be stated herein.

E. CONFLICT OF INTEREST

Consultant agrees that it is currently unaware of any conflict of interest with any party affected under this Agreement. Consultant agrees that, if any conflict of interest or potential conflict of interest should arise in the future, the Consultant shall immediately inform the RCRRA of the conflict.

F. HOLD HARMLESS CLAUSE

The CONSULTANT further agrees to defend and hold the RCRRA harmless from any claims, demands, losses and expenses, including attorney's fees or causes of action arising out of any negligent act or omission on the part of the CONSULTANT, or his agents, servants or employees in the performance of or with relation to any of the work or services provided or to be performed or furnished by the CONSULTANT under the terms of this Agreement.

G. ALTERATION CLAUSE

Any alteration, variation, modification or waiver of the provisions of the Agreement shall be valid only after it has been reduced to writing and duly signed by both parties.

H. NON-CONFORMING SERVICES

The acceptance by the RCRRA of any non-conforming services under the terms of this Agreement, or by the foregoing by the RCRRA of any of its rights or remedies arising under the terms of this Agreement shall not constitute a waiver of the RCRRA'S right to conforming services or any rights and/or remedies in respect to any subsequent breach or default of the terms of this Agreement. The rights and remedies of the RCRRA provided for under the terms of this Agreement are cumulative and not mutually exclusive.

I. SET-OFF CLAUSE

Nonwithstanding any provisions of this Agreement to the contrary, the CONSULTANT shall not be relieved of liability to the RCRRA for damages sustained by the RCRRA by virtue of any breach of this Agreement by the

RCRRA, and RCRRA may withhold any payments to the CONSULTANT for the purpose of set-off until such time as the exact amount of damages due the RCRRA from the CONSULTANT is determined.

J. EQUAL EMPLOYMENT OPPORTUNITY

The CONSULTANT agrees to comply with all Federal, State and local laws, resolutions, ordinances, rules, regulations and executive orders pertaining to unlawful discrimination on account of race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, disability or age. When required by law and requested by the RCRRA, the CONSULTANT shall furnish a written affirmative action plan.

K. COMPLIANCE WITH APPLICABLE LAW

The CONSULTANT further agrees to comply wih all Federal, State and local laws or ordinances, and all applicable rules, regulations and standards established by any agency of such governmental units, which are now or hereafter promulgated insofar as they relate to the CONSULTANT'S performance of the provisions of this Agreement.

L. ACCESS TO RECORDS/AUDIT

a. The RCRRA, its authorized representatives or the State Auditor shall have full access to all records relating to the performance of this Agreement.

b. The CONSULTANT agrees to maintain records relating to all services provided by it under the terms of this Agreement and shall retain all such documentation for six (6) years following the termination of this Agreement. Such records shall be made available for audit or inspection at any time upon request of the RCRRA or its authorized representatives.

M. INTERPRETATION ACCORDING TO MINNESOTA LAW

This Agreement shall be interpreted and construed according to the laws of the State of Minnesota. All litigation regarding this Agreement shall be venued in the State of Minnesota.

N. ENTIRE AGREEMENT CLAUSE

This Agreement shall constitute the entire Agreement between the parties and shall supersede all prior oral or written negotations.

O. TERMINATION

This Agreement may be terminated by either party upon thirty days written notice should the other party fail substantially to perform in accordance with its term through no fault of the party initiating the termination. In addition, the RCRRA reserves the right to terminate this Agreement for any reason upon thirty days written notice to the CONSULTANT. In the event of termination, the CONSULTANT shall be paid his compensation for services performed to termination date, including Reimbursable Expenses then due to all terminal expenses.

- low platforms with steps inside standard light rail vehicles (LRV's); a lift is used for wheelchairs with this option (Portland, San Diego)
- high platforms with ramps and direct accessibility to vehicles (Calgary)
- short-high platforms with one access to vehicles from a high platform and the remainder through steps (Sacramento)
- low-floor vehicles (not in use in U.S.; applicability to Twin Cities is uncertain).

Each of these options has advantages and constraints.

Hennepin County has informally indicated that the option they find most acceptable is high platforms. That option would be most accessible to the handicapped, but would require analysis to determine if it is suitable for street alignments in Ramsey County such as University Avenue or Downtown St. Paul. The platform at each station would be 40 inches high, 12 feet wide and 330 feet in length (the length of three vehicles).

Ramsey County intended to analyze this issue as part of its comprehensive light rail transit plan which is to begin this month.

There has been concern expressed that this is a regional decision and should be decided in a regional forum. Consequently, a meeting of Regional Railroad Authorities, the Metropolitan Council, Regional Transit Board, Metropolitan Transit Commission and other interested parties has been scheduled for 11:30 a.m. on December 9 at the Metropolitan Council to discuss this topic. Each member of the Ramsey County Regional Railroad Authority has been invited to that meeting.

Slides are to be shown at the meeting. They are beneficial in understanding what is meant by high or low platforms. Viewing operating light rail transit systems is an even better way to understand the options.

Recommendation:

Chairman Finley and I will be at the December 9 meeting on system standards. We will let those of you unable to be present at that meeting know at the December 13 Regional Railroad Authority meeting the results of the discussion.

KD/clm
Attachment

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District
Hal Norgar
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD

SUBJECT: System Characteristics and Standards for Light Rail Transit

DATE: December 2, 1988

Part of light rail transit planning is the development of standards for design and operation of the system. This includes items such as hours of operation, length of trains, fare collection policies, and vehicle and station accessibility. Hennepin County Regional Railroad Authority developed but did not adopt standards as part of its comprehensive light rail transit plan. A copy of those standards is attached.

Ramsey County Regional Railroad Authority, last August, recognizing that there should be coordination and not duplication of efforts on this issue, authorized Chairman Finley to send a letter to Hennepin County Regional Railroad Authority Chairman Spartz and Anoka County Regional Railroad Authority Chairman McCarron asking that staff members of the Authorities meet to discuss systems standards. Several meetings of staff members have been held.

Hennepin County Regional Railroad Authority staff members have indicated that decisions on system standards will need to be made in early 1989. While most of the system standard topics are noncontroversial, one subject, that of accessibility to vehicles, has been the subject of considerable debate.

Appendix A of the Hennepin County report addresses this topic.

Light rail vehicles have several entrances. The options for accessibility at the entrances are:

Comprehensive LRT System Plan

System Characteristics and Standards

Prepared for:

Hennepin County Regional Railroad Authority
2307-A Government Center
Minneapolis, Minnesota

Prepared by:

LTK Engineering Services
Under Contract to
BRW, Inc.

January 1988

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APPENDIX A: LRT System Accessibility

PREFACE

This technical memorandum examines issues relating to development of a comprehensive Light Rail Transit (LRT) Plan for Hennepin County. It sets forth LRT system service standards and performance criteria, outlines baseline LRT facility and equipment characteristics, and discusses basic operating and maintenance staffing requirements. The material herein is based on the accumulated experience of successful new North American LRT projects which, in turn, are based on decades of LRT operations and development in Europe.

This information is presented at a level of detail appropriate for the analysis and comparison of the several alternative corridors being examined, and which will support feasibility engineering of facilities and preparation of cost estimates. These "conceptual design criteria" will be expanded during Preliminary Engineering to provide the level of detail required for actual system design.

These data are dynamic in nature. They should be updated periodically to reflect the more detailed information that will become available as planning and design proceed.

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I. SYSTEM OPERATING STANDARDS

The Hennepin County light rail transit (LRT) system will use conventional LRT technology. Over a 20-year time period it is planned to build several lines forming a regional rail transit system.

In addition to being responsive to the civil constraints of the proposed lines, LRT operating plans also must reflect realistic train running time estimates, policy levels of service and ridership projections. Individually, changes to any of these parameters may have a significant effect on operating statistics, fleet size, staffing, and overall operations and maintenance costs.

The operating assumptions presented below are recommended as a basis for analysis, which responsible authorities may wish to modify as the system plan develops.

A. HOURS OF SERVICE

Normal weekday service will begin at approximately 5:30 AM and end at 1:00 AM. Commuting peaks are assumed to occur from 6:30-9:00 AM and 3:30-6:00 PM. Weekend service will begin at 7:00 AM and extend until midnight.

B. SERVICE FREQUENCIES

Base LRT headways will be fifteen minutes during the day on weekdays, with thirty-minute headways on week nights and all day on weekends and holidays. Shorter weekday peak period frequencies will be assumed only if estimated demand exceeds the capacity of maximum length trains running at the base fifteen-minute interval.

C. MAXIMUM TRAIN LENGTH

The number of cars per train is a function of headways, platform lengths, vehicle limits, and street block lengths. Trains on the Hennepin County LRT system may not exceed a total length of 320 feet owing to the constraints of block faces in downtown Minneapolis (three cars not exceeding 90 feet/car or four cars not exceeding 80 feet/car).

It is anticipated that trains of at least two-cars will be operated on peak period, peak direction trains, but that single-car trains may suffice for all or most off-peak services.

D. SEATED AND STANDING PASSENGERS

It is recommended, based on representative LRV's currently operating in North America, that the rolling stock provide 0.8 seats per linear foot of car, and a normal (not "crush") total load of at least 1.8 persons per linear foot of car (seated load plus standees at four persons/square meter).

E. SPEEDS, STATION DWELL TIMES, RECOVERY AND LAYOVER ALLOWANCES

LRV travel should be swift and comfortable, so as to be competitive with other modes of travel.

1. Speed Limits

Speed limits recommended for Hennepin County LRT lines by segment location are:

Type of Right-of-Way	Speed Limit (Miles/Hour)
Private (e.g., ex-C&NW line)	55
Street:	
Reserved median	Street Speed Limit
Reserved paved lane	Speed Limit <35

These speeds generally are consistent with LRV performance capabilities, station spacing, adjacent development, and traffic interference. In some locations, local conditions such as sharp radius curves will reduce speeds for relatively short distances. Streetcar-type operation of LRV's in mixed traffic lanes is not contemplated.

2. Station Dwell Times

For system planning purposes, a uniform average dwell (stopped) time of twenty seconds per station should be assumed. Actual dwell times will be longer at more heavily patronized stops and shorter at lightly used stations; but twenty seconds has been found to be a reasonable standard for operations planning.

3. Recovery and Layover Allowances

End terminal layovers should be consistent with the requirements of the adopted labor agreement. Train

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operators will change ends and set the vehicle destination signs to the proper indications. Turnaround times must be allocated for these tasks, and to provide adequate operator rest periods.

For planning purposes, an allowance of 10 percent of running time will provide some schedule recovery time as part of the terminal layover. However, layovers should not be less than three minutes to provide enough time for train operators to "change ends" and make a safety check. If a short layover is unavoidable at one end of a line, a longer rest period should be scheduled at the opposite terminal.

Recovery allowances up to 10 percent (depending on right-of-way quality, which affects schedule reliability) should be added to "optimum" running time estimates (train performance simulation model plus dwell times). This will ensure that planned operating schedules are realistic.

F. TRACK CONFIGURATION

Track configuration will vary along the LRT line in relation to the degree of exclusivity from other traffic and speeds attainable by LRV's.

The mainline will be designed to be fully double-tracked, with crossovers located every 1.0-to-1.5 miles or at every other station to provide operating flexibility under abnormal conditions. A pocket track or siding should be provided every five miles, at a station.

If initial headways remain sufficiently long - in the range of 15 minutes between trains - substantial amounts of single track may be considered under a "starter line" concept. Where used, single track should be designed to facilitate eventual full double tracking.

To conserve land, terminals will be stub-ended, with a tail or pocket track. This will require train operators to change ends before beginning each return trip.

G. TRAIN CONTROL

Trains on the LRT system will be operated manually. Mainline operations (whether normal or abnormal) will be directed, controlled, and monitored by a dispatcher at Central Control (located at the Shop & Yard), primarily via radio. Central Control will be the nerve center of the LRT system, controlling mainline and yard operations.

The dispatcher will control and direct LRT operations in accordance with established operating schedules, rules, and procedures, and will initiate any corrective actions that may be required to maintain service schedules and to minimize the adverse impacts of equipment failures or emergency situations.

LRT train movements will operate by line of sight. Train protection will be accomplished by the means indicated below:

- Private R/W - automatic block signals using proven, railroad-type vital circuitry and components
- Street R/W - line of sight subject to operating rules and procedures requiring train operators to maintain a separation of at least one block between two trains.

H. LRT CONNECTIONS - FEEDER BUSES AND AUTOMOBILES

LRT lines in Hennepin County will be part of a regional transportation network. Buses operated by the Metropolitan Transit Commission (MTC) and others should be integrated with LRT service using a revised route network providing interfaces with the LRT lines at selected stations.

Provisions will be included at selected LRT stations to accommodate all-day parking and automobile passenger drop-offs.

II. SYSTEM POLICIES

Key areas of concern in the development of any transit system are safety, security, and accessibility. With the introduction of rail service in a previously all-bus city, fare collection methods also must be addressed. Proposed policies to govern LRT system development in these areas of special concern are described below.

A. SAFETY

Subsequent phases of system design will address issues and concerns related to system safety, and desirable mitigation measures to be provided. The areas of concern regarding safety include:

- o Rider safety in stations and on LRV's
- o Employee safety on or about LRV's and fixed facilities
- o Pedestrian safety in areas adjacent to downtown surface alignments and at grade crossings
- o LRV safety vis-a-vis other traffic

With regard to grade crossing and intersection safety, it is recommended that LRT planning for Hennepin County be conducted, assuming that protection will be provided as follows:

- o LRT on private right-of-way (R/W) - railroad-style flashers and gates. Where necessary, crossing protection will be coordinated with adjacent street intersection traffic signals
- o LRT in street R/W - traffic lights with LRT preemption or prioritization to be designed on an intersection by intersection basis

B. SECURITY

Subsequent phases of system design will address issues, concerns, and recommendations regarding:

- o Station surveillance - security patrols, public address (PA), emergency telephones, etc.

- o Revenue protection - ticket vendomat alarms, cash collection procedures

- o Durability of facilities - designs and materials specified to resist damage and graffiti

- o Shop and Yard - fencing, lighting, security patrols

C. VEHICLE AND PLATFORM HEIGHTS AND ACCESSIBILITY

It is desired that the system be accessible to all riders, consistent with the goals of cost efficiency and LRT compatibility with adjacent urban land uses.

There are three approaches to achieving full accessibility.

- o High platforms to match normal rail car floor heights (40 inches above top of rail)

- o Low-floor LRV's, just now coming into use in Geneva and Grenoble (car floors 14 and 19 inches above top of rail)

- o Low platforms and normal floor height LRV's with station-mounted ramps and/or lifts for the physically challenged

Each method has advantages and drawbacks; see Appendix A for further discussion.

It is recommended that these options continue to be evaluated as LRT planning and engineering proceeds, with a decision to be made at the conclusion of "Preliminary Engineering" when LRV specifications and station platform height dimensions must be finalized.

D. LRT FARE COLLECTION

North American surface transit systems traditionally have collected fares on the vehicles as passengers board. This limits boarding to the front door, or requires fare collection staff at each entry door. It is incompatible with efficient operation of trains of cars, each car having several doors.

Grade separated rapid transit systems overcome this limitation by collecting fares in stations using combinations of cashiers and/or ticket vendomats in concert with turnstiles. However, it has never really been possible to isolate "paid" and "free" areas in surface stations; therefore, this method is not suitable for LRT in Hennepin County (assuming low-level platforms).

The feasible option is the "self-service, proof-of-payment" (POP) method of fare collection. Station platforms are "free"; and the trains are "paid" areas. Passengers use passes or purchase tickets from vendomats at stations. These serve as "proof" that a fare has been paid. Roving inspectors ride the trains and, if a passenger fails to produce a valid "proof" of payment, issue citations processed through the courts like traffic tickets. POP is used by North American LRT systems in Portland, Sacramento, San Diego, Calgary, and Edmonton, and on the Skytrain and Seabus in Vancouver. Fare evasion on these systems has been held to three percent or less.

It is recommended that LRT planning for Hennepin County proceed assuming use of POP fare collection. LRT fares should be integrated with the fares of the region's other transit systems.

III. CHARACTERISTICS OF LRT FACILITIES AND EQUIPMENT

The following sections present "conceptual design criteria" for planning LRT in Hennepin County. These criteria call for proven technology, previously used elsewhere, and thus offering a record of successful operating experience.

A. VEHICLES

For purposes of preparing the Comprehensive LRT System Plan, it is recommended that passenger-carrying light rail vehicles be assumed as articulated and approximately 80 to 90 feet long, 8'-9" to 9'-3" wide, and 12'-6" high (top of rail to top of locked down pantograph).

Each car will be equipped for independent two-way operation, with an operator's cab at each end and four double-width doors on each side. A single pantograph will be located on the roof of each car for power collection from the overhead contact system. The weight of a "crush-loaded" LRV must not exceed 130,000 lbs. LRV's will be heated and air conditioned.

These vehicle performance parameters are recommended:

- Maximum service speed..... 55 mi/h
- Acceleration rate ..... 3.0 mi/h/s (initial)
- Braking rate ..... 3.0 mi/h/s
- Emergency braking ..... 6.0 mi/h/s

LRVs will have seated and standing passenger carrying capacity as outlined in Section I-D above. For the specimen 80-foot articulated car, this will be 64 seats and a total seated and standing load of 144.

These parameters should be evaluated further as design proceeds to ensure selection of a vehicle fleet of optimum type and size to meet both initial and future service requirements. Other vehicle options that will be considered include:

- Large (90-foot) articulated LRV (Portland, San Jose; trains will be limited to three cars, as a four-car train will exceed the 320-foot maximum train length)

- Rigid (i.e., non-articulated) car not exceeding 64 feet

B. TRACK AND ROADBED

Standard American Railroad Engineering Association (AREA) track designs should be assumed for current LRT planning. The following standards are recommended, subject to modifications for specific local conditions along the lines:

- Subgrade - at least twelve-inch depth; filter fabric between subgrade and ballast
- Ballast - at least eight-inch below ties, crushed granite, #4 (open track) and #5 (track embedded in paving)
- Rail - 115 lbs/yard (RE), continuously welded
- Ties - mixed hardwoods, creosote treated, or concrete
- Other track materials - double shoulder tie plates, cut spikes or other fasteners as appropriate, anchors as required
- Special trackwork (turnouts) - #20 mainline (high speed), #8 mainline (low speed) and #4 yard; all track switches to be equipped with switch heaters.

As design proceeds, and if the LRT system will not have to accommodate railroad freight cars, the County may wish to evaluate "European style" track components which are tailored to the needs of LRT systems. However, they must be imported, which may increase procurement costs.

C. TRACTION POWER

The traction power system will consist of three major subsystems: substations, a positive circuit (the overhead wire), and a negative return circuit (the track). The functional requirements of this system will be derived from the operating plans for the various LRT lines. Until such plans are prepared, it is recommended that conceptual design proceed under the following assumptions:

- Nominal voltage in the LRT overhead: 750 volts DC
- Substations (convert high voltage commercial AC power to 750 volt DC). Assume manufactured "unitized" substations of M750 to 1,000 Kw spaced at intervals of one mile. Remote control of substations will not be required.

- Overhead Distribution System. Assume feederless constant tension simple catenary on line segments in private R/W, and constant tension trolley wire with parallel underground feeders on line segments in street R/W.

The first step in Preliminary Engineering will be to develop design analyses to determine more precisely the number and rating of substations, the specific characteristics of the overhead distribution system, and to specify track construction that will ensure the electrical integrity of the return circuit.

D. SIGNALS

Signaling and control subsystems will be basic and confined to those functions required for safety (i.e., train protection and at-grade street crossing protection on private R/W) and for the oversight and management of operations at terminals, turnbacks, and between the yard and main line (i.e., train supervision).

Wayside automatic block signals providing following movement protection and indicating track occupancy on single track sections will be installed where operating speeds, sight lines, or other conditions require. The potential need for automatic train stops (ATS) should be evaluated. In double track territory, normal operations will be to the right, and where provided, signaling will be for the normal direction of travel only. Abnormal operations will be governed by the operating rules and procedures (see Section I-G, above).

Track switches will be controlled in one of three ways, depending on their location and function:

- At junctions where frequent through and diverging facing train movements are made - power-operated, with routes requested by operator-controlled devices
- In low speed territory and used primarily for through facing movements and trailing movements from the diverging route - spring-operated
- Infrequently used mainline switches and yard switches -hand thrown

Grade crossing protection requirements are addressed in Section II-A.

E. COMMUNICATIONS

A two-way radio system will form the basis of LRT system communications. Separate channels should be provided for

operations, maintenance, and supervision. In addition, it may be wise to provide a construction channel if LRT development in Hennepin County is to be phased more or less continuously over a period of +20 years.

LRVs and maintenance and supervisory vehicles should be equipped with radio transceivers. The control console will be located in Central Control. Additional fixed transceivers may be provided in key transportation and maintenance staff offices. Train operators and maintenance crew supervisors should carry portable transceivers so that communications will continue when they are not in LRV cabs or maintenance vehicles.

A standard office-type telephone system will be provided at the Shop & Yard, which will house transportation as well as maintenance activities.

Passenger communication will be through train operators using the public address (PA) systems on the LRVs. LRV PAs will have both interior and exterior speakers, the latter to make announcements to passengers at stations and to admonish intruders along the R/W. The new LRT systems generally have not provided PAs at stations, and their inclusion is not recommended.

F. SECURITY

The principal methods of ensuring the security of the system's facilities, employees, and riders are to use designs that ensure open sight lines and high levels of light. These criteria will affect the design of LRVs, station shelters and other amenities, station and parking lot lighting, and landscaping.

An emergency telephone should be located on each station platform. CCTV surveillance of station platforms is a possibility, but has not been included in the most recent new LRT systems in Portland and Sacramento, and probably is not needed in Hennepin County. Pending further study, CCTV is not recommended.

Once in operation, security will be enhanced by the presence of employees on the system (train operators, fare inspectors, maintenance crews and supervisory personnel), supplemented as may be required by security patrols. The extent to which patrols are required should be determined through discussions with local law enforcement authorities and existing transit providers.

G. FARE COLLECTION

To support the self-service proof-of-payment (POP) fare collection system (see Section II-D), equipment will be required at all stations to enable passengers to make change, purchase, and validate tickets. Until more detailed studies and cost comparisons can be performed, it is recommended that LRT planning proceed assuming that all functions will be integrated into one machine, called a "vendomat," and that two such machines will be provided at each station.

H. STATIONS

Use of POP fare collection will allow stations to be constructed to the simplest of design standards. Stations are to be at grade. They will not be fully enclosed, but one or more shelters will be located on each platform to protect waiting passengers from rain, snow, and wind.

1. Basic Station Types

All stations will provide the basic facilities necessary to use the system, including vendomats, information displays, and passenger amenities. Materials used in stations should be attractive, durable, graffiti-resistant, and require only minimal maintenance. There will be two basic types of stations: On-Street, where a modified sidewalk will serve as the station platform, and Private R/W, where a separate LRT platform(s) must be built.

2. Platforms

Platforms will be provided at each Private R/W station, adjacent to the rail line. Platforms (and sidewalk edges at On-Street stations) will be eight inches above the top-of-rail. Private R/W platform dimensions should be 330 foot length, with widths of 10 feet for side platforms and sixteen feet for center (island) platforms. Exceptions may be considered where local conditions dictate.

Platforms will be mainly finished concrete, architecturally treated to accommodate the handicapped. Splash guards should be provided on the street sides of platforms located in street R/W.

3. Shelters

Shelters at On-Street stations must be kept relatively small (i.e., bus shelters) to minimize sidewalk clutter. Shelters at Private R/W stations may be larger (approximately one-third of the platform length

in the peak boarding direction), but should be to a standard, simple design to provide an attractive, yet cost effective facility. Shelters will be radiantly heated, but not air-conditioned.

4. Bus Transfer and Park-Ride Facilities

Bus transfer facilities should provide across-the-platform bus-train transfers wherever possible. Long walks to LRT platforms should be avoided for both bus-train transfers and automobile passenger drop-offs. Automobile park-ride lots should be designed to local standards, maximizing the number of spaces available for a given site size and configuration.

I. SHOP AND YARD

A single shop and yard will be provided initially for the Hennepin County LRT system. It should be centrally located and sized to serve all proposed lines. As the system grows and matures, provision of additional overnight storage and light maintenance facilities at the outer ends of longer lines may be considered to reduce deadheading and avoid crowding at the central LRV storage yard.

Because the initial LRT system will be relatively modest in size, and to enhance the efficiency of management, the central Shop and Yard will house all operations and maintenance functions:

- Administrative offices
- Central Control
- Operator dispatch and welfare facilities
- LRV storage yard and maintenance shop
- Facilities maintenance base and component repair shops
- Parts stores

Based on other recent LRV shops, an allowance of 1,500-2,000 square feet per LRV (decreasing as fleet size grows) will be adequate for planning purposes.

The LRV storage yard should be sized to accommodate the initial fleet and, additionally, should contain sufficient acreage to house the LRVs of a "basic" system of magnitude to be defined (more than the starter line but probably less than the full "twenty-year" system).

J. SUPPORT EQUIPMENT

Support equipment in several different categories will be needed to supervise and maintain the LRT system:

- Shop tools and equipment (major items include a wheel truing machine, wheel/axle press, wheel assembly press, car washing equipment, and various cranes, jacks, and machine tools)
- Facilities maintenance machinery (e.g., track repair tools)
- Maintenance and supervisory vehicles (various size trucks and automobiles)

IV. OPERATIONS AND MAINTENANCE STAFFING

LRT will require that an organization be established either within the structure of an existing transit agency or by a new operator.

A. TYPES AND AVAILABILITY OF SKILLS

Personnel will be needed who possess specialized skills, some of which may be minimally available or unavailable in the Twin Cities area today.

Transportation supervisory staff and train operators may be hired from some combination of bus and/or railroad operating personnel. These individuals will require training in the unique aspects of LRT operations, rules and procedures, and equipment.

Vehicles maintenance personnel will require experience, or will have to be trained, in the servicing and repair of mechanical and electrical machinery. Railroad workers experienced in the maintenance of the electrical portions of diesel locomotives may find the LRT system an attractive job opportunity. Other types of electrical workers and, with re-training, bus mechanics, can also make suitable LRV maintainers.

In the area of facilities maintenance, special skills not commonly available are required for the track, traction power, and signal systems. Track and signal systems will follow typical North American railroad practice; and it should be possible to recruit qualified staff from that source. Electric utilities may provide a source of employees experienced in the maintenance of high voltage power systems; but training is likely to be required in the care of the overhead distribution system.

Security staff may be drawn from experienced local law enforcement personnel.

Opportunities for using private contractors should be used where advantageous. Examples include heavy repairs on LRV components (traction motors, compressors, etc.) by electrical equipment service shops, security personnel through private security firms, and fixed facilities maintenance. If

MTC operates and/or maintains this LRT system, the work rules for the LRT system should be established independent of bus system work rules.

B. TRAIN CREW SIZE

Trains will be operated by one person. This is the standard for modern LRT systems. If larger crews are allowed, the economic justification for LRT is likely to be lost.

Swing shift operators may be needed to cover peak periods if headways shorter than the base fifteen-minute service must be operated during AM and PM peaks.

V. SUMMARY

The system policies and conceptual design criteria presented in the preceding sections are based on proven designs used successfully on other LRT projects and appropriate for application in Hennepin County. From this base, a cost effective LRT system can be planned and implemented.

APPENDIX A

LRT SYSTEM ACCESSIBILITY;

Analysis of Options and Costs

I. DISCUSSION OF OPTIONS

Of the seventeen LRT systems currently operating or under construction in North America, ten use low platforms exclusively, three a combination of high platforms in subways and low platforms elsewhere, and four high platforms exclusively. These systems are listed in Table 1.

Operating scenarios, elderly and handicapped (E&H) accessibility arrangements, and facility requirements for the various low and/or high platform arrangements on LRT systems listed in Table 1 are shown in Table 2. Comments on these systems comprise the remainder of this section.

A. Option I - Low Platforms

1. Older Systems - No E&H Access (Option IA)

All five of the systems listed in Table 2 under this option date from the street railway era of the late 19th to early 20th centuries, and were designed around the streetcar technology of the time. The need to accommodate loading and unloading in mixed traffic (i.e., trolleys and automobiles using the same street lanes) dictated low platforms in those locations where platforms were provided at all.

None of these LRT systems are accessible to persons unable to negotiate steps. This design approach is unacceptable for new systems. Full access must be provided.

2. Car-Mounted Lifts (Options IB)

San Diego, the only city with LRV-mounted wheelchair lifts (Figure 1), selected them because they were the only technology available when the system was built that could serve 1) the low platform stations dictated by on-street operations in Centre City San Diego, 2) the need to accommodate railroad freight cars up to 10'8" wide on the LRT line at night, and 3) a tightly constrained capital budget.

The lifts supplied with the original fourteen cars could not be made to operate reliably. To avoid the potential of a lift stuck in the down position which would disrupt service on the entire line and require the affected LRV to be taken out of service for repairs, service accessible to the handicapped was not offered when the line first opened in 1981. Continuous efforts were made to improve lift reliability; but truly satisfactory results never were achieved with the original equipment.

In 1985, a prototype lift of simplified design was tested. Results were sufficiently encouraging that thirteen more were purchased to completely re-equip the original fleet. At the same time, a third lift design was supplied with six new cars. The principal differences between the two lifts are that the retrofit design occupies the full width of the doorway in which it is installed (thus preventing use of that door by ambulatory riders), while the lifts in the new cars can

TABLE 1

PLATFORM HEIGHTS ON NORTH AMERICAN LIGHT RAIL SYSTEMS

City	Platform Heights Subways	Surface	Opened	Joint LRT & Freight	Notes
Boston	Low	Low	1890 (approx.)	No	
Buffalo	High	Low	1985	No	a
Calgary	N/A	High	1981	No	
Cleveland (Shaker)	Low	Low	1913	No	
Edmonton	High	High	1978	No	
Fort Worth	High	High	1963	No	
Long Beach-LA	High	High	1990	No	
Newark	Low	Low	1935	No	
Philadelphia:					
City Transit	Low	Low	1890 (approx.)	No	
Media-Sharon Hill	N/A	Low	1907	No	
Pittsburgh	Hi/Lo	Hi/Lo	1900 (approx.)	No	b
Portland	N/A	Low	1986	No	
Sacramento	N/A	Low	1987	No	
San Diego	N/A	Low	1981	Yes	
San Francisco	High	Low	1895 (approx.)	No	c
San Jose	N/A	Low	1989	No	
Toronto (Streetcars)	N/A	Low	1892	No	

a - High/Low Steps; new design entered full service May 1985
b - Some stations with both high and low platforms, some low only; new LRV's have 3 double-width high level doors and, at front of car, 1 single-width low level door
c - High/Low Steps; Boeing patented design reliable but no longer being manufactured

Note: "Vintage Trolleys" such as those in Detroit, Lowell, New Orleans and Seattle do not meet modern LRT system design and performance criteria and, therefore, are excluded from this analysis.

TABLE 2

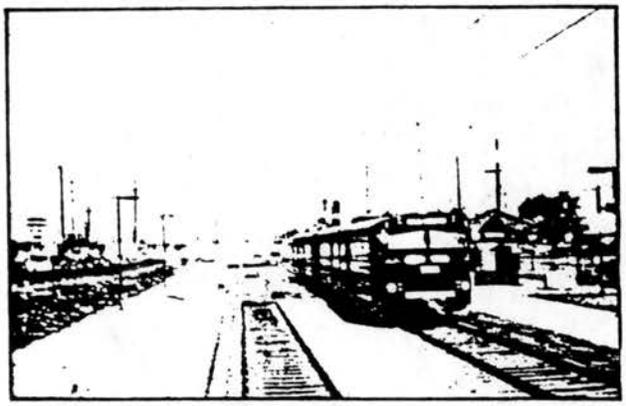
OPTIONS FOR HIGH AND/OR LOW STATION PLATFORMS
USED ON NORTH AMERICAN LRT SYSTEMS

OPTION	SYSTEM	STATUS	REMARKS
I. Low Platforms			
A. No E&H Access	5 Cities	Operating	Boston, Newark, Philadelphia, Cleveland, Toronto
B. Car-Mounted Lifts	San Diego	Operating	Operating Times (Cycles): Old Design-2 Min.; New Design-1 Min.
C. Platform-Mounted Lifts	Portland San Jose	Operating Under Const.	Small hydraulic lifts with safety gates/gangways rotating through 90 degrees; Portland open 9/86; Operating Time approximatly 1.5 Min.
D. High E&H Platforms	Sacramento	Operating	Train Operator moves lever; power not required; fixed ramp to high E&H platform; open 3/87; Operating Time approximately 0.75 Min.
II. High Platforms, Narrow Gap	3 Cities	Operating	Calgary, Edmonton, Ft. Worth, Long Beach-LA
III. Mixed High & Low Platforms, with "Hi/Lo" Steps on LRV's			
A. Combination of IA and II	SF Muni Ry	Operating	II in subway; IA on surface (exception: two stops with ID option)
B. Combination of IA/II & IA	Pittsburgh	Operating/UC	IA & II facilities at key stations; IA only at lesser stops
C. Combination of ID & II	Buffalo	Operating	II in subway; ID on surface

NOTE: Of all systems operating or under construction, only San Diego operates LRT and freight services on the same tracks, LRT during days and evenings, freight at night.

San Diego

	Model 2	Model 3
No. Installed	14	10 or 16
Lift First Used	1985	1986



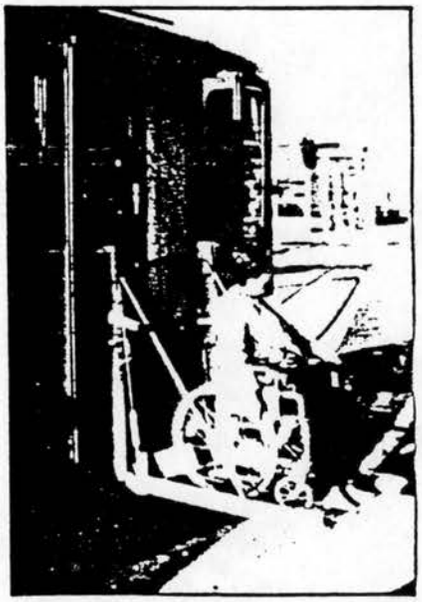
Typical LRT Station
with Low Platforms



LRV Lift being
Deployed



LRV Lift being
Lowered with User



Wheelchair-bound Rider
Leaving LRV Lift

Figure
LRV Mounted Lif
(San Diego

be arranged to stow vertically to allow step loading when the lift is not in use (although this is not done in San Diego). Lift cycle times are approximately two minutes for the initial design, and one minute for both new designs.

The risk to operational reliability of a failed lift is much greater for rail systems than for buses. A bus stalled by a lift stuck in the down position can be passed by other vehicles; but a train on a fixed track cannot. Because of this danger, and the difficulties with on-vehicle lifts experienced by the transit industry in general and the San Diego LRT in particular, on-board wheelchair lifts are not recommended.

3. Platform-Mounted Lifts (Option IC)

Two new LRT systems have selected platform lifts (Figure 2). The first, in Portland, commenced revenue service in September 1986. San Jose will open partially in December 1987. Portland and San Jose both have substantial portions of LRT lines in city streets. Although virtually all of these line segments are in exclusive lanes, the geometry of available space made low platforms the only practical choice.

Both Portland and San Jose require LRV operators to operate the lifts. Trains must be stopped precisely so that the 30-inch wide lift "bridge barrier" can be lowered into the LRV's 40-inch wide doorway. To achieve this, trains make a normal passenger stop or come nearly to a stop short of the lift, then ease forward to the lift located at the far end of each station platform in the direction the train is traveling. The lift operating cycle in Portland is 1.5 minutes. The lifts require substantial maintenance, with six mechanics dedicated 40 percent to keeping 54 lifts in working order.

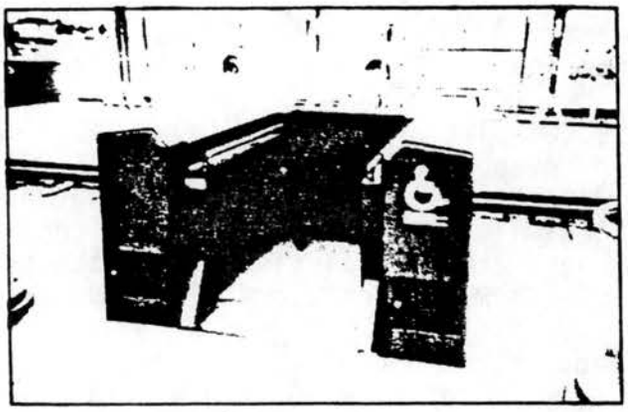
The platform lift is designed to be manually retracted in the event of failure, after which it can be bypassed until repaired. Failure of a single lift will not shut down the entire system or take an LRV out of service. Portland's LRT system is carrying 40 to 50 passengers using the lifts each day; and reliability of the lifts currently stands at 97 percent, a good showing. However, platform lifts do involve power operation, and thus are relatively complex.

4. Fixed Ramps and Short High Platforms (Option ID)

Like the preceding option, this alternative also provides a special facility on the station platform for passengers unable to use steps. However, fixed high-level platforms accessed by ramps are used instead of electro-mechanical lifts, thus eliminating the chance of machine failure.

This concept has been implemented in Sacramento (Figure 3). Like Portland and San Jose, Sacramento has substantial sections of trackage in street right-of-way, including some mixed-traffic operation. Like San Diego, Sacramento's capital budget was extremely tight. These factors led to selection of low-level station platforms.

	Portland	San Jose
Type of Lift	Hydraulic	Electric
No. Installed	61	1(Prototype)
System Opens	Sep. 1986	Dec. 1987



Portland Lift



San Jose Lift



Portland Lift in Operation



San Jose Lift in Operation

HCRRA

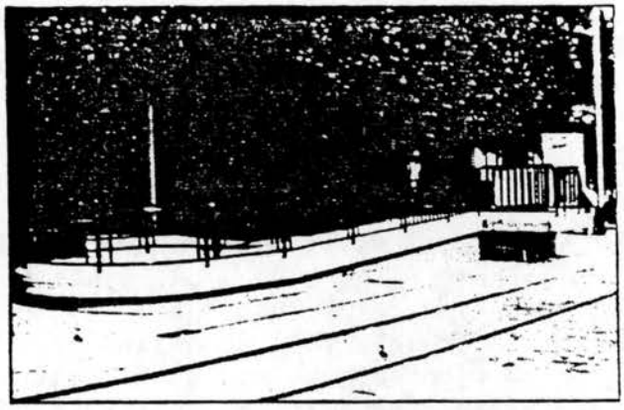
Comprehensive LRT System Plan

Figure

Platform Mounted Lift
(Portland and San Jose

Sacramento

No. of Stations (All Accessible)	27
System Opens	1987



Typical Short High Platform and Fixed Ramp



LRV Trap Door in Position with Doors Closed



LRV Trap Door Stored for Step Loading

Figure
Short High Platform an
Fixed Ramp (Sacramento

The short high platform is located at the end of each station where the front door of each train stops. Elderly and handicapped boarding occurs during the normal dwell time, and all other doors on the train remain available to ambulatory patrons. There is a car/platform gap of ± 9 inches, because the LRVs have outward folding doors to ensure easy passenger egress in an emergency. To bridge this gap, a footplate is operated by the driver using a lever and very simple mechanical linkage. Wheelchair boarding times are on the order of 0.75 minutes. The fixed high level platforms are reached by ramps from sidewalk level. As a result, there are no electric or hydraulic devices to fail. The system is highly reliable, and maintenance is virtually nil. Ramps could not be squeezed into existing sidewalk space at three platforms.

B. Option II - High Platforms

This option is the application to LRT of the traditional "heavy rail" system of car-floor-level station platforms (Figure 4). LRT systems in Calgary, Edmonton, Fort Worth (all operating), and Long Beach-Los Angeles (under construction) use this concept to achieve full accessibility. All of these systems are in locations where right-of-way was sufficient to accommodate high platforms, and none of the operating systems must contend with mixed traffic operation in streets.

Calgary's LRT does use the downtown LRT and bus transit mall on Seventh Street. The high LRT platforms consume much of the sidewalk area, constraining the view of, and access to adjacent buildings. LRT stations with high platforms and bus pull-outs with the sidewalks serving as low platforms are located in alternate blocks. Buses run on the paved trackway past LRT stations, then pull out to their own stops. LRT trains can pass buses; but buses must wait behind stopped LRVs.

Many of Calgary's LRT stations located in railroad rights-of-way and boulevard medians have high platforms cut off from the surrounding area. These facilities include pedestrian over- or underpasses, stairs, and elevators over or under adjacent freight railroad tracks, and heavily trafficked streets to channel and control pedestrian movements between LRT platforms and adjacent street sidewalks, bus transfer platforms, and park-ride lots. While high platforms will provide easy access for all passengers, they are not fully compatible with street rights-of-way, and they will increase system costs.

C. Option III - High and Low Platforms with or without Movable Steps on LRVs

Three North American LRT systems fall in this category, of which two are not fully accessible at all stations. In San Francisco, the Muni Metro has high platforms in the Market Street subway; but street-level loading prevents wheelchair access on the surface, except at two stops experimentally equipped similarly to Sacramento. Pittsburgh's modernized South Hills LRT remains inaccessible to wheelchairs at sixteen low platform surface stops along the reconstructed portion of the system, but is fully accessible at thirteen high platform stations (three subway and ten surface).

Calgary

No. Stations (All High Platforms)	30
System Opened	1981



Full Length High Platform on
7th Street Mall–Track Side



7th Street High Platform
Sidewalk Side–Steps and Ramp
to LRT Platform on Right

Only Buffalo's new light rail rapid transit (LRRT) system mixes both high and low-level loading with full accessibility. This has been achieved by using full-length high platforms at subway stations and street-level loading via retracting steps on the cars at stops along the Main Street Mall. On the surface, short high platforms with ramps similar to Sacramento's provide for car-floor-level wheelchair boarding.

D. Option IV - Low-Floor LRVs

A handful of European LRT systems currently are investigating the use of LRVs with very low floors thirteen to nineteen inches above top of rail (TOR). Grenoble, France, and Geneva, Switzerland, are farthest along (Figure 5).

In each case, the cab ends of the cars have normal height floors over the motorized trucks (wheel assemblies). Specially developed center trucks enable the low floor section to extend through the remainder of the car.

However, neither of these designs provide unlimited accessibility from curb-height platforms (six to eight inches above TOR). The lower floor heights (thirteen to nineteen inches compared to forty inches) do allow shorter ramps to those sections of platforms built to car-floor height. Where LRT lines in street curb lanes use the sidewalk for loading, a smaller version of the "short high platform" could be used by passengers who have trouble with steps. At stations on private right-of-way, full length car-floor height platforms could be constructed to provide level boarding for all riders (Exception: line segments where LRT and freight trains jointly use the same track).

The European low-floor LRVs have been developed for urban systems (versus suburban) with relatively short lines (five to six miles) and low top speeds (less than 40 miles per hour); the Geneva car is built for narrow gauge track. Whether these designs can be modified for higher speeds contemplated in Hennepin County is an open question. The potential benefits of low-floor LRVs merit further study as conceptual and preliminary engineering progress.

II. INCREMENTAL CAPITAL COSTS TO PROVIDE FULL ACCESSIBILITY

Table 3 indicates the levels of capital costs likely to be incurred to provide full accessibility to LRVs, depending on the option chosen. For LRV-mounted lift options, note that each double-ended LRV will require four lifts (two at each end for right- and left-hand loading), so costs per LRV for vehicle-mounted lifts are estimated to be either 4 x $4,000 = $16,000 or 4 x $18,000 = $72,000 per car, depending on the type of lift selected.

Since a "Stage I" LRT system for Hennepin County is yet to be identified, the second half of Table 3 applies the unit costs to a specimen LRT line fifteen miles long with 0.6-mile station spacing (25 stations) and two-LRV trains running on ten-minute headways at an average speed of 15 miles per hour and wi a 20 percent space allowance (29 LRVs).

	Geneva	Grenoble
Floor Height (Low Floor Section)	19″	14″
No. of Cars Purchased	45	
Revenue Service Begins	1987	1987



Geneva Car – Doors Closed



Geneva Car – Doors Opened



Grenoble Car – Doors Closed



Grenoble Car–Doors Opened

Figure

Low–Floor LRV
(Geneva and Grenoble

HCRRA
Comprehensive
LRT System Plan

TABLE 3

CAPITAL COSTS TO PROVIDE FULL ACCESS

Full Access Option Unit Costs

	Unit Costs [a] (1986 Dollars)
LRV-Mounted Lifts (San Diego):	
o Fixed-Pallet Lift (Door dedicated to E&H)	$ 4,000/Lift
o Folding Step Lift (Door usable by all riders)	$18,000/Lift
Station Platform Lifts (Portland)	$18,000/Lift
Station Platform Ramps & Short High Platforms for E&H (Sacramento)	$15,000/Ramp
High Platforms (Incremental Cost Re: Low Platforms; assume 10' x 330' platform and $21.15/Ft.^{2}	$70,000/Platform

Application of Unit Costs to Specimen LRT Line

LRV Fixed Lifts - 29 LRVs x 4 Lifts/Car	$ 464,000
LRV Folding Lifts - 29 LRVs x 4 Lifts/Car	$2,088,000
Platform Lifts---25 Stops x 2 Lifts/Stop	$ 900,000
Platform Ramps---25 Stops x 2 Ramps/Stop	$ 750,000
High Platforms---25 Stops x 2 Platforms/Stop	$3,500,000
Low-Floor LRVs	(b)

(a) Source: St. Louis LRT Preliminary Engineering. TM-24, "Station Loading Level Analysis" (prepared by LTK).

(b) May lead to higher LRV prices based on limited European experience to date (two cities); some incremental costs at stations, but probably less than platform ramps.

The least expensive option would be fixed-pallet on-board lifts; but these would block two of the four doorways on either side of each LRV, thus restricting step loading to two doors and lengthening dwell times. Vehicle-mounted lifts have not proven reliable in most past bus and rail applications. For these reasons, the cheapest solution is not the best.

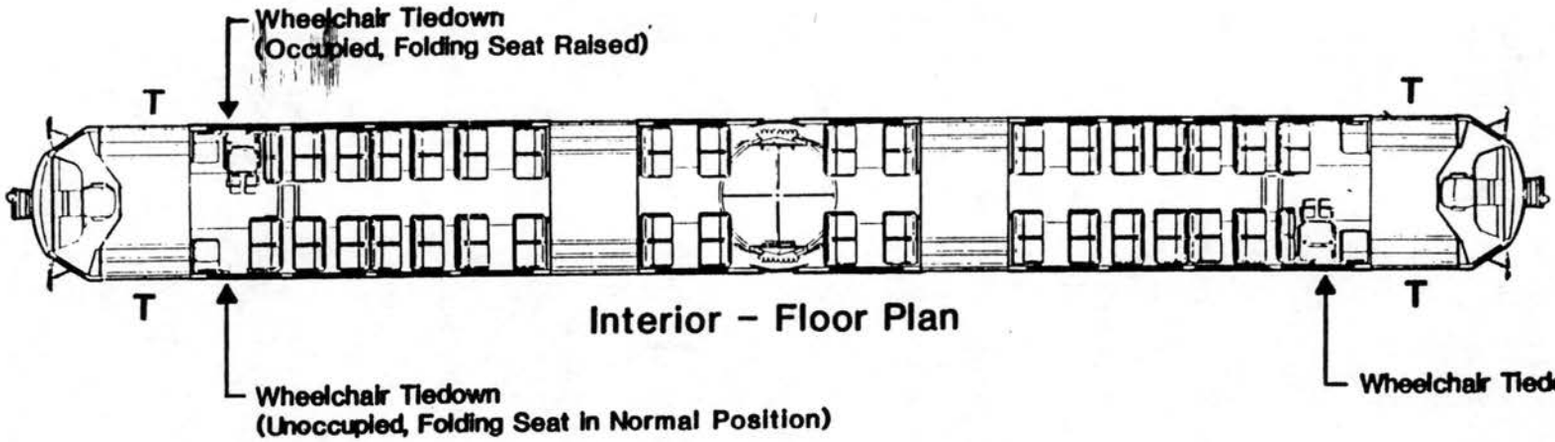
Platform ramps and short high-level platforms at the front door of the train eliminate mechanical and electrical machinery and its associated reliability and maintenance problems. Full accessibility is provided reliably, but at substantially less initial cost than full-length high platforms.

III. SUMMARY

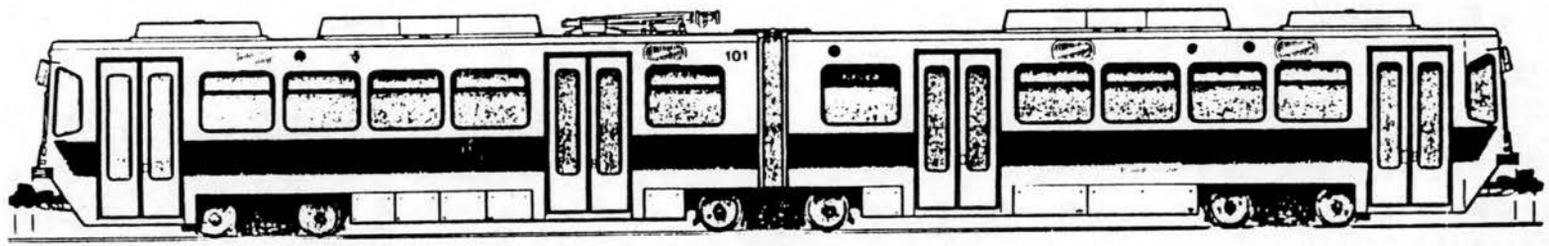
Taken together, the technical and cost analyses of station and vehicle loading level options lead to the following conclusions:

- The choice between high and low platforms involves important trade-offs among several factors, including: boarding ease for able-bodied and mobility-impaired riders, LRT station dwell times, capability of the line to accommodate continued freight operation, and impacts on initial capital and ongoing operating costs.
- Any lift option, LRV- or station platform-mounted, will lengthen normal 20-second station dwell times by one minute or more whenever lifts must be used.
- Though low in initial cost, the LRV fixed-pallet lift option limits available gangways for ambulatory riders and is of questionable reliability.
- The LRV folding step lift option relieves the constraint on using the steps in lift doorways, but at considerably higher cost. Lift reliability remains a problem technology has yet to conquer.
- For the reasons cited above, LRV-mounted lifts should be avoided.
- Platform lifts involve electro-mechanical devices requiring maintenance, and revenue service experience is limited to one City (Portland).
- Fixed ramps with short high platforms offer a reliable approach to providing car-floor-level boarding for mobility-impaired riders, while preserving the lower costs of low platforms.
- High platforms make boarding easy for all passengers and reduce station dwell times, but cost more to construct than low platforms equipped with platform ramps for mobility-impaired rider access.
- High level platforms pose physical and visual barriers when located at grade on City streets and/or sidewalks.

T - These Doorways to have Folding Traps to Permit Floor Level Loading



Interior – Floor Plan



Exterior – Side Elevation

HCRRA

Figure 6
Representative LRV with

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

PUBLIC WORKS
Originating Department

K. DeSpiegelaere /s/ — 10/19/88
Authorized Signature — **Date**

Board Action Requested

Final Report -

Midway Corridor Study

Information Only

Request Justification

See attached memo from K. DeSpiegelaere dated October 12, 1988
with copy of report

Budgeting and Accounting
County Attorney Michele L. Evans 10/21/88
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date October 25, 1988 Board Date	Signature J L Glendenning Signature	Date 10/19/88 Date

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere

SUBJECT: Final Report, Midway Corridor Study

DATE: October 12, 1988

The final version of the Midway Corridor Study of LRT alignments has been printed and is attached. As requested by Ramsey County Regional Railroad Authority, the report includes a section of comments that were received on the study.

The Regional Transit Board Policy Committee will meet on October 24 to recommend an alignment for the Midway Corridor for LRT. That recommendation will be forwarded to the November 1 meeting of the Regional Transit Board and will subsequently be sent to Ramsey County Regional Railroad Authority.

Recommendation:

For your information.

KD/gb
Attachment

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

PUBLIC WORKS
Originating Department

K. DeSpiegelaere /s/ — 10.19.88
Authorized Signature — **Date**

Board Action Requested

Metropolitan County Regional Railroad Authorities - Staff Coordination

Information only.

Request Justification

See attached memo from K. DeSpiegelaere dated October 17, 1988

Budgeting and Accounting
County Attorney Michele L. Timmons 10/21/88
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	**Signature**	**Date**
Committee / Meeting Date	**Signature**	**Date**
October 25, 1988	J L Glendenning	10/19/88
Board Date	**Signature**	**Date**

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
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St. Paul, MN 55102
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Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere

SUBJECT: Metropolitan County Regional Railroad Authorities - Staff Coordination

DATE: October 17, 1988

Several meetings have occurred in recent weeks with staff members of other regional railroad authorities, particularly Hennepin County. Activities of other rail authorities include:

Hennepin

- Sponsored a recent vendor's conference for prospective LRT system developers. A request for qualifications for turnkey or superturnkey implementation of a 29 mile LRT system is due November 14. Hennepin County is applying for a $100 million federal grant for capital expenses that is conditioned on using a turnkey or superturnkey approach, rather than a traditional design/build approach to LRT.

- Is continuing work on an Environmental Impact Statement and preliminary engineering for 29 miles of LRT. The work is expected to be completed in December, 1989.

Anoka

- Is continuing with a Comprehensive LRT Plan. All alignments extending into Ramsey County have been recommended for elimination from further consideration by the citizens committee. Central Avenue and University Avenue remain under consideration. The plan may be completed late this year.

- Will budget $500,000 for rail authority activities in 1989 (1/2 mill levy).

Scott

- Is completing a transportation study for the County which will include an LRT Chapter.
- Will levy 1/4 mill in 1989 to bank for future rail abandonments.

Washington, Carver, Dakota

- Funded from County, not Rail Authority funds in 1989.

KD/gb

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

Public Works
Originating Department

K. DeSpiegelaere /s/ 10/19/88
Authorized Signature **Date**

Board Action Requested

REPORT ON MINNESOTA PUBLIC TRANSIT ASSOCIATION FALL CONFERENCE OCTOBER 12-14, 1988 "Building Alliance"

Information Only

Request Justification

See attached memorandum from James E. Tolaas October 17, 1988

See attached memorandum from Jill Goski October 14, 1988

Budgeting and Accounting
County Attorney Michele L. Timmons 10/21/88
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date October 25, 1988 Board Date	Signature J L Glendenning Signature	Date 10/19/88 Date

MEMORANDUM

TO: Kathryn DeSpiegelaere

FROM: James E. Tolaas

SUBJECT: Minnesota Public Transit Association Fall Conference
October 12-14, 1988 "Building Alliances"

DATE: October 17, 1988

The underlying theme throughout the Minnesota Public Transit Association Conference was "Building Alliances".

The first speaker was Commissioner Jeff Spartz, chair of the HCRRA. Commissioner Spartz highlighted the importance of the metro area to the economic health of the State, calling Minneapolis/St. Paul the "economic engine" of Minnesota, generating 75% of the State tax revenue. Current transportation problems can no longer be addressed with more interstate development -- after I-394, new interstates will not be considered in the metro area. Commissioner Spartz provided a brief overview of current goals, objectives and costs for LRT development in Hennepin County. Most of this information, such as the $497,000,000 price tag, the potential role of MVET and UMTA funding, the super turn key approach, or the interest in privatization of LRT implementation, was a repeat of previous HCRRA documentation. What caught my attention was the ambitious schedule set forth -- initiation of construction by early 1990 and completion within 38 months. That puts the system in operation in late 1992 or early 1993. Although Commissioner Spartz admitted the process more realistically would take 6 years, he gave the strong impression that they were proceeding on that time line. When pressed for a realistic estimate of LRT becoming a reality as outlined, Commissioner Spartz gave it a 60% chance.

The first afternoon panel, "Building Alliances Through Cooperation," included Bob Johnson (Good Roads), Vic Rosenthal (Minnesota Board of Aging), Michael Ehrlichmann (United Handicapped Federation) and James Scheibel (MN League of Cities, Council Member for St. Paul). Emphasis was on new alliances and the importance of concentrating on the future, not the past. The importance of public transit to the elderly, the handicapped and lower income families was stressed. Many examples of overlapping interests concerning common transit issues were given. The need for the united support of very diverse groups was emphasized. The terms coalition, consensus, communication, compromise and awareness seemed to define the essence of the message given. As a relevant example for 1989, it appears to many that everybody is speaking a different language when talking about LRT. Also, to many rural legislators, LRT is considered a boondoggle. Positive development of LRT will rely on cooperative effort.

The second afternoon panel, "Working Together to Interpret Transit Regulatory and Funding Issues," included Steve Novak (State Senate), Greg Failor (MTC) and David Tripp (St. Cloud MTC). Mr. Failor addressed Federal regulations relating to Urban Mass Transportation Administration funding, the new safety emphasis evidenced in drug testing regulations for transit workers and the radical reduction in diesel exhaust particulate standards effective in 1991. Mr. Tripp identified education opportunities to transit development. Steve Novak really dominated this session, identifying a number of considerations which should be made in approaching the legislature this year. Of greatest significance was that:

1) With the proper approach, the money for programs is there. Interest in transit issues has been raised to be on a par with highways. Fiscally the State is in good shape. Outstate counties are even supportive of transit initiatives.
2) Approaches to problems and programs must have united support. Current deficiencies, such as those in Metro Mobility must be addressed promptly and credibly or the money will stop -- no more automatic funding at current levels.
3) Legislators are not convinced that the current pace in LRT planning and implementation is warranted. Constructive proposals will likely be supported, but only if approached on a regional/metropolitan basis. Although not directly referenced, it appeared to be a caution directed at HCRRA's current fast track approach.

A session, "The Impact of Land Use on the Development of Transit," was interesting in that it presented three different perspectives. Ann Perry (Planner for Minnetonka) presented a progressive and innovative approach to control of development and transit issues with long-range goals of increasing population and employment. Tony Scallon (Minneapolis Council) represents a section of the City already fully developed and being significantly impacted by proposed reconstruction of I-35W and transit problems. His approach to development of effective transit services was based on a strong belief that costs and environmental factors will preclude reliance on the auto as the main form of transportation 20 years from now. Accordingly, LRT will be an important part of a "non-gas engine" transportation system in future development, and should be designed for the far reaching future even though ridership levels may take time to develop. This sparked vocal disagreement from Steve Reinstein (Improve 494 Committee) who strongly suggested building any system which assumed it, in itself, will generate ridership and dictate development, was ridiculous. Mr. Reinstein, representing the developers perspective, favored tailoring transportation improvements to established needs and development trends. He also strongly maintained the automobile would remain the heart of our transportation base.

The last panel, "The Highway Transit Solution to Urban Congestion," discussed current and future congestion problems. Carl Ohrn (Metropolitan Council) stressed there were no simple solutions, that a variety of integrated approaches were essential. Incentives/disincentives should be considered such as metering and bypass ramps which delay single occupant vehicles. Higher density development should be encouraged. Fare sensitivity may be secondary to time and convenience. Bill Crawford (Mn/DOT) discussed past and present problems with I-35W and I-94 and, contrary to yielding to political pressures of the past, the State would be seeking proper design. Unfortunately, the cost of each reconstruct may reach one billion dollars. However, the importance of addressing transportation issues to protect real estate values cannot be overlooked -- citing that 23% of Hennepin County's tax base is the IDS core block downtown. The IDS block generates more tax than 7 northern counties. Peter McLaughlin (Minnesota House) stressed the need for a metropolitan perspective and opposed so much emphasis on serving the suburban needs at the expense of city neighborhood concerns and needs. He indicated neighborhoods in his district were still surviving some of the problems of the initial construction of I-35W. Future transit development should be more aware of inner-city problems.

Recommendation:

For your information.

JET/clm

MEMORANDUM

TO: Kathryn DeSpiegelaere

FROM: Jill Goski

SUBJECT: Minnesota Public Transit Fall Conference

DATE: October 14, 1988

The Minnesota Public Transit Fall Conference, held October 12-14, 1988, focused on the theme of Building Alliances. Jeff Spartz, Chair of the Hennepin County Regional Railroad Authority, presented opening remarks emphasizing the need to look to alternative methods of transportation in the future. He provided a brief update on the progress of the Hennepin County LRT project, including proposed routes for the initial phase, costs, potential methods of financing, tunneling options and factors influencing the tunneling decision, and planned timetables. The Privatized Super Turnkey Approach which Hennepin County is exploring was of considerable interest. Hennepin County is designing an RFP for a Super Turnkey Approach in which a developer providing subsidies would get rights to development.

The initial panel on "Building Alliances Through Cooperation" included representatives from four different perspectives offering similar messages about the importance of pulling together all sources and resources into a coalition to accomplish transportation goals. Panel members included Bob Johnson, Executive Director, Minnesota Good Roads; Vic Rosenthal, Policy Analyst, Minnesota Board on Aging; Mike Ehrlichmann, President, United Handicapped Federation; and Jim Scheibel, City of St. Paul Councilmember.

Bob Johnson provided some historical perspective and hailed the success of previous coalitions, particularly the Road Transit Coalition. He identified LRT as the issue for 1989 on which there is a need to pull together the perspectives of RTB, Mn/DOT, the Counties, Metropolitan Council and others, and reach a compromise before approaching the legislature. In addition, he identified the need to convince rural legislators and the public about LRT. He indicated Minnesota Good Roads recognizes that transit is necessary, in addition to highways. However, there are varying opinions about LRT.

Vic Rosenthal stressed the importance of public transportation for older citizens in accessing services, being able to make choices and remaining independent. He also emphasized the fairly powerful lobby effort of the senior citizens and their ability to articulate their needs. However, they may not be as able to identify how the system will work and how it will be paid for. For these issues, human services folks must learn how transit folks talk and vice versa. They must recognize each others needs, find common ground, build consensus where possible, create a win/win situation and share the credit. He cited the Quality Transit Coalition as an example of an alliance that works.

Mike Ehrlichmann identified coalition building as the only way to accomplish the desired end and that Minnesota has a tradition of groups working together on issues. He emphasized the importance of public transportation to the disabled as a lifeline to work, play, and be a part of the community and political process. He encouraged Minnesota to be the first Chapter in the country to get behind accessible transportation for the disabled. He stressed the need for professionals, consumers and vendors to be unified in order to accomplish anything.

Jim Scheibel identified the interest of cities in building alliances, particularly through the Minnesota League of Cities - Land Use and Transportation Committee. He indicated his hope that the legislature will look at LRT planning on a regional basis. He emphasized the need to raise an awareness with the public about what public transportation is doing and the need to all work together and view everyone as potential allies.

The session on "Working Together to Interpret Transit Regulatory and Funding Issues" focused on the major shift in responsibility for operating and funding public transportation systems from the federal government to the state government. Senator Steve Novak discussed the activity in the political arena regarding transit in the past and prospects for transit funding in 1989. Transit has been elevated as a priority issue and holding the line on spending in 1987 has resulted in a pretty sound fiscal shape for beginning the 1989 session. However, he stated it will be essential to present a united front to the legislature, and conflicts between agencies cannot be afforded. If everyone works together as a team, the goals can be accomplished. However, there will be a need to sell a lot of people on the idea and have a firm, strong proposal.

Greg Failor, Executive Assistant, MTC, provided an update on regulations, and Dave Tripp, Executive Director, St. Cloud MTC, offered information on safety and training programs.

Other sessions focused on the process of working together as a team and building alliances, with sessions on group problem solving, working creatively together and attitudes and roles of individuals in groups.

Final sessions covered the Importance of Land Use on the Development of Transit and the Highway/Transit Solution to Urban Congestion. Developers' perspectives and local elected and staff perspectives were presented. Ann Perry, Planner, City of Minnetonka, provided information on action taken by the City of Minnetonka regarding transit which has served as a model approach for other communities. Steve Reinstein, Development Director, Homart Development and Improve 494 Steering Committee, discussed the need to know the market and plan based on the market. Tony Scallon, Minneapolis City Councilmember, challenged Minnesota to plan and build for the future, not fo what has existed in the past. In other words, not to keep adding more lanes to the highway system but plan and design a transit system to meet the needs.

JG/clm

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

9

Public Works **Originating Department**	**Board Action Requested** RCRRA Newsletter
K. DeSpiegelaere — 10/19/88 **Authorized Signature** — **Date**	Request for suggestions for mailing list.

Request Justification

See attached memo from K. DeSpiegelaere dated October 4, 1988

Budgeting and Accounting

County Attorney Michele L. Timmons 10/21/88

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
October 25, 1988 Board Date	Signature	10/19/88 Date

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners

FROM: Kathryn DeSpiegelaere

SUBJECT: Light Rail Transit Newsletter

DATE: October 11, 1988

The Community Participation Program for Ramsey County Regional Railroad Authority included a recommendation that a newsletter be distributed at intervals during the course of the Comprehensive LRT Plan work for Ramsey County. The newsletter should have wide distribution and preparation of the mailing list for it has been initiated. Hennepin and Anoka Counties each have mailing lists of about 1500 for newsletters on LRT.

The general categories of names on the list thus far are:

- o Ramsey County Commissioners
- o Governor
- o Ramsey County legislators
- o Chairpersons and key staff of state and regional transportation-related agencies (RTB, Metropolitan Council, MTC, Mn/DOT, State Planning) + our representatives from R.C.
- o Mayors and city managers in County
- o City council and planning commission members in County
- o School district superintendents in County + board members
- o Regional railroad authority chairmen and staff in metro counties
- o District council community organizers and presidents in St. Paul
- o Citizen Advisory Committee and Corridor Task Force members
- o Newspapers
- o County staff members who are affected
- o Chambers of commerce
- o Midway Civic and Commerce Association
- o Capital Area Board
- o University of Minnesota
- o State Fair
- o Citizens League

Encourage cities to produce in their newsletters

Business associations
Payne/Arcade
East 7th Business Association
LWV
Rice Street
Grand Avenue
North End

Recommendation: Please let me know if there are others you'd like to receive a copy of the newsletters.

KD/clm

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

10

Public Works
Originating Department

K. DeSpiegelaere — 10/19/88
Authorized Signature — **Date**

Board Action Requested

RCRRA FILES

Information Only

Request Justification

See attached memo from K. Despiegelaere dated October 3, 1988

Budgeting and Accounting
County Attorney Michele L. Timmons 10/21/88
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	**Signature**	**Date**
Committee / Meeting Date October 25, 1988	**Signature** J L Glendenning	**Date** 10/19/88
Board Date	**Signature**	**Date**

RAMSEY COUNTY
Regional Railroad Authority

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman
District 3
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Norgard
District 7
Donald E. Salverda
District 2
Warren W. Schaber
District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere KD

SUBJECT: Files

DATE: October 3, 1988

At a previous Regional Railroad Authority meeting, Michele Timmons and I were directed to consider a filing system for the Regional Railroad Authority to ensure that information is retained and is accessible.

An indexing system is being established in 286 Courthouse of Regional Railroad Authority information. In addition, minutes and resolutions from Regional Railroad Authority meetings are assembled in books so that they can be retained and accessed.

Recommendation:

For your information.

KD/clm

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

11

Budgeting & Accounting Originating Department	Board Action Requested Quarterly Report of Payments for RCRRA July - September 1988
J. Van Houdt 10/19/88 Authorized Signature Date	*Action Required

Request Justification

See attached memo from J. Van Houdt dated October 10, 1988

Budgeting and Accounting

County Attorney N/A Michele L. Timmons 10/21/88

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date October 25, 1988 Board Date	Signature J L Glendenning Signature	Date 10/19/88 Date

RAMSEY COUNTY

Office of
BUDGETING AND ACCOUNTING

Room 36, Court House
St. Paul, Minnesota 55102
298-4196

TERRY SCHUTTEN
Executive Director

JAMES H. VAN HOUDT
Director - Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

MEMORANDUM

DATE: October 10, 1988

TO: Terry Schutten, Executive Director

FROM: JVH James Van Houdt, Director - Budgeting & Accounting

SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: July - September 1988

Ramsey County Regional Railroad Authority Resolution of October 5, 1987, authorized the Budget and Accounting Director to approve payment of bills for the Regional Railroad Authority with a limit for any single invoice not to exceed $2,000 and report these disbursements to the Regional Railroad Authority and the condition of the Regional Railroad Authority's budget on a quarterly basis.

I am attaching a report of payments made from the Regional Railroad Authority budget for the period July through September 1988 and a copy of the budget as of September 30, 1988.

JVH:EG:ja/gcl
Attachments

10-Oct-88 REPORT OF PAYMENTS FROM RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY.

PERIOD OF REPORT: July - September 1988

DATE OF PAYMENT	PAYMENT TO	AMOUNT	WARRANT NUMBER	PURPOSE OF PAYMENT
15-Jul-88	Ramsey County	7.76	432257	Long Distance Calls-Washington DC
15-Jul-88	Ramsey County	215.82	432257	Duplicating - June 1988
15-Jul-88	Hugh Faville	25.00	432928	Advisory Task Force Meetings - 5 @ $5
19-Jul-88	Robert Clarkson	25.00	433733	Advisory Task Force Meetings - 5 @ $5
19-Jul-88	Steve Grochala	10.00	433734	Advisory Task Force Meetings - 2 @ $5
19-Jul-88	Robert Kren	25.00	433735	Advisory Task Force Meetings - 5 @ $5
19-Jul-88	Marc Manderscheid	25.00	433736	Advisory Task Force Meetings - 5 @ $5
19-Jul-88	Robert Rossman	25.00	433737	Advisory Task Force Meetings - 5 @ $5
19-Jul-88	Robert Van Hoef	20.00	433738	Advisory Task Force Meetings - 4 @ $5
19-Jul-88	Charles Wold	25.00	433739	Advisory Task Force Meetings - 5 @ $5
19-Jul-88	Robert Rossman	45.00	433740	Advisory Task Force Meetings - 9 @ $5
22-Jul-88	Frank Sandberg	15.00	434369	Advisory Task Force Meetings - 3 @ $5
26-Jul-88	Helen Sever	10.00	434865	Advisory Task Force Meetings - 2 @ $5
29-Jul-88	Nancy Tracy	20.00	435393	Advisory Task Force Meetings - 4 @ $5
12-Aug-88	Paul Gilliland	25.00	437872	Advisory Task Force Meetings - 5 @ $5
22-Jul-88	Ramsey County	12,500.00	433816	Partial repayment of loan
22-Jul-88	Ramsey County	1,781.52	433816	Interest on loan from Ramsey County
05-Aug-88	Ramsey County	951.75	436123	Budgeting & Accounting Services 4/1/88 to 6/30/88
05-Aug-88	Ramsey County	142.09	436123	Postage for 2nd Quarter 1988

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Prepared by Budgeting & Accounting-EG

10-Oct-88 REPORT OF PAYMENTS FROM RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY.

PERIOD OF REPORT: July - September 1988

DATE OF PAYMENT	PAYMENT TO	AMOUNT	WARRANT NUMBER	PURPOSE OF PAYMENT
19-Aug-88	Ramsey County	1,997.48	438619	Transportation Planner Services 4/1/88 through 4/14/88
19-Aug-88	Ramsey County	1,975.65	438619	Transportation Planner Services 4/15/88 through 5/3/88
19-Aug-88	Ramsey County	1,843.17	438619	Transportation Planner Services 5/4/88 through 5/13/88
19-Aug-88	Ramsey County	1,782.83	438619	Transportation Planner Services 5/16/88 through 5/26/88
19-Aug-88	Ramsey County	1,930.38	438619	Transportation Planner Services 5/27/88 through 6/9/88
19-Aug-88	Ramsey County	669.14	438619	Transportation Planner Services 6/13/88 through 6/16/88
19-Aug-88	Ramsey County	1,582.20	438619	Transportation Planner Services 6/17/88 through 6/30/88
19-Aug-88	Ramsey County	749.00	438619	Attorney Services 4/2/88 through 6/24/88
19-Aug-88	Ramsey County	785.75	438619	Duplicating Services for July
19-Aug-88	Victory Parking Ramp	170.00	438752	August & September Parking K. DeSpiegelaere
26-Aug-88	Midway Hospital	5.45	440181	Coffee Cart for Meeting 6/21/88
23-Aug-88	Hal Norgard	1,800.00	440562	Travel Advance LRT System visits
02-Sep-88	Kathryn DeSpiegelaere	10.00	441282	Refund of Parking Deposit
16-Sep-88	Ramsey County	405.15	442965	Duplicating Services for August
30-Sep-88	Victory Parking	85.00	445303	October Parking-K. DeSpiegelaere
30-Sep-88	Edwards & Kelsey, Inc	3,000.00	446024	Consulting Services Preparation of Grant application
30-Sep-88	Lillie Suburban Newspapers	78.27	446025	Publishing Notice of Intent to Levy Taxes. 8/10/88 - 9/14/88
Total Payments-Third Quarter-1988:		$34,763.41		

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Prepared by Budgeting & Accounting-EG

PCT OF YEAR ELAPSED = 74.86

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								
PROFESSIONAL SERVICES								
020100 -- CONSULTING SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	43,580.00	
020102 -- ENGINEERING SERVICE	4,280.00	3,000.00	0.00	1,280.00	1,280.00	4,580.00	300.00	70.09
020103 -- COUNTY ATTORNEY SERVICES	30,000.00	29,416.31	0.00	583.69	583.69	30,000.00	0.00	98.05
020174 -- EXECUTIVE DIRECTOR - SERVICES	3,000.00	1,888.77	0.00	1,111.23	1,111.23	3,000.00	0.00	62.96
020176 -- BUDGETING AND ACCOUNTING SERVICES	3,000.00	0.00	0.00	3,000.00	3,000.00	3,000.00	0.00	
020179 -- POSTAGE	2,545.00	1,427.63	0.00	1,117.37	1,117.37	3,000.00	455.00	56.10
020202 -- TELEPHONE LONG DISTANCE CHARGES	300.00	350.23	0.00	50.23CR	50.23CR	300.00	0.00	116.74
020207 -- PUBLISHING MINUTES & NOTICES	30.00	7.76	0.00	22.24	22.24	30.00	0.00	25.87
020401 -- PRINTING & STATIONERY	1,500.00	78.27	0.00	1,421.73	1,421.73	0.00	0.00	5.22
020501 -- PARKING SPACE	2,500.00	3,377.96	0.00	877.96CR	877.96CR	0.00	0.00	135.12
020909 -- INTEREST	425.00	265.00	0.00	160.00	160.00	425.00	0.00	62.35
021192 -- COMMITTEE COMPENSATION	2,420.00	1,781.52	0.00	638.48	638.48	0.00	0.00	73.62
021226 -- OTHER TRAVEL	4,000.00	950.00	0.00	3,050.00	3,050.00	4,000.00	0.00	23.75
021407 -- VOLUNTEER/COMMITTEE MEETING EXPENSE	10,000.00	7,460.91	0.00	2,539.09	2,539.09	10,000.00	0.00	74.61
021408 --	1,000.00	221.65	0.00	778.35	778.35	1,000.00	0.00	22.17
TOTL 02 CONTINGENT APPROPRIATIONS	65,000.00	50,226.01	0.00	14,773.99	14,773.99	59,335.00	44,335.00	77.27
061001 DUE TO COUNTY REVENUE	35,000.00	0.00	0.00	35,000.00	35,000.00	0.00	15,000.00	
070201	25,000.00	12,500.00	0.00	12,500.00	12,500.00	0.00	0.00	50.00
CURR ORG-TOT	125,000.00	62,726.01	0.00	62,273.99	62,273.99	59,335.00	59,335.00	50.18
87 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								
000000	18,325.00	15,556.04	0.00	2,768.96	2,768.96	8,000.00	0.00	84.89
ORG-TOT	143,325.00	78,282.05	0.00	65,042.95	65,042.95	67,335.00	59,335.00	54.62
ACT-TOT	143,325.00	78,282.05	0.00	65,042.95	65,042.95	67,335.00	59,335.00	54.62
FCT-TOT	143,325.00	78,282.05	0.00	65,042.95	65,042.95	67,335.00	59,335.00	54.62
UND CURR TOT	125,000.00	62,726.01	0.00	62,273.99	62,273.99	59,335.00	59,335.00	50.18

RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
020100	AA	JE0694	3,000.00		0.00	041288	0.00	TO RFC FUND 591 APPROP 59101020174	
020100	AA	JE0694	3,000.00		0.00	041288	0.00	TO RFC FUND 591 APPROP 59101020179	
020100	AA	JE0694	4,580.00		0.00	041288	0.00	TO RFC FUND 591 APPROP 59101020102	
020100	AA	JE0694	30,000.00		0.00	041288	0.00	TO RFC FUND 591 APPROP 59101020103	
020100	AA	JE0694	3,000.00		0.00	041288	0.00	TO RFC FUND 591 APPROP 59101020176	
OBJECT TOTAL			0.00		0.00		0.00		
020102	AA	JE0694	4,580.00		0.00	041288	0.00	FROM RFC FUND 591 APPROP 59101020100	
020102	AA	JE0898	300.00		0.00	051388	0.00	TO RFC FUND 591 APPROP 59101020202	
020102	CA	PA583	0.00	00446024	3,000.00	093088 ✓	3,000.00	EDWARDS & KELSEY INC 22-1623519	01
020102	CA	PA583	3,000.00		0.00	A	0.00	EDWARDS & KELSEY INC	02
OBJECT TOTAL			3,000.00		3,000.00		3,000.00		
020103	AA	JE0694	30,000.00		0.00	041288	0.00	FROM RFC FUND 591 APPROP 59101020100	
020103	IC	69624	56.00	00417352	56.00	042288	56.00	IC TRANSFER PMT 400 47110 350304	01
020103	IC	70608	1,424.96	00419464	1,424.96	050888	1,424.96	IC TRANSFER PMT 400 47102 300434 B04490	01
020103	IC	70608A	281.00	00419464	281.00	050888	281.00	IC TRANSFER PMT 400 47101 300166 B04490	01
020103	IC	70608B	115.00	00419464	115.00	050888	115.00	IC TRANSFER PMT 400 47102 370104 B04490	01
020103	IC	70609	303.80	00419464	303.80	050888	303.80	IC TRANSFER PMT 400 47101 300166 B04489	01
020103	IC	70609A	1,536.90	00419464	1,536.90	050888	1,536.90	IC TRANSFER PMT 400 47102 300434 B04489	01
020103	IC	71441	323.71	00420730	323.71	051388	323.71	IC TRANSFER PMT 400 47101 300166 B04491	01
020103	IC	71441A	1,637.57	00420730	1,637.57	051388	1,637.57	IC TRANSFER PMT 400 47102 300434 B04491	01
020103	IC	72499	326.23	00422140	326.23	052088	326.23	IC TRANSFER PMT 400 47101 300166 B04492	01
020103	IC	72499A	1,650.37	00422140	1,650.37	052088	1,650.37	IC TRANSFER PMT 400 47102 300434 B04492	01
020103	IC	73495	1,543.67	00424568	1,543.67	060388	1,543.67	IC TRANSFER PMT 400 47102 300434 B04497	01
020103	IC	73495A	305.14	00424568	305.14	060388	305.14	IC TRANSFER PMT 400 47101 300166 B04497	01
020103	IC	73496	1,593.71	00424568	1,593.71	060388	1,593.71	IC TRANSFER PMT 400 47102 300434 B04495	01
020103	IC	73496A	315.04	00424568	315.04	060388	315.04	IC TRANSFER PMT 400 47101 300166 B04495	01
020103	IC	73497	1,499.96	00424568	1,499.96	060388	1,499.96	IC TRANSFER PMT 400 47102 300434 B04496	01
020103	IC	73497A	296.50	00424568	296.50	060388	296.50	IC TRANSFER PMT 400 47101 300166 B04496	01
020103	IC	73498	581.61	00424568	581.61	060388	581.61	IC TRANSFER PMT 400 47102 300434 B04498	01
020103	IC	73498A	114.97	00424568	114.97	060388	114.97	IC TRANSFER PMT 400 47101 300166 B04498	01
020103	IC	73499	1,490.44	00424568	1,490.44	060388	1,490.44	IC TRANSFER PMT 400 47102 300434 B04494	01
020103	IC	73499A	294.62	00424568	294.62	060388	294.62	IC TRANSFER PMT 400 47101 300166 B04494	01
020103	IC	73500	1,623.36	00424568	1,623.36	060388	1,623.36	IC TRANSFER PMT 400 47102 300434 B04493	01
020103	IC	73500A	320.90	00424568	320.90	060388	320.90	IC TRANSFER PMT 400 47101 300166 B04493	01
020103	IC	81911	1,140.77	00438619	1,140.77	081988 ✓	1,140.77	IC TRANSFER PMT 400 47101 300166 B04582	01
020103	IC	81911A	856.71	00438619	856.71	081988 ✓	856.71	IC TRANSFER PMT 400 47102 300434 B04582	01
020103	IC	81912	847.35	00438619	847.35	081988	847.35	IC TRANSFER PMT 400 47101 300166 B04584	01
020103	IC	81912A	1,128.30	00438619	1,128.30	081988	1,128.30	IC TRANSFER PMT 400 47102 300434 B04584	01
020103	IC	81913	1,052.64	00438619	1,052.64	081988	1,052.64	IC TRANSFER PMT 400 47102 300434 B04596	01
020103	IC	81913A	790.53	00438619	790.53	081988	790.53	IC TRANSFER PMT 400 47101 300166 B04596	01

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RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
020103	IC	81914	1,018.18	00438619	1,018.18	081988	1,018.18	IC TRANSFER PMT 400 47102 300434 B04597	01
020103	IC	81914A	764.65	00438619	764.65	081988	764.65	IC TRANSFER PMT 400 47101 300166 B04597	01
020103	IC	81915	1,102.45	00438619	1,102.45	081988	1,102.45	IC TRANSFER PMT 400 47102 300434 B04598	01
020103	IC	81915A	827.93	00438619	827.93	081988	827.93	IC TRANSFER PMT 400 47101 300166 B04598	01
020103	IC	81916	382.15	00438619	382.15	081988	382.15	IC TRANSFER PMT 400 47101 300166 B04583	01
020103	IC	81916A	286.99	00438619	286.99	081988	286.99	IC TRANSFER PMT 400 47102 300434 B04583	01
020103	IC	81917	261.14	00438619	261.14	081988	261.14	IC TRANSFER PMT 400 47101 300166 B04595	01
020103	IC	81917A	1,321.06	00438619	1,321.06	081988	1,321.06	IC TRANSFER PMT 400 47102 300434 B04595	01
OBJECT TOTAL			29,416.31		29,416.31		29,416.31		
020174	AA	JE0694	3,000.00		0.00	041288	0.00	FROM RFC FUND 591 APPROP 59101020100	
020174	IC	74202	1,139.77	00425580	1,139.77	061088	1,139.77	IC TRANSFER PMT 400 40601 300908 M06329	01
020174	IC	81918	749.00	00438619	749.00	081988	749.00	IC TRANSFER PMT 400 40601 300908 M00002	01
OBJECT TOTAL			1,888.77		1,888.77		1,888.77		
020176	AA	JE0694	3,000.00		0.00	041288	0.00	FROM RFC FUND 591 APPROP 59101020100	
OBJECT TOTAL			0.00		0.00		0.00		
020179	AA	JE0694	3,000.00		0.00	041288	0.00	FROM RFC FUND 591 APPROP 59101020100	
020179	AA	JE1295	30.00		0.00	071288	0.00	TO RFC FUND 591 APPROP 59101020207	
020179	AA	JE1590	425.00		0.00	081588	0.00	TO RFC FUND 591 APPROP 59101020909	
020179	IC	68538	475.88	00415856	475.88	041588	475.88	IC TRANSFER PMT 400 40303 300908 A02435	01
020179	IC	80064	951.75	00436123	951.75	080588	951.75	IC TRANSFER PMT 400 40303 300908 A00020	01
OBJECT TOTAL			1,427.63		1,427.63		1,427.63		
020202	AA	JE0898	300.00		0.00	051388	0.00	FROM RFC FUND 591 APPROP 59101020102	
020202	CA	71082	116.00	00421250	116.00	051388	116.00	POSTMASTER C/O BUDGET &	01
020202	IC	71442	92.14	00422140	92.14	052088	92.14	IC TRANSFER PMT 521 52104 350323 M06191	01
020202	IC	80065	142.09	00436123	142.09	080588	142.09	IC TRANSFER PMT 521 52104 350323 M06222	01
OBJECT TOTAL			350.23		350.23		350.23		
020207	AA	JE1295	30.00		0.00	071288	0.00	FROM RFC FUND 591 APPROP 59101020179	
020207	IC	78027	7.76	00432257	7.76	071588	7.76	IC TRANSFER PMT 400 40301 370104 A02464	01
OBJECT TOTAL			7.76		7.76		7.76		
020401	PV	121707	78.27	00446025	78.27	093088	78.27	LILLIE SUBURBAN NEWSPAPERS INC 41-0833194	01
OBJECT TOTAL			78.27		78.27		78.27		
020501	CA	75286	8.20	00427696	8.20	061788	8.20	NATIONAL CAMERA EXCHANGE	01
020501	IC	61751	50.71	00403910	50.71	021288	50.71	IC TRANSFER PMT 400 41202 300404 H09680	01

RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME		CK NO
020501	IC	66131	269.60	00410540	269.60	031888	269.60	IC TRANSFER PMT 400 41202	300404 H09807	01
020501	IC	68539	1,277.35	00415856	1,277.35	041588	1,277.35	IC TRANSFER PMT 400 41202	300404 H09865	01
020501	IC	70625	39.46	00419464	39.46	050688	39.46	IC TRANSFER PMT 400 41202	300404 H09920	01
020501	IC	78028	215.82	00432257	215.82	071588	215.82	IC TRANSFER PMT 400 41202	300404 H10106	01
020501	IC	81919	785.75	00438619	785.75	081988 ✓	785.75	IC TRANSFER PMT 400 41202	300404 H00034	01
020501	IC	84385	405.15	00442965	405.15	091688 ✓	405.15	IC TRANSFER PMT 400 41202	300404 H00106	01
020501	PV	111356	325.92	00417343	325.92	042288	325.92	THOELE PRINTING 41-1233099		01
	OBJECT TOTAL		3,377.96		3,377.96		3,377.96			
020909	AA	JE1590	425.00		0.00	081588	0.00	FROM RFC FUND 591 APPROP 59101020179		
020909	CA	81734	170.00	00438752	170.00	081988 ✓	170.00	VICTORY PARKING INC 80519 41-143		01
020909	CA	83261	10.00	00441282	10.00	090288 ✓	10.00	DESPIEGELAERE	KATHRYN M	01
020909	CA	85987	85.00	00445303	85.00	093088 ✓	85.00	VICTORY PARKING INC 41-1436789		01
	OBJECT TOTAL		265.00		265.00		265.00			
021192	IC	78936	1,781.52	00433816	1,781.52	072208 ✓	1,781.52	IC TRANSFER PMT 400 40001	360104	01
	OBJECT TOTAL		1,781.52		1,781.52		1,781.52			
021226	AA	JE0961	4,000.00		0.00	052488	0.00	FROM RFC FUND 591 APPROP 59101061001		
021226	CA	72949	25.00	00423810	25.00	052788	25.00	ARMSTEAD 476-24-1903	CLARK	01
021226	CA	72950	50.00	00423811	50.00	052788	50.00	GILLILAND 477-80-1320	PAUL	01
021226	CA	72951	30.00	00423812	30.00	052788	30.00	HOLDEMAN 509-46-8838	KEN	01
021226	CA	72952	25.00	00423813	25.00	052788	25.00	KREN 332-36-2777	ROBERT J	01
021226	CA	72953	50.00	00423813	50.00	052788	50.00	KREN 332-36-2777	ROBERT J	01
021226	CA	72954	40.00	00423814	40.00	052788	40.00	MANDERSCHEID 504-68-2187	MARC J	01
021226	CA	72955	10.00	00423814	10.00	052788	10.00	MANDERSCHEID 504-68-2187	MARC J	01
021226	CA	72956	20.00	00423815	20.00	052788	20.00	ROCKNE 472-56-8333	LAURIE	01
021226	CA	72957	40.00	00423816	40.00	052788	40.00	SANDBERG JR 469-46-8508	FRANK E	01
021226	CA	72958	20.00	00423817	20.00	052788	20.00	SCHWICHTENBERG 474-60-9310	MAGGIE	01
021226	CA	72959	40.00	00423818	40.00	052788	40.00	SEVER 472-24-3786	HELEN	01

DETAIL DISBURSEMENTS BY ORG. UNIT
ACCTING [redacted] 880930

RAMSEY COUNTY
ACCOUNTING DEPT
9 30 88

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RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME		CK NO
021226	CA	72960	10.00	00423819	10.00	052788	10.00	SHEEHAN	JOHN M	01
								472-36-7146		
021226	CA	72961	10.00	00423820	10.00	052788	10.00	THEISEN	IGNATIUS J	01
								476-38-0288		
021226	CA	72962	55.00	00423821	55.00	052788	55.00	VAN HOEF	ROBERT	01
								376-18-3599		
021226	CA	72963	35.00	00423822	35.00	052788	35.00	WOLD	CHARLES	01
								471-26-3297		
021226	CA	73155	20.00	00423823	20.00	052788	20.00	BROWN	TRIESTA	01
								380-62-0972		
021226	CA	73665	45.00	00424740	45.00	060388	45.00	CLARKSON	ROBERT E	01
								224-56-2903		
021226	CA	73666	55.00	00424741	55.00	060388	55.00	FAVILLE	HUGH	01
								397-12-9497		
021226	CA	73667	25.00	00424742	25.00	060388	25.00	TRACY	NANCY ANN	01
								492-46-4176		
021226	CA	73668	45.00	00424742	45.00	060388	45.00	TRACY	NANCY ANN	01
								492-46-4176		
021226	CA	75287	5.00	00427697	5.00	061788	5.00	RECKINGER	KIM	01
								349-38-9058		
021226	CA	78174	25.00	00432928	25.00	071588	25.00	FAVILLE	HUGH	01
021226	CA	78358	25.00	00433733	25.00	071988	25.00	CLARKSON	ROBERT	01
								224-56-2903		
021226	CA	78359	10.00	00433734	10.00	071988	10.00	GROCHALA	STEVE	01
								478-68-7233		
021226	CA	78360	25.00	00433735	25.00	071988	25.00	KREN	ROBERT	01
								332-36-2777		
021226	CA	78361	25.00	00433736	25.00	071988	25.00	MANDERSCHEID	MARC	01
								504-68-2187		
021226	CA	78362	25.00	00433737	25.00	071988	25.00	ROSSMAN	ROBERT	01
								469-48-8719		
021226	CA	78363	20.00	00433738	20.00	071988	20.00	VAN HOEF	ROBERT	01
								376-18-3599		
021226	CA	78364	25.00	00433739	25.00	071988	25.00	WOLD	CHARLES	01
								471-26-3297		
021226	CA	78478	45.00	00433740	45.00	071988	45.00	ROSSMAN	ROBERT S	01
								469-48-8719		
021226	CA	78778	15.00	00434369	15.00	072288	15.00	SANDBERG	FRANK	01
								469-46-8508		
021226	CA	79106	10.00	00434865	10.00	072688	10.00	SEVER	HELEN	01
								472-24-3786		
021226	CA	79631	20.00	00435393	20.00	072988	20.00	TRACY	NANCY	01
								492-46-4176		
021226	CA	80737	25.00	00437872	25.00	081288	25.00	GILLILAND	PAUL	01
								477-80-1820		
OBJECT TOTAL			950.00		950.00		950.00			

RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME		CK NO
021407	AA	JE0274	10,000.00		0.00	021788	0.00	FROM RFC FUND 591 APPROP 59101061001		
021407	CA	64141	1,091.91	00407935	1,091.91	030488	1,091.91	FINLEY	JOHN T	01
021407	CA	64165	195.00	00407936	195.00	030488	195.00	AMER UNDERGROUND SPACE ASSN		01
021407	CA	69685	630.00	00418130	630.00	042288	630.00	TRANSPORTATION RESEARCH BOARD	T356	01
021407	CA	70249	900.00	00418745	900.00	042988	900.00	DESPIEGELAERE	KATHRYN	01
021407	CA	70250	255.00	00418746	255.00	042988	255.00	FAIRMONT HOTEL-SAN JOSE		01
021407	CA	70251	900.00	00418419	900.00	042986	900.00	O'MALLEY	PATRICK	01
021407	CA	70429	565.00	00419394	565.00	050388	565.00	BOWER	JAMES	01
021407	CA	73466	1,124.00	00424414	1,124.00	060188	1,124.00	ASK MR FOSTER TRAVEL SERVICE 41-1367181		01
021407	CA	82876	1,800.00	00440562	1,800.00	082388✓	1,800.00	HAL NORGARD T367		01
	OBJECT TOTAL		7,460.91		7,460.91		7,460.91			
021408	AA	JE0572	1,000.00		0.00	032588	0.00	FROM RFC FUND 591 APPROP 59101061001		
021408	CA	67030	16.86	00412503	16.86	032988	16.86	MIDWAY HOSPITAL		01
021408	CA	69033	169.60	00416342	169.60	041588	169.60	QUALITY CATERING 99-9999999		01
021408	CA	70430	25.29	00419395	25.29	050388	25.29	MIDWAY HOSPITAL		01
021408	CA	77192	4.45	00431138	4.45	070888	4.45	MIDWAY HOSPITAL		01
021408	CA	82651	5.45	00440181	5.45	082688✓	5.45	MIDWAY HOSPITAL		01
	OBJECT TOTAL		221.65		221.65		221.65			
	MAJ OBJ TOTAL		50,226.01		50,226.01		50,226.01			
061001	AA	JE0274	10,000.00		0.00	021788	0.00	TO RFC FUND 591 APPROP 59101021407		
061001	AA	JE0572	1,000.00		0.00	032588	0.00	TO RFC FUND 591 APPROP 59101021408		
061001	AA	JE0961	4,000.00		0.00	052488	0.00	TO RFC FUND 591 APPROP 59101021226		
	OBJECT TOTAL		0.00		0.00		0.00			
	MAJ OBJ TOTAL		0.00		0.00		0.00			
070201	IC	78936A	12,500.00	00433816	12,500.00	072288✓	12,500.00	IC TRANSFER PMT 400 48677	380103	01
	OBJECT TOTAL		12,500.00		12,500.00		12,500.00			
	MAJ OBJ TOTAL		12,500.00		12,500.00		12,500.00			
	ORG.UNIT TOTAL		62,726.01		62,726.01		62,726.01	REG TRANSACTIONS = 109 TRANSFERS = 22 PAYROLL TRANSACTIONS =		

RFC R87 FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
020103	AA	RESADJ	8,000.00		0.00	011588	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
020103	IC	58551	306.86	00399416	306.86	012288	306.86	IC TRANSFER PMT 400 47101 ACC 300166 B04379 01	
020103	IC	58551A	1,552.35	00399416	1,552.35	012288	1,552.35	IC TRANSFER PMT 400 47102 ACC 300434 B04379 01	
020103	IC	58552	265.17	00399416	265.17	012288	265.17	IC TRANSFER PMT 400 47101 ACC 300166 B04378 01	
020103	IC	58552A	1,341.44	00399416	1,341.44	012288	1,341.44	IC TRANSFER PMT 400 47102 ACC 300434 B04378 01	
020103	IC	58553	287.15	00399416	287.15	012288	287.15	IC TRANSFER PMT 400 47101 ACC 300166 B04377 01	
020103	IC	58553A	1,452.64	00399416	1,452.64	012288	1,452.64	IC TRANSFER PMT 400 47102 ACC 300434 B04377 01	
020103	IC	58554	312.46	00399416	312.46	012288	312.46	IC TRANSFER PMT 400 47101 ACC 300166 B04376 01	
020103	IC	58554A	1,580.68	00399416	1,580.68	012288	1,580.68	IC TRANSFER PMT 400 47102 ACC 300434 B04376 01	
020103	IC	58555	310.72	00399416	310.72	012288	310.72	IC TRANSFER PMT 400 47101 ACC 300166 B04375 01	
020103	IC	58555A	1,571.85	00399416	1,571.85	012288	1,571.85	IC TRANSFER PMT 400 47102 ACC 300434 B04375 01	
020103	IC	58556	157.79	00399416	157.79	012288	157.79	IC TRANSFER PMT 400 47101 ACC 300166 B04380 01	
020103	IC	58556A	798.23	00399416	798.23	012288	798.23	IC TRANSFER PMT 400 47102 ACC 300434 B04380 01	
	OBJECT TOTAL		9,937.34		9,937.34		9,937.34		
020174	IC	62496	2,921.61	00405497	2,921.61	021988	2,921.61	IC TRANSFER PMT 400 40601 ACC 300908 M04520 01	
	OBJECT TOTAL		2,921.61		2,921.61		2,921.61		
020176	IC	60762	1,770.74	00402734	1,770.74	020588	1,770.74	IC TRANSFER PMT 400 40301 ACC 300908 A02390 01	
020176	IC	60763	915.90	00402734	915.90	020588	915.90	IC TRANSFER PMT 400 40301 ACC 300908 A02409 01	
	OBJECT TOTAL		2,686.64		2,686.64		2,686.64		
020501	IC	59200	10.45	00399416	10.45	012288	10.45	IC TRANSFER PMT 400 41202 ACC 300404 H09628 01	
	OBJECT TOTAL		10.45		10.45		10.45		
	MAJ OBJ TOTAL		15,556.04		15,556.04		15,556.04		
	ORG.UNIT TOTAL		15,556.04		15,556.04		15,556.04	REG TRANSACTIONS = 16 TRANSFERS = 1 PAYROLL TRANSACTIONS =	
	ACTIV. TOTAL		78,282.05		78,282.05		78,282.05		
	FUNCT. TOTAL		78,282.05		78,282.05		78,282.05		
	FUND-TOTAL		78,282.05		78,282.05		78,282.05	REG TRANSACTIONS = 125 TRANSFERS = 27 PAYROLL TRANSACTIONS =	

TOT CURR DISBURSEMTS	12,425.95
TOTAL DISBURSEMENTS	12,425.95
TOTAL TRANSFERS (IC)	65,856.10
TOTAL CREDITS	.00
ADJUSTED TOTAL	78,282.05