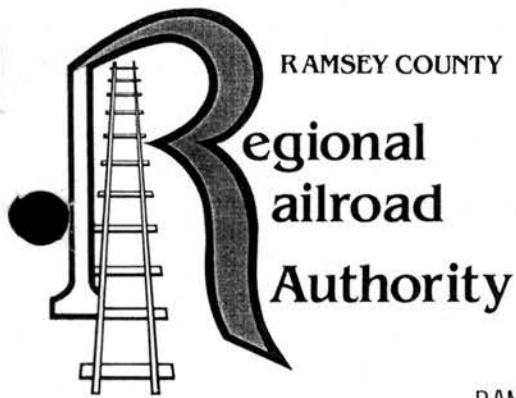




Ramsey County Regional Railroad Authority.
Records.

Copyright Notice:

This material may be protected by copyright law (U.S. Code, Title 17). Researchers are liable for any infringement. For more information, visit www.mnhs.org/copyright.



Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

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

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

Tuesday, January 16, 1990

*Immediately following 2:00 P.M. County Board
Meeting, or approximately 3:00 P.M. - Room 316
Large Conference Room.

1. * Minutes of the Ramsey County Regional Railroad Authority Meeting of December 19, 1989.
2. Chairman's Comments
3. * Appoint Officers for 1990 for Ramsey County Regional Railroad Authority and Joint LRT Advisory Committee.
4. Update on Midway Corridor LRT Progress.
5. Update on Regional Development and Financial Plan.
6. * Exempt County Department billings from the \$2,000 signoff limit, and raise the limit on other billings to \$5,000.

*Action is required.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

December 19, 1989

The regular meeting of the Ramsey County Regional Railroad Authority Board was held on Tuesday, December 19, 1989 at 3:05 P.M. in the Large Conference Room of 316 Court House.

MEMBERS PRESENT:

Chairman John Finley
Commissioner Diane Ahrens
Commissioner Ruby Hunt
Commissioner Duane McCarty
Commissioner Donald Salverda
Commissioner Warren Schaber
Commissioner Hal Norgard (entered during Item 1)

ALSO PRESENT:

David MacMillan represented the County Attorney's Office
Terry Schutten, James Van Houdt, Robert Clarkson, Hugh Faville, Ed Glaubitz, Karen Tero, Kenneth Weltzin, Paul Kirkwold, Greg Murray, Terry Lindeke, Toni Baker, Jill Goski, Paul Gilliland, Frances Glendenning, Kathryn DeSpiegelaere

1. Minutes - of the Ramsey County Regional Railroad Authority Meeting of November 21, 1989.

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

The Ramsey County Regional Railroad Authority approves the minutes of the November 21, 1989 Board Meeting as written.

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

2. Chairman's Comments

Chairman Finley would like to report where we are at, the Policy Committee of the RTB has met on the Regional Plan, and some modifications were made at the Policy Committee. It appears to be getting more and more like Ramsey County's plan. The first thing is that the Policy Committee has adopted a recommendation that was made by the Chairman Ehrlichmann which says that there will be new groupings, the first group will be the Central Corridor, which will be the core of the plan, the Midway Corridor in the two downtowns. This has received unanimous approval at the Policy Committee, and several of those who are not members of the Policy Committee, so it appears that is the majority of the RTB. The second set of groupings involves a B and a C category. The B category includes our South Corridor which has gotten approval, and the C Category has the Northeast and the Northwest, both are in the ten year plan.

Chairman Finley continued, this is called a staging plan as opposed to a yearly plan. They have had an amendment passed that all of the B and C category corridors can proceed with the alignment studies, preliminary engineering, and EIS so that if we move ahead on any of the corridors, we are permitted to do so, as far as federal funds or other funds, we would become eligible for it depending upon the speed in which the particular counties proceed.

The method of funding has changed from the recommendations of the Advisory Committee also, the general sales tax is No. 1 source of revenue, and fiscal disparities was moved to No. 2. Chairman Finley said he may not be surprised if it drops further after the testimony at the public hearing yesterday as there was quite a bit of opposition to the use of fiscal disparities.

Commissioner Hunt presented the County's position on all of them from the County standpoint so Chairman Finley thinks the plan is taking good shape as far as Ramsey County is concerned as we are in the forefront, we are the decision makers on the core area. It appears that has the support of the Metropolitan Council staff as they can take credit as they have always said this was to be the primary corridor. We should have a good reception from the RTB.

Chairman Finley asked that Ms. DeSpiegelaere distribute to the Board a listing of the actions that have taken place in the Policy Committee. The RTB is actually going to be voting on it on January 2nd, and then it goes to the Metropolitan Council. He feels that we can say that our plan is in good shape as far as the Regional Plan is concerned, we are right up there in the priority on all of our alignments. The one thing that did fail was the elimination of St. Paul East, as a motion was made to eliminate that from the 20 year plan, and it failed, this was good. This was one of the things he had discussed with Ms. DeSpiegelaere today, as we had eliminated this from our plan, but maybe we should put it back in. Also, based upon what has happened, since we took the South-Southwest Corridor out, and the actions of Dakota County that have taken place since then, that we should reconsider our action taking the South-Southwest Corridor out. This would be essentially 35 corridor running over to Dakota County, as Dakota County has suggested they would like to bring a portion over (this area was pointed out on the map) to connect to the airport alignment coming out, and if we end up with the only way downtown St. Paul from the airport, the only way is to go all the way to 10 and then end. Maybe we would want to reconsider and bring back our South-Southwest Corridor which goes essentially down Shepherd Road to 35, so that we are more connected to it than we would otherwise be.

Commissioner Schaber asked where it would be in relation to the American Mall, and Chairman Finley pointed this out on the map.

Commissioner Hunt commented that we did not put that in our plan, but that would not be possible to include in the RTB plan any more. Chairman Finley said it could possibly get into the twenty year plan, but maybe not. If we have it in our plan, one of the things that will be approved by the RTB

is that it should be reviewed - that the overall plan should be reviewed every few years. If it is in our plan, it could at least be subject to a review sometime down the line, not trying to squeeze it into the Regional Plan, but he does think the East Corridor should be put back in our plan for sure.

Commissioner Schaber agrees, we want the lines to move into downtown St. Paul, and these two lines by putting them in are moving into downtown, this is the critical issue. He has spoken very strongly in favor of the East line because if any development is going to happen, it is that way. The one in Dakota County where the growth is we can have that coming into downtown St. Paul with a more direct route, which would be to our advantage.

Chairman Finley feels we should at least put it back in our plans, we had taken it out because it was not going anywhere, now because of Dakota County's advancement, they have used their influence and their position to bring that line all the way across 110, trying to hook up with the Hiawatha Corridor across that bridge. We have on our agenda today the final approval of our Comprehensive Plan which of course has been printed, but we may have to make the changes. Ms. DeSpiegelaere said these changes could be made in the Comprehensive Plan.

Commissioner Hunt said that she feels that Commissioner Ahrens and her work with the Advisory Committee is finished. However, Chairman Finley said that there is the Coordinated Plan which will be started in January, to be approved by the first of July. This is called the Coordination Plan.

Chairman Finley stated that Commissioner Hunt and Commissioner Ahrens have done a fantastic job and their voice was very much heard at the Advisory Committee. It became quite evident that our Board was well prepared for the meetings. This is a tribute to Kathy DeSpiegelaere, too, as she makes sure that all our Board members are kept up to date, especially in the financial area that had it not been for Ramsey County's input, there would not have been as much discussion, as there were some long rational discussions.

3. Comprehensive Plan - Adopt Comprehensive LRT Plan for Ramsey County.

Chairman Finley said we have the Comprehensive Plan before us, and this does not include the changes we have discussed.

Ms. DeSpiegelaere said the East and the Southwest are in the post-twenty year plan, and if you would like them in the twenty year plan, they would become a solid line, several pages in the plan would have to be modified.

Commissioner Schaber agreed that it would be a good idea to do that, things have been changing week by week, Dakota County is now getting involved, and he would make a motion to put them within the twenty year plan.

Ms. DeSpiegelaere said that would be correct, she would like to point out that Dakota County met today, and adopted a budget that would allow them to go ahead in cooperation with Ramsey County with a study on the South corridor. She would be remiss, however, if she did not point out that the South-Southwest Corridor has some ridership overlapping with the South Corridor. One of the reasons that the South-Southwest Corridor was excluded in the Work Session to make the South Corridor appear more favorable. However, if it were included in the twenty-year plan without being included at this time in the Regional Plan, this would probably would not affect the South Corridor's ridership potential.

Chairman Finley does not think that we should try at this point to get to into the Regional Plan, it is a little too late, but from our standpoint, if we have it in our plan, so the motion would be the South-Southwest and East be on the twenty year plan rather than post-twenty year plan. He asked about the plan to the airport, but Ms. DeSpiegelaere said this is a different corridor which has not been analyzed to the level of detail of the other two.

Chairman Finley commented that it may cost us about \$15,000 to update the Plan which has already been printed, but this would be money well spent.

Commissioner Hunt asked if this is going to take away from the strength of the South Corridor, the fact that there is that overlapping. Chairman Finley thinks that it would from the regional perspective as it presently stands, and that is why we would have to modify the Regional Plan at this point because we will just go with the study that has all been done on the South Corridor, because the South Corridor would in the first five years, and the South-Southwest would be in the twenty year plan. It should not affect it. Ms. DeSpiegelaere said it would not affect it if we do not push to have it in the Regional Plan.

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

WHEREAS, Ramsey County Regional Railroad Authority has adopted a Draft Comprehensive LRT Plan for Ramsey County; and

WHEREAS, A Public Review Period on the Plan extended from July 30 to October 12 and comments received on the Plan have been carefully considered by Ramsey County Regional Railroad Authority; and

WHEREAS, A Final Comprehensive LRT Plan has been prepared based on the comments received; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority hereby adopts the Final Comprehensive LRT Plan for Ramsey County; including the recommendation that six corridors be included in the 20-year Phase I system: Midway, Northwest, Northeast, East, South and South-Southwest and three corridors in the post-20 year system: Southeast, Southwest and East-West Crosstown.

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

4. Progress on Regional LRT Development and Financial Plan.

Chairman Finley said this is what we have talked about as to where we are at. He asked that Ms. DeSpiegelaere pass out a memorandum that was done by the consultants regarding fiscal disparities which members of this Board have talked about today when we had the discussion on Tax Increment Financing.

Chairman Finley continued, this will give you an idea as to where we are at in regard to fiscal disparities, you will see that the biggest loser on fiscal disparities under this proposed plan would be the City of St. Paul, the loser of growth. If you look at the exhibits in Ramsey County, St. Paul ends up with a minus \$8 million - this is growth. The proposal was only to take the growth, not the existing amounts. There is quite a bit of concern that we not use that as a source for the light rail construction.

One of the things that the Board will see on the list that did not pass was the attempt to have other than the A Corridor, which is Midway Corridor, all other corridors would require 20% county funding which was a proposal which was made but did not pass at the Policy Committee Meeting of the RTB.

The Board was asked if they had any questions on the progress of the plan, as this will be voted on at the January 2nd meeting.

5. Authorize submission of grant application to Mn/DOT for \$250,000 for Northeast and South Corridor alignment studies.

Chairman Finley explained that this was part of our authority that the RTB is recommending where we could use some of the grant funds that are not going to be expended in 1990 for the second phase of the Preliminary Engineering for the Midway Corridor, we could use it for the South and Northeast Corridors, provided that if we want it, we would provide the 50% match, and put the funds into the 1990 budget for our share. Ms. DeSpiegelaere confirmed that this is correct.

There would be two separate studies according to Chairman Finley, the Northeast Corridor hopefully would get us to the point of making an early decision on the alignment, which is one of the things that we promised the folks out there and the City of St. Paul that we would try to make that decision as soon as possible.

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

WHEREAS, Ramsey County Regional Railroad Authority has completed a Comprehensive Light Rail Transit Plan for Ramsey County that identifies the Northeast and South Corridors as part of a Phase I system for light rail transit; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the submission of a grant application for alignment studies in the Northeast and South Corridors at an estimated total cost of \$500,000 and affirms its commitment to fund 50%, estimated to be \$250,000, if the grant funds are received.

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

6. Consider alternatives as requested by Ramsey County for Larpenteur Avenue and Soo Line/Willard Munger Trail.

Kathy DeSpiegelaere gave an update on the status of this bridge over Larpenteur, Ramsey County Public Works Department has planned to replace a bridge on Larpenteur Avenue at DeSoto Street, between 35E and Edgerton for approximately the past nine years. At this point the contract is to be let for design of the bridge, and it was determined that the rail line under the bridge would be abandoned, so these plans were held until it was determined exactly what would occur at that location. In the early 1980's the Department of Natural Resources acquired the abandoned line under the Larpenteur Avenue bridge. At that time they indicated that it would be necessary to maintain a grade separation there, rather than to fill in the place where the tracks had been, that an opening be maintained so that the users of any trail would not have to cross Larpenteur Avenue.

Approximately one year ago, the RRA began its Comprehensive LRT Plan, one of the areas where light rail transit is considered feasible, as the Board just approved in the plan, is the Northeast Corridor. There are alternative alignments that could be considered in this corridor, the Burlington Northern is one of those. During the work with the Northeast Corridor Task Force the subject of the Willard Munger/Soo Line Trail came up, and it was requested that we examine that alignment also for the suitability for LRT. Our grant application you just approved for Mn/DOT, and we will be beginning a study of alternative alignments in that corridor fairly soon.

At the same time the Public Works Department is asking for approval by Ramsey County through the Public Works Committee to proceed with a plan for the replacement of the bridge. The proposed bridge does not accommodate light rail transit, it is somewhat smaller opening than would be required to accommodate LRT. However, it would accommodate the trail. At this time the matter has been referred to the RRA for discussion. She had four slides showing the bridge location which she showed to the Board.

Ms. DeSpiegelaere explained the area which she was talking about, Larpenteur Bridge approaching the bridge, the area under the bridge, and approaching the bridge from Larpenteur from another direction. Larpenteur Avenue is four lanes, and the bridge, however, is only two lanes wide, so there is a narrowing that occurs. Ms. DeSpiegelaere deferred the question from Commissioner Ahrens as to why we are considering a bridge to Kenneth Weltzin (even though she has worked on the bridge).

Kenneth Weltzin said they are replacing the bridge because it is a two lane bridge and a four lane road, which restricts traffic. Also the intersection of DeSoto Street and the bridge is a very poor site, and they have had accidents where the people have hit the bridge. So, because of the incidents, the bridge is deficient because of width and should be replaced, and Federal funding has been approved for this.

Chairman Finley said the question is should we allow for LRT at this point, or should we not, or should be request that the decision be delayed until an alignment is determined.

Ms. DeSpiegelaere said there are four alternatives specified in the memo in the documentation, the first would be to eliminate from further consideration LRT on the Soo Line/Willard Munger Trail Alignment. You could decide at this point because that is owned by the Department of Natural Resources that that alignment should no longer be considered for LRT, this is one option. The second option is if you choose to consider LRT in the plan, you could replace the bridge as it is proposed by the Public Works Department, even though you would know that it does not accommodate LRT. The third alternative would be to ask the Public Works Department to modify the structure plans so that it would accommodate either LRT or LRT and trail. The fourth alternative called Option 3 in the memo is to ask that a delay occur until the RRA has decided if LRT should occur on this alignment in the Northeast Corridor.

Ms. DeSpiegelaere continued, under the option to modify the proposed structure plan there is number of alternatives that Public Works has proposed, too.

Greg Murray, representative from the DNR, addressed the Committee. From the DNR perspective being a State Agency, mandated by State Law to develop a trail, now, it is out of the question because they are directed to develop that trail as they have planned. The plan is already approved, and the design and engineering work for the trail has already been funded. From their department viewpoint theoretically it is out of the question, as they are proceeding to develop the trail, and that does not include provisions for joint light rail corridor. As the letter from Paul Swenson states if they were directed otherwise by a change in state law to accommodate light rail, then that would be the course they would take, it would require that for them to consider any changes at this time.

Commissioner Norgard commented that it might be difficult in dealing with the DNR, we might have difficulty crossing their line at Gladstone. However, this is an ideal way to get into downtown St. Paul. We may need some legislation to make these people drop that line for us.

Commissioner Hunt feels that Ramsey County and other agencies will probably be seeking legislation all along the line as we go because of the kinds of actions that have proceeded LRT and the planning for LRT. One of the reasons this is before us is that it was before us as the Public Works Committee realized that this bridge proposal could have an effect one way or another on LRT. There is a concern in the community that we are not really keeping our options open. She has had extensive discussions with people regarding this. There is a distinct impression out there that we are not really considering the options, and she was pleased to see Item 8 on today's agenda which lists the fact that citizen participation would be involved in evaluating these various alternatives, one of which is the Willard Munger Trail. The question is do we want to follow DNR's position at this point, or do we want to keep it open as an option, she feels that we should be keeping it open as an option.

Commissioner Schaber said the Munger Trail, with the modifications suggested, you could have light rail as well as a trail similar alignment suggested up through Stroh's and out on the other side of Lake Phalen, for joint use.

Ms. DeSpiegelaere said this has not been decided, that is one possibility, light rail by itself would be another, as would the trail by itself.

Commissioner Norgard discussed the bridge over/under 35 right now, the Soo Line tracks, you could get over 35 very easily, this is a big factor. Mr. Weltzin said that is a good bridge, but it is a one track bridge, and only one track in the corridor, so the bridge would have to be widened to accommodate the track in two directions for LRT.

Commissioner Schaber commented that the problem is that Mr. Weltzin has worked long and hard to get Federal funding for this, this bridge does have a hump on it now, and to take that out and widen it to four lanes does make good sense, similarly if we wait, as he had asked Ms. DeSpiegelaere, it might be another fifteen months before we would determine whether we would look at it. This might mean that Mr. Weltzin would lose his dollars.

Mr. Weltzin does not know if fifteen months from now we will still have the money. Right now Mn/DOT has told us to present the plans, and they are ready to go.

Mr. Weltzin referred the Board to the chart which has been included in the documentation, there is something that they could do to accommodate it for future use of LRT, if you want to put LRT in the center line of this track, you do not know on which side the bike trail would be. They could build now Structure No. 1 at a price of \$370,000, No. 2 could be built later at a price of \$410,000, or a total of \$780,000. This is considerably less than \$1 million for the total complete structure at this time. This would mean

that instead of having a wide open structure, we would have two structures side by side, which would give us protection between the trail and the LRT, which is what he thinks the Board wants. Then, when they put the second structure in, they would then be able to drive sheet piling down the center line of the road, and dig out half of the road, put in half of the structure, move the traffic over to that half, and complete the structure and fill without an expensive bypass, so they would have two lanes construction at a later date. There is that possibility, it would give them the flexibility of putting the trail where we want it. If we chose to build No. 2 with the idea of building No. 1 later, No. 2 would accommodate LRT in the future.

Mr. Weltzin said their proposal, their recommendation is to build No. 3, where we build a portion of it, and they would have the ability to add the trail in the future. Alternates 1, 2 and 3 could be built and leave the existing bridge in place until complete. Once it is complete, then they could fill over them, at the same time moving the existing bridge, and they would have a very short delay in construction, rather than having some kind of a detour. This way they would be making some preparations for LRT, and they are not shutting the door on it, it would give the chance for the study to be completed, as he is sure you would want some type of a barrier between the LRT and the trail, some separation, this would still be less in cost than the total big structure.

If they were to build the big structure now, they would have to remove the bridge, put an extensive detour for an extensive period of time while they built the structure. This allows us to build the structure while the bridge is in place. Once this is in place, we would have a lot of possibilities in the future. They could either build two or three at this time.

Commissioner Hunt commented that this is something new that we didn't talk about at Public Works, did not understand building one first and then the other one.

Mr. Weltzin said what they are recommending is Alternate No. 3, but it is Option No. 2. Commissioner Salverda feels that we should hold off for one year, and we will know far better what the future will be.

Commissioner Schaber would like to know how many of the dollars are going to be picked up by someone else with Alternate No. 3. Mr. Weltzin said they are talking about \$460,000, they would try to get it all covered. If this were set as an LRT route, he believes it would be covered. Since it is not a set LRT route, we know that we have the \$370,000 covered, but they are not sure exactly where the rest would come from. We may be able to use CSAH funds for this.

Commissioner Norgard would like to know when you reconstruct Larpenteur Avenue are we going to have curb, gutter and sidewalks. Mr. Weltzin said that they will have curb and gutter, and the sidewalks were proposed but that is the decision of the municipalities.

Ms. DeSpiegelaere explained that when she prepared this documentation, there were some critical questions which she asked, and one is would Federal Funding be lost if there were a delay, and the response from Public Works was "probably not". Mr. Weltzin said he does not know now, as they have been told now to advance the status of this project, two years from now will funds be available; whether or not it would be eligible, he does not believe that that changes. The eligibility will not change two years from now, but will the funding be available.

Ms. DeSpiegelaere had another question that was critical was safety, is there a danger to having the bridge remain as it is so that a one year delay would be something that would be unacceptable. Mr. Weltzin said they believe they have a safe condition out there.

Another critical question from Ms. DeSpiegelaere was reimbursement of the additional cost involved, and if an alignment were selected, she understands that we would be eligible for reimbursement of that additional cost. So, because of those factors, her recommendation for the RRA would be to delay the bridge.

Chairman Finley would like to know if Ms. DeSpiegelaere was aware of the verbal presentation which Mr. Weltzin made today, does this affect her recommendation. Ms. DeSpiegelaere said he has put some questions in her mind about Federal funding and the safety of the bridge. She was not aware of some of the facts, but this does not affect her recommendation.

Mr. Weltzin said this is funded under the Federal Bridge Replacement Program. If we look at delays, we might have another problem, or might have a problem, as we have a consultant who is under contract who has designed this bridge, and the total design fee on the whole thing is about \$84,000. When we let contracts for this project, we would then be eligible for the consultant fees. Without letting the contract, we may have to go elsewhere to pay for the consultant's fees. By delaying, we could also be looking at an overlay project for a portion of the roadway.

Commissioner Schaber would like to make a motion, if you look at Alternative 3, you have the \$370,000 in the bank right now, all we are talking about is basically the difference, and Mr. Weltzin has indicated that it is possible that the difference also may be covered. It would seem to him to delay this project would be a mistake to not at least make some accommodations for the possibility for future development, as he does not want to see them lose the dollars.

Commissioner McCarty wished to second this motion.

Chairman Finley feels that we should make it clear that we are still going to have the flexibility to provide for LRT there. We have a commitment we made to the people that we would in fact look at other alternatives, alignments in the Northeast Corridor. We should be serious about this and look at this as an alternative. We could proceed with it with the understanding that

as he understands, we would adopt Alternative 3 physically if that was the alignment selected, and there would be no problem building the LRT lines immediately adjacent.

Mr. Weltzin said the LRT would go through the structure, they would then build an addition for the trail. The trail would be built through there.

Commissioner Ahrens feels this is a good suggestion, as one of the motions that passed unanimously at the Advisory Committee was that all future road construction, county road, bridges, municipal road construction that we look at the possibility of LRT option in terms of whatever is done. This is really very appropriate.

Ms. DeSpiegelaere had a question, would the additional costs then be covered by the Public Works Department. Mr. Weltzin replied that he believes that they can be, and if not, they will have to work it out.

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

WHEREAS, The Public Works Committee of the Board of Ramsey County Commissioners has requested Ramsey County Regional Railroad Authority to consider the impact of the proposed replacement of a bridge on Larpenteur Avenue at its intersection with Willard Munger Trail; and

WHEREAS, The Comprehensive LRT Plan for Ramsey County indicates the potential for LRT in the Northeast Corridor; and

WHEREAS, The Soo Line/Willard Munger trail has been considered as a potential alignment for LRT in the Northeast Corridor; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority requests that Ramsey County modify the structure proposed for Larpenteur Avenue to accommodate light rail transit. Alternate 3 proposed by Ramsey County Public Works Department is recommended.

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

7. Review of meeting with Brian Clymer, UMTA Administrator

Commissioner McCarty commented that the meeting he attended in Washington should really have been called the Total Mobility Conference as they did deal with urban as well as suburban issues. After Brian Clymer gave his keynote address, Commissioner McCarty had an opportunity to speak with him briefly. He had asked for a private conference, and was able to meet with him for about twenty minutes.

Ms. DeSpiegelaere had given Commissioner McCarty some questions to ask him, and Commissioner McCarty put this information in writing so that he will not have to go through it word for word.

Commissioner McCarty feels that the most significant issue to him would be Mr. Clymer's position on the changes in the review terms which has been a concern. He gave Mr. Clymer some documentation that he had brought with him, the October 18th memo on funding which were done with regard to the Federal review requirements and how the impact ran, etc. Mr. Clymer felt that perhaps our conclusions were a little pessimistic in that he felt that the review procedures were serviceable in the current form, and that if we were to work with the District 5 Manager that those review procedures would not be difficult. UMTA is very interested in working with local unit to see it went forward in an expeditious manner.

In terms of dollars, it was agreed by just about everyone at the conference that the reauthorization in 1991 that there will not be a shift of funds from the highways to public transit. There will not be a great amount of new dollars coming in the future process. There will be some changes next year with Secretary Skinner developing a coordinated national transportation policy. However, Mr. Clymer did not think there would be significant changes in the UMTA review procedures. The question of whether the Federal process will allow more than one corridor on application for funding, that there is no obstacle there from Mr. Clymer's point of view. The corridors are based upon density of population, and there may be more than one corridor in an application.

Commissioner McCarty asked about the \$24 million grant to Hennepin, and Mr. Clymer was not familiar with the project, and he was referred to the staff people. So, it is clear that Washington is very management oriented, and does not get involved in project by project issues. He is available so that if communication links happen to break down, he is there to help.

Commissioner McCarty felt that in addition to the questions, this was well and good, but the best thing that came out of the conference was that he now knows that there is a Twin Cities, there is a Minnesota, and this should help.

Commissioner Salverda commented about an item in the "Twin City Reader" regarding UMTA.

Commissioner McCarty got the impression that very clearly the funding is going to be spread around, and they would like to have as many successful projects as they can with as little funds from the Federal funds. They will be looking for LRT plans with local commitment to the funding sources. He did not in any way get the feeling that LRT was viewed as less viable by any of the staff.

They are going more and more to toll roads, private interests are building and operating toll roads under the watchful eye of state agencies.

8. Approve Community Participation Program for Northeast Corridor Alignment Study.

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

WHEREAS, The Ramsey County Regional Railroad Authority is committed to a strong public participation program in its activities; and

WHEREAS, An alignment study of the Northeast Corridor is being initiated; Now, Therefore, Be It

RESOLVED, That the Community Participation program for the Northeast Corridor is approved.

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

9. Ratify Partial Payment No. 11 to Strgar-Roscoe-Fausch, Inc, in the amount of \$2,665.60.

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

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of Strgar-Roscoe-Fausch, Inc. for the purposes of developing a Comprehensive Light Rail Transit Plan for Ramsey County; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-88-002 governs the performance of services and terms of payment to Strgar-Roscoe-Fausch, Inc.; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA-88-002, the Ramsey County Regional Railroad Authority authorizes (Resolution R89-16) the Director of Light Rail Transit Planning to process payments to Strgar-Roscoe-Fausch, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R89-16 requires submittal of invoice and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; Now, Therefore, Be It

RESOLVED, Invoice and payment documentation for Partial Payment No. 11 in the amount of \$2,665.60 is in accordance with governing contract provisions and payment in that amount is hereby ratified.

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

10. Approve and authorize final payment to Strgar-Roscoe-Fausch, Inc., in the amount of \$35,319.56 for services and costs accrued during completion of Agreement No. RCRRA-88-0002.

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

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of Strgar-Roscoe-Fausch, Inc. for the purpose of completion of a Comprehensive Light Rail Transit Plan for Ramsey County; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-88-002 governs the performance of services of and terms of payment to Strgar-Roscoe-Fausch, Inc.; and

WHEREAS, Strgar-Roscoe-Fausch, Inc. has satisfactorily completed all contractual obligations identified in the referenced agreement, and provided detailed invoice documentation for all services and costs accrued; and

WHEREAS, Strgar-Roscoe-Fausch, Inc. Partial Payment No. 12 (Final), and attachments thereto, provide the correct documentation of all payments due Strgar-Roscoe-Fausch, Inc. for performance of services in accordance with this Agreement; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority authorizes payment of \$35,319.56 to Strgar-Roscoe-Fausch, Inc. for services rendered in accordance with Agreement Number RCRRA-88-002.

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

11. Approve and authorize payment to BRW, Inc. in the amount of \$16,204.16

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

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of BRW, Inc. for the purpose of conducting Phase I Preliminary Engineering/Environmental Impact Statement studies for the Midway Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-888-003, and the First Amendment thereto, govern the performance of services of and terms of payment to BRW, Inc.; and

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through October 31, 1989; and

WHEREAS, BRW Invoice No. 55952, Partial Payment No. 2, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through October 31, 1989; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority authorizes payment of \$16,204.16 to BRW, Inc. for RCRRA's share of services rendered through October 31, 1989.

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

12. Delegation of Payment Authorization Agreement Number RCRRA-89-003

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

WHEREAS, The Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purpose of conducting Phase I of Preliminary Engineering/Environmental Impact Statement studies for the Midway Corridor; and

WHEREAS, Contract Agreement Number RCRRA 89-003 in the amount of \$1,398,039, and First Amendment thereto, governs the performance of services and terms of payment; and

RESOLVED, That the Director of Light Rail Transit Planning for the Ramsey County Regional Railroad Authority is authorized to approve payments to BRW, Inc. for work completed and invoiced in accordance with agreement requirements, and Be It Further

RESOLVED, The invoice and payment documentation shall be submitted to the Rail Authority for ratification at the next scheduled meeting following approval of invoice documentation; and Be It Further

RESOLVED, The final payment for services rendered under Ramsey County Regional Railroad Authority Agreement No. RCRRA-89-003 shall not be issued until approved by resolution of the Rail Authority.

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

Chairman Finley added that it seems to him that the Feds are very skeptical about LRT because so many of the plans throughout the country started when there was gas price situation, and the anticipation was that gas was going to be \$2.00 per gallon, and parking costs were going to be prohibitive. As a result, they projected high ridership, because the costs of operating an automobile would be so horrendous that people would in fact be going to LRT for another mode of transportation. As those plans, when the cost of gas leveled out, and actually started dropping, some of the projects redid their figures which were much more realistic based on the economy, but he does not think that the Feds took into consideration to look at the refiguring that had been done by some of the local communities, which were more realistic.

Commissioner McCarty thinks that the local posture with regard to Federal funding is very important. It appeared to him that the Feds are not particularly enthused with units coming in with a LRT plan saying this is what we are thinking of doing. But, when you come in with a Comprehensive Plan and a revenue commitment such as Ramsey County, then it makes an entirely different picture.

Ms. DeSpiegelaere gave the Board an update on Federal funding for the Midway Corridor, in the Regional Development and Financial Plan which is being proposed is that for the Midway or Central Corridor we not seek Federal funding, that this be the first priority for State and Regional funds because it is the highest priority corridor. Chairman Finley added that it would be funded solely by state and regional funds - this is the recommendation coming out of the RTB Policy Committee - not County funds.

Chairman Finley added that January 2nd the RTB will be voting on this, and there will be some amendments. A RTB Board member gave us a very nice surprise on our funding scenario, as he had come to the meeting specifically, as he did not like the fiscal disparities and was very strongly opposed to it.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

<u>Chairman Finley</u> Originating Department <u>J.T.Finley /s/</u> <u>1/9/90</u> 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

Signature

Date

January 16, 1990

Board Date

J.L. Blendinning
 Signature

1/9/90

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>K. Halpigelaw</u> <u>12/18/89</u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> Appoint officers for 1990 for Ramsey County Regional Railroad Authority and Joint LRT Advisory Committee <u>ACTION IS REQUESTED</u>
--	--

Request Justification

See attached: Proposed resolution.

<u>Budgeting and Accounting</u> <u>Ed Glauz</u> <u>1/9/90</u> <u>County Attorney</u> <u>Don MacArthur</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	<u>Date / Time</u> <u>Received By</u>
--	--

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>January 16, 1990</u>	<u>F. L. Glendenning</u>	<u>12/28/89</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 1990:

John T. Finley, Chairman
Duane W. McCarty, Vice Chairman
Warren W. Schaber, Secretary
Ruby Hunt, Treasurer

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Joint Light Rail Transit Advisory Committee for 1990:

Diane Ahrens
Ruby Hunt

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

<u>RCRRA</u> <u>Originating Department</u> <u>K. DeSpiegelaere</u> <u>1/5/90</u> <u>Authorized Signature</u> <u>Date</u>		<u>Board Action Requested</u> <u>Update on Midway Corridor LRT Progress</u> DISCUSSION ONLY
---	--	---

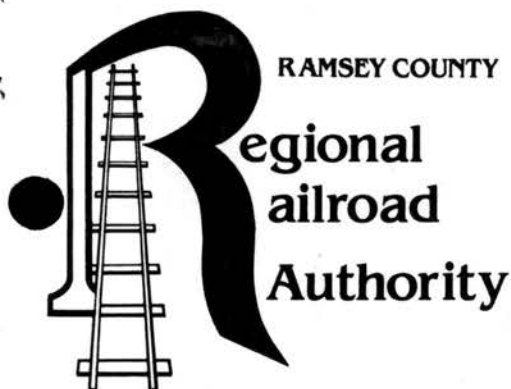
Request Justification
 See attached: Memorandum from K. DeSpiegelaere with attachment

<u>Budgeting and Accounting</u> <u>Ed Blaylock</u> <u>1/9/90</u> <u>County Attorney</u> <u>Daniel Mac Miller</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	<u>Date / Time</u> <u>Received By</u>
---	--

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>January 16, 1990</u>	<u>F. L. Glendonning</u>	<u>1/8/90</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



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: Midway Corridor Update

DATE: January 5, 1990

Ramsey County Regional Railroad Authority is preparing a state environmental impact statement and conducting preliminary engineering for the Midway Corridor. Hennepin County Regional Railroad Authority is a joint participant.

Progress on Technical Work

At your February meeting, you will be asked to review and approve an Environmental Assessment Worksheet for this project and to review a Scoping Decision Document. These reports outline the environmental aspects of the project and specify which alternatives will be analyzed during the course of the project.

Jim Tolaas is the project manager of the study.

Progress on Coordination

o Midway Corridor Task Force

The Task Force has held three meetings and elected a Chair, Bruce Davis and a Vice Chair, Gary Grefenberg. An outline of work that was distributed to the Task Force is attached.

o Technical Staff Participation

A technical staff group meets regularly on this project. Representatives from the City of St. Paul, City of Minneapolis, University of Minnesota, Regional Transit Board, Metropolitan Council, Metropolitan Transit Commission and the

Minnesota Department of Transportation participate.

o Downtown Participation

Meetings have been held with the President of the St. Paul Chamber of Commerce about how the downtown community will be involved, the specific tasks to be done and the time schedule.

o City of St. Paul

It will be important to involve the Mayor and City Council in this project. We have been requested to work through City staff to accomplish that. City staff members participate on the technical staff group and are invited to Midway Corridor Task Force meetings.

Jill Goski is the coordinator of community participation for this project.

Recommendation:

For your information.

Midway Corridor LRT PE and EIS

**MIDWAY CORRIDOR TASK FORCE AND TECHNICAL GROUP
AGENDA ITEMS AND SCHEDULE**

<u>Date</u>	<u>Agenda Item</u>
January 1990	- o Review of Opportunities and Constraints Exercise - o Route Descriptions - o Station Considerations
February 1990	- o Finalize Route Descriptions - o Analysis Description - o Station Location Considerations
February 1990	EAW/Scoping Distribution
March 1990	- o Operating Assumptions - o Design Criteria
March 1990	Scoping Decision
April 1990	- o Corridor Alignment Refinement - o Downtown Alignment Refinement - o Water Resources - o Soil Conditions/Contamination - o Parklands - o Transit Service Plan
May 1990	- o Downtown Alignment Refinement - o Wildlife and Vegetation - o Energy - o Historic and Cultural
June 1990	- o Ridership Forecasts - o Traffic and Parking - o Socioeconomic
July 1990	- o Displacement/Relocation - o Utilities
August 1990	- o Land Use and Zoning - o Visual and Aesthetic
September 1990	- o Air Quality - o Noise - o Vibration
September 1990	DEIS Distribution
October 1990	Public Hearing
November 1990	RCRRA Alignment Decision

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

RCRRA	Board Action Requested
Originating Department	Update on Regional Development and Financial Plan
<i>K. DeSpiegelaere</i>	
Authorized Signature	
<i>1/5/90</i>	
Date	
	DISCUSSION ONLY

Request Justification

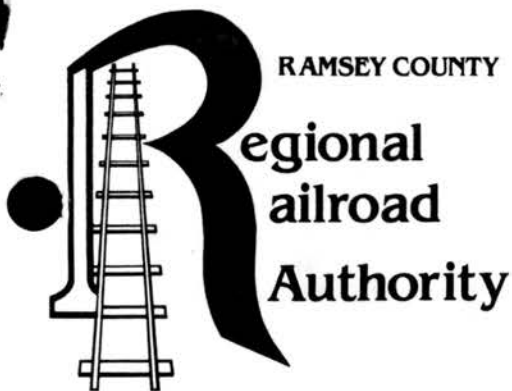
- See attached:
1. Memorandum from K. DeSpiegelaere
 2. Attachments from Plan

Budgeting and Accounting	<i>Ed Klaybly</i>	<i>1/9/90</i>
County Attorney	<i>David M. Miller</i>	
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
January 16, 1990	<i>F. L. Glendinning</i>	<i>1/8/90</i>
Board Date	Signature	Date



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 *KS*

SUBJECT: Light Rail Transit Regional Development and
Financial Plan

DATE: January 5, 1990

The Light Rail Transit Regional Development and Financial Plan is being prepared by the Regional Transit Board.

Comment and Review

The Regional Transit Board has adopted a draft Plan. The Metropolitan Council reviews and approves the Plan this month. It is then returned to the Regional Transit Board and is to be presented to the State Legislature in February.

Financial Recommendations

The draft Plan recommends federal, state, regional and local sources of funding for LRT. The proposed regional sources are ranked (1) general sales tax; (2) RTB property tax levy; (3) fiscal disparities.

Development Recommendations

The draft Plan groups corridors in A, B, C and D categories for implementation (see attachment). Group A is the Central Corridor, the two downtowns and the yards and shops. Central is the only corridor in Group A. This is consistent with the technical data gathered in the study that reaffirms that the Central Corridor is the most likely candidate for a successful LRT corridor in the metropolitan area. Group A would be funded 100 percent with regional and state funds.

The corridors in Group B would be constructed as they are

ready and as funding is available for them. The South Corridor from downtown St. Paul into Dakota County is in Group B. Group C includes the St. Paul Northeast and St. Paul Northwest Corridors. Right of way acquisition, preliminary engineering and environmental impact statements may be completed for these corridors. Group D includes the remainder of the corridors in the 20-year plan. Right of way preservation and planning studies are recommended as appropriate for those corridors.

Group B and C corridors would require a 10 percent local match for construction. The match would be waived if federal funds are sought and obtained for a corridor.

Additional Work

The Joint Light Rail Transit Advisory Committee work will continue in January with preparation of a coordination plan for light rail transit, due for completion July 1, 1990. The coordination plan will examine issues that include ownership of light rail transit facilities, design standards and operational issues.

Recommendation:

For your information.

The following staging approach is recommended based on these premises (see Figure 12).

Group A (\$340 million):

- Yard/Shop
- Minneapolis tunnel
- St. Paul downtown loop
- Central Corridor (CBD to CBD)

Group A represents the core of the regional LRT system and would receive first priority for regional funds. The core system should be built as expeditiously as possible and be funded 100 percent with regional and state funds. Construction of elements in Group A could proceed immediately. A sunset provision would allow construction to proceed on other corridors if the Central Corridor is significantly delayed.

Group B (\$630 million):

- Hiawatha Corridor to GSA Building
- Minneapolis Northeast to Northtown (Central alignment)
- Minneapolis Northwest to 63rd Avenue
- Minneapolis South to 96th Street
- St. Paul South to T.H. 110

Group B corridors (no priority among corridors) could proceed to construction on a first ready basis if all conditions for approval are met. Some of these corridors would also be good candidates for application for federal funding. Implementation of LRT in the Minneapolis South Corridor should be in conjunction with the reconstruction of I-35W.

Group C (\$360 million):

- Minneapolis Southwest to T.H. 169
- St. Paul Northeast to I-694
- St. Paul Northwest to County Road C
- Extension of Hiawatha to Lindbergh Terminal
- Extension of Minneapolis South to T.H. 13

Group C corridors (no priority among corridors) could complete preliminary engineering and EIS, and could acquire right-of-way.

Group D (remainder of maximum 20-year plan):

This group would include all extensions to corridors in the Maximum Ten-Year Plan and all remaining corridors in the Maximum Twenty-Year Plan. Corridors would be suitable for generalized alignment studies, comprehensive planning and right-of-way preservation.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u><i>James E. Tolson</i></u> <u><i>1/2/90</i></u> Authorized Signature Date	Board Action Requested Exempt County department billings from the \$2,000 signoff limit and raise the limit on other billings to \$5,000. * Action Requested.
---	--

Request Justification

- Attachments: 1) Memorandum from K. DeSpiegelaere
 2) Proposed Resolution

<u>Budgeting and Accounting</u> <u><i>Ed Blawitz</i></u> <u><i>1/9/90</i></u> <u>County Attorney</u> <u><i>David M. Miller</i></u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	Date / Time Received By
---	---

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>January 16, 1990</u>	<u><i>F.L. Henderson</i></u>	<u><i>1/8/90</i></u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



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 Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *[Signature]* for ED

SUBJECT: Sign-off Authority for Billings to the Ramsey County
Regional Railroad Authority

DATE: January 8, 1990

The purpose of the proposed resolution is to simplify routine billings made to the Ramsey County Regional Railroad Authority. The current maximum limit on sign-off authority of Regional Rail staff is \$2,000. Staff support from many departments accrues costs above \$2,000 per month. To expedite payment, departments have gone to variable billing periods, keeping all individual invoices below \$2,000. This results in extra paperwork for their accounting staff and complicates record keeping in the RRA office.

Action Requested

To simplify billing procedures in 1990, we request the authority exempt County department invoices from the \$2,000 sign-off limit and raise the limit on other billings to \$5,000.



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The current maximum limit on signoff authority granted to Regional Rail staff is \$2,000; and

WHEREAS, Costs accrued monthly for routine services provided to the Rail Authority by other County departments and area vendors often exceed \$2,000; and

WHEREAS, To expedite payment, service providers submit invoices more frequently than once per month to keep invoice amounts below \$2,000; and

WHEREAS, Current billing frequencies and amounts result in more cumbersome procedures and increased administrative costs for rail staff and billing parties; and

WHEREAS, The Authority is supportive of changes which improve the efficiency of accounting and administrative procedures and ensure prompt payment for services rendered to the Authority; Now Therefore Be It

RESOLVED, That the authorized limit on signoff authority granted to Regional Railroad Authority staff is increased to \$5,000; And Be It Further

RESOLVED, That billings from County departments providing services to the Authority are exempt from the established dollar limit on signoff authority granted to Regional Railroad Authority staff.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: January 16, 1990

No. R90-02

WHEREAS, The current maximum limit on signoff authority granted to Regional Rail staff is \$2,000; and

WHEREAS, Costs accrued monthly for routine services provided to the Rail Authority by other County departments and area vendors often exceed \$2,000; and

WHEREAS, To expedite payment, service providers submit invoices more frequently than once per month to keep invoice amounts below \$2,000; and

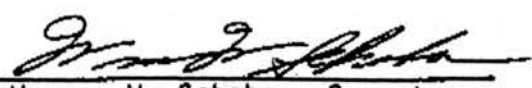
WHEREAS, Current billing frequencies and amounts result in more cumbersome procedures and increased administrative costs for rail staff and billing parties; and

WHEREAS, The Authority is supportive of changes which improve the efficiency of accounting and administrative procedures and ensure prompt payment for services rendered to the Authority; Now Therefore Be It

RESOLVED, That the authorized limit on signoff authority granted to Regional Railroad Authority staff is increased to \$5,000; And Be It Further

RESOLVED, That billings from County departments providing services to the Authority are exempt from the established dollar limit on signoff authority granted to Regional Railroad Authority staff.

John T. Finley, Chairman

By 
Warren W. Schaber, Secretary