



Ramsey County Regional Railroad Authority.
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Ramsey County Regional Railroad Authority

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Kathy Despiegelaere
Ramsey County Regional
Railroad Authority
Documentation

Ruby Hunt, Treasurer
District 5

Hal Norgard
District 7

Brenda C. Thomas
District 2

Dick Wedell
District 1

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, MARCH 9, 1993

10:30 A.M. - LARGE CONFERENCE ROOM - 316

1. * Minutes - of the Regional Railroad Authority Board Meeting of February 9, 1993.
2. Summary of Midway Corridor Light Rail Transit Station-area Issues - Discussion only.
3. Update on Legislation - Discussion only.
4. * a) Approve Amendment 2 to Contract Agreement No. 66617 with the State of Minnesota;
b) Authorize the Chairman of the Railroad Authority to sign the agreement on behalf of the RCRRA.

* Action is requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD

February 9, 1993

The regular meeting of the Ramsey County Regional Railroad Authority was held on Tuesday, February 9, 1993 in the Large Conference Room of 316 Court House. Vice-Chairman Ahrens called the meeting to order at 10:35 A.M.

MEMBERS PRESENT: Vice-Chair Diane Ahrens
Commissioner Ruby Hunt
Commissioner Hal Norgard
Commissioner Warren Schaber
Commissioner Brenda Thomas
Commissioner Dick Wedell

MEMBERS ABSENT: Chairman John Finley

Also Present: James Van Houdt, Ed Glaubitz, Paul Filliland, Karen Swenson, Hugh Faville, Robert Clarkson, Toni Baker, Robert Piram, Jill Goski, Milt Krona, Nancy Homans, Karen Tero, Mary Lou Grahek, Greg Mack, David MacMillan represented the County Attorney's Office, Frances Glendenning, Kathryn DeSpiegelaere, Allen Torstensen

Minutes - Of the Ramsey County Regional Railroad Authority Board Meeting of January 12, 1993.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular Regional Railroad Authority Meeting held on January 12, 1993, as written.

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

2. Northeast Corridor Right-of-Way - Update by St. Paul Parks, Ramsey County Parks and Recreation and St. Paul Policy and Economic Development Departments - for discussion only.

Vice Chair said we have three presentations in connection with this agenda item, one is an update by the St. Paul Parks, one is an update by the Ramsey County Parks and Recreation, and the third is a St. Paul Policy and Economic Development Department's 40 Acre Study, and they want to present that to us as it may pose some conflicts with what we have in mind. There will not be any action on this item, but we can be updated from all three of these jurisdictions. She suggested that each presenter limited their remarks to no more than ten minutes, as we would like a little time for discussion.

Kathryn DeSpiegelaere addressed the Board. Ramsey County Regional Railroad Authority in December 1992 purchased 6.5 miles of right of way of Burlington Northern after several years of negotiation. Ms. Despiegelaere showed a large map which indicates the abandoned line which we have purchased. The extension of it is still in service. We are having conversations with B-N about joint use of that portion as well.

When Ramsey County became aware that a portion of the right of way was to be abandoned, a group was convened including the City of St. Paul, the Department of Natural Resources, Minnesota Department of Transportation, and others to talk about how this corridor could be preserved for public use. It was agreed that Ramsey County would purchase the right of way, and the City of St. Paul and Ramsey County both agreed that the use of this line would be for trail and light rail over the term. St. Paul has completed a study to determine whether this would be a likely alignment for light rail transit in the Northeast Corridor.

Ms. DeSpiegelaere said in the packet is attached a summary of the Northeast Alignment Study - this study recommended two alignments, one is I-35E and the other is the B-N right of way. The Central Corridor is designated as the highest potential in the region for LRT.

Ms. DeSpiegelaere called on Bob Piram, St. Paul Parks Department to initiate the discussion and the presentation about what they are proposing for the right of way.

Mr. Piram did not plan on making a formal presentation, the intent was to bring you up to date as to where they are in the City at this particular time. They have a resolution passed by the City Council which has been transmitted to the Board which basically instructs them to develop their Master Plan for the B-N alignment. They have completed the master plan, it is now in their process, being reviewed, so the Park Commission will be reviewing it this week, then it will go to the City Council for their approval. In addition, the other issues that have been raised by Allen Tortsenson we will cover, they still have direction to proceed with the rail plan, and that is what they intend to do.

Vice-Chair Ahrens asked how the City operates with respect to coordination, and she asked if Mr. Piram could enlighten us if there is some potential conflict between what the City is doing and what PED is doing. Why does that arise? How is it to be dealt with

Mr. Piram responded that as far as he is concerned there is no conflict at this particular time, as what Mr. Torsenson will be presenting is a concept that has been presented to the neighborhood, it is an idea, suggestion, it is not an adopted plan, nor is it a policy direction. There are some things that are excellent, that will fit in and work well with both the trail proposal and the LRT proposal. The points of conflict, if there are any, have not been worked out, and he does not think it is a problem for us.

Commissioner Schaber asked as they develop a plan for the City portion of this particular line, are you sharing that with out staff, both the Parks Staff and the LRT Staff so that they are aware of what is being proposed.

Mr. Piram replies that they have shared, they have worked with staffs and design staffs, and have just finished up. They are grateful for the help.

Ms. DeSpiegelaere informed the Board that she just received a copy of the Master Plan, and has not had an opportunity to review it.

Commissioner Schaber is concerned, as all of a sudden these plans go to the City Council for approval. Mr. Piram said before the City Council would take action, they would like to have Park Commission make recommendations, as well as the Planning Commission review it.

Mr. Piram said there is one area which he failed to mention - they need to work on this to compromise, and they are scheduled to meet this week. He feels they will be able to iron out this. He hopes that this will be completed by the end of this week.

Ms. DeSpiegelaere called on Greg Mack, Director of Parks and Recreation, and Mr. Mack discussed Attachment 2 which is a memorandum summarizing where they are at today.

In 1989 Mr. Mack said there was general agreement of all parties that should move ahead on this joint trail - LRT Trail, this was accepted by the Metropolitan Council and incorporated into their system plan. This was incorporated into a \$29 million dollar package that was presented to the Legislature last year, and there was only \$2.5 million appropriated for funds, and the Council made the decision that no trail projects would be included in that. They would only do projects that were not eligible for trail funding as they had secured a commitment from the Legislative Commission on Minnesota Resources for another \$2 million for train activity. The B-N would have been an eligible project.

In the interim, however, Mr. Mack said the Federal legislation provided for Federal Highway funding, this included some significant changes that provided for trail projects to be eligible. As kind of a pilot project Metropolitan Council and the new Transportation Board solicited applications for projects that were ready to go, and the B-N being in the Capital Improvement Program, they did submit that along with their Public Works Department as one of the 72 projects. We did receive notice then that this project was ranked third, and is eligible for funding. He understands that this year the Metropolitan Council will approve the final funding of those projects this may be in July. Ramsey County will receive \$240,000 for that project. The project as he mentioned is from Frost Avenue to Beam Avenue, the City of St. Paul would be responsible for the trail element south of Larpentour Avenue, and the County would be responsible for that area north.

The balance of the County's need which is a \$300,000 project, the \$60,000 will be funded, as the Metropolitan Space Commission reviewed projects and looked at this as a high priority project. He expects this will be funded by July of this year.

Mr. Mack continued, from the Master Plan perspective, our staff has been involved throughout the process with the City of St. Paul, so we have had input throughout the process on alignments and have gone through a public review process. The Master Plan will go to the City's Park and Recreation Commission this evening to get their comments and feedback on the proposal. Then, our attempt is to move it to the RRA and through our Public Works, Parks and Recreation Committee.

The Master Plan does identify two scenarios, if there is no LRT activity, one if there is. It does not get into design detail, it only talks about what would be suitable for the east or west side of the corridor.

Mr. Mack said that a joint powers agreement was drafted a few years ago, and the city brought this back to us, there is one significant item if the RRA was no longer in business, would there either be a repurchase by the County City.

Mr. Mack said the concept has been through the joint powers agreement and also the master plan that we would construct that right of way, that trail on the existing ballast that that is there, recognizing that if or when the LRT is constructed, the usable life of the trail would have been exhausted.

What is positive about this trail is that it does tie into the Willard Munger Gateway Trail which is an east-west connection extending out about 17 miles for 35E out to High Point Park which is located in Washington County. There is funding available at the state level to make that connection to downtown St. Paul. That would then provide the link for the B-N to actually access the downtown area.

Commissioner Schaber asked if we passed the Joint Powers Agreement. Mr. Mack said staff have seen this, it has been a staff generated document. They needed to have concurrence from the City. They think that the Joint Powers Agreement is critical to our proceeding. Mr. Mack believes that once they can get together, there will be a resolution of the items.

Commissioner Norgard is concerned that now that we have taken control of this, we have to do something about this. Ms. DeSpiegelaere said there are several issues that need to be cleaned up.

Commissioner Wedell made the suggestion that it would be an ideal project to get the young people to clean it up during the summer.

Ms. DeSpiegelaere said they have had discussions with the Public Works and Parks staff about the clean up, it may be difficult to clean up during the winter, and we will be coming back to you with our plan for this project.

Ms. DeSpiegelaere introduced Allen Torstenson who is with the City's Planning and Development Department as a City Planner. He has been the City staff person assigned to this project. He has created enthusiasm in the Community on this project. It is in the conceptual stage right now.

Mr. Torstenson distributed a large copy of the re-development proposal areas, the City would like to turn these areas around.

Mr. Torstenson pointed out the Phalen Center area which has been in a decline for some time, it has a blighting influence on surrounding property. it has gotten to be so bad that homeowners are losing faith in the area, selling their homes at losses. They need to make a long term difference in this area to really turn it around to make it something that is an asset to the East Side. The intent is that the proposals would transform the area from one with blighting influence on the overall neighborhood, and make the core of the East Side something that is a stable, safe, attractive, are.

Issues that they have addressed cover the entire area between the Phalen area and downtown St. Paul. Many of the social, economic trends are shown in his report.

Mr. Tortenson said that Nancy Holmens has been working with another task force, East Consolidated, small area on the west end of the corridor, between the freeway and Maryland. They have addressed a lot of the same issues, she is here if you have questions pertaining to that area. Some early discussions of roadway and trails were discussed.

The redevelopment proposal combines some of the transit ideas for the corridor, transportation infrastructure and access improvements, housing and redevelopment, commercial redevelopment issues, bicycle trails. This puts it all together in an attempt to turn this area around and provide more job opportunities in the area.

Mr. Torstenson pointed out that the City Comprehensive Plan also calls for the study of LRT, and access to the East Side. He discussed other areas that they have proposed for roadways, Arcade area,

Ms. DeSpiegelaere asked about Figure 5 which has some cross sections, at what point would it be advantageous to sit down with Parks, Light Rail and PED staff and talk about what this cross section might look like, and what that would mean for this type of development. She is not sure what kind of standards you are using for the roadway width, there are State Aid standards that certainly are not applicable in funding situations, that is why she is asking how the RRA comment on this, what is our form for doing that before it proceeds too far, we may want to comment as to whether we would see this as something that would fit.

Mr. Torstenson said this proposal has given them opportunities to have discussions with broader groups, so it is intended to be conceptual, and they did not include more detail as to how much right of way they would need on purpose. We should discuss whether this is on target as to what want to do, and if it is, then what the details and what role do we all have in moving ahead with some of this.

Commissioner Hunt stated that there is more emphasis on the fact that transportation and transit should be looked at from a regional standpoint, and this appears to her, this is a neighborhood concept, and her question is where does it fit in with the region's plans to serve the broader community rather than just a neighborhood. Mr. Torstenston referred Commissioner Hunt to Page 4 of his summary.

Commissioner Hunt understands that this would be one route in which you would connect the Maplewood Mall Hub with downtown St. Paul.

Vice-Chair Ahrens said if we have a limited amount of land which we can't expand, and there are certain conditions in order to secure money for roadways, and we can't meet those conditions, and this would make the proposal rather mute. Before it gets a lot of community consideration, in fairness to that community, we need to know what those parameters are, we should not create these expectations. Her concern is looking over this for a twenty yeara people, it will be coming through your neighborhood, at the same time we will be putting a roadway in, so that you can't use your cars more conveniently and not use light rail.

Vice-Chair Ahrens thanked everyone who contributed to this presentation today.

Commissioner Schaber commented that this is something that is being developed for the East Side, it is another alternative. However, we will need to make a decision as to where is best place and location for LRT.

Ms. DeSpiegelaere added that this plan as presented today was originally a twenty year plan.

3. Authorize staff to issue a Request for Proposals (RFP) for consultant services for Phase I Environmental Audit for Northeast Corridor right-of-way.

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

Ms. DeSpiegelaere pointed out that this would be basically for one year.

WHEREAS, Ramsey County Regional Railroad Authority (RCRRA) purchased abandoned railroad right of way from Burlington Northern Railroad in December, 1992; and

WHEREAS, In order to establish a baseline if environmental issues arise, it is necessary to conduct a Phase I environmental audit to set a baseline condition; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the issuance of a request for proposals for selection of a consultant to conduct a Phase I environmental audit of the Northeast Corridor right of way.

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

4. Approve contract with Mary Elizabeth Anderson for legislative services for an amount not to exceed \$12,000; and authorize the Chairman of the RCRRA to execute the contract.

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

WHEREAS, Ramsey County Regional Railroad Authority has matters relating to its activities that require legislative coordination and representation; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the contract with Mary Elizabeth Anderson for legislative services for an amount not to exceed \$12,000 through the end of the 1993 legislative session; and Be It Further

RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to execute the contract with Mary Elizabeth Anderson.

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

R93-07

There being no further matters to come before this Committee, Vice-Chairman declared the meeting adjourned.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

Regional Railroad Authority

Originating Department

K. H. Spiegelauer 2/28/93
Authorized Signature Date

Board Action Requested

Midway Corridor Station Area Issues
 Summary

Discussion only

Request Justification

- See attached:
1. Invitation to citizens to March 9 RCRRRA meeting
 2. Summary by Jill Goski of station area work group meetings
 3. Purpose/guidelines for station area meetings
 4. List of members of station area work groups: Dale, Lexington, Snelling, Merriam Park, Franklin/University
 5. Community participation program for Phase II preliminary engineering

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

March 9, 1993

Board Date

Signature

Date

J. L. Blomquist
Signature

3/2/93

Attachment 1

Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman
District 3

Diane Ahrens, Vice Chairman
District 4

Warren W. Schaber, Secretary
District 6

Ruby Hunt, Treasurer
District 5

Hal Norgard
District 7

Brenda C. Thomas
District 2

Dick Wedell
District 1

February 16, 1993

Dear LRT Station Area Work Group Member,

Thank you for your contributions as a member of Light Rail Transit Station Area Work Groups for the Ramsey County Regional Railroad Authority. You are invited to attend the Ramsey County Regional Railroad Authority meeting on Tuesday, March 9, 1993 at 10:30 AM in Suite 316 of the Ramsey County Courthouse, 15 W. Kellogg Boulevard. At this meeting a summary of the issues identified by the Station Area Work Groups will be presented to Ramsey County Commissioners.

The five station work groups of community and business representatives were convened to provide input on planning LRT station areas in the Central Corridor: Dale Street, Lexington Parkway, Snelling Avenue, Merriam Park and Westgate. Your efforts in reviewing and commenting on the preliminary LRT station design and configuration, the feeder bus plan, pedestrian access, traffic circulation and visual impacts and providing information on how neighborhood and regional goals relate to the proposed LRT plans will be valuable as additional decisions are made on LRT station design.

The current Midway Corridor Preliminary Engineering Study is conducted at a 30% level of detail. Some of the issues identified by the work groups fall within the scope of the current project and others will be addressed when more detailed studies are conducted. A summary of the issues identified by the Station Area Work Groups is included with this letter and will become part of the community participation record.

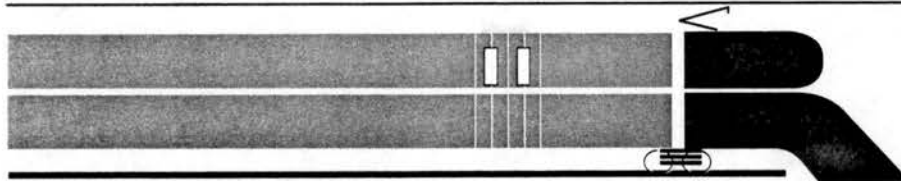
Ramsey County Regional Railroad Authority is participating with Hennepin County Regional Railroad Authority and the Minnesota Department of Transportation in an Alternatives Analysis to identify the locally preferred transit alternative for the Central Corridor. Improving the existing bus system, high occupancy vehicle lanes, busway and LRT are the alternatives under consideration. If LRT is identified as the preferred transit alternative, more detailed studies of LRT station design will be conducted and additional community involvement will occur.

We appreciate your assistance in this project and welcome any additional comments you may have. Thank you again for your significant contributions to our work efforts.

Very truly yours,

John T. Finley, Chairman
Regional Railroad Authority

JTF/blk



Ramsey County Regional Railroad Authority

360 Ramsey County Government Center-West, 50 West Kellogg Boulevard
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MEMORANDUM

TO: Kathryn DeSpiegelaere, Director of LRT Planning
FROM: Jill Goski, Community Participation Coordinator
SUBJECT: Summary of Station Area Work Group Meetings
DATE: December 18, 1992

Ramsey County Regional Railroad Authority convened work groups of community and business representatives to provide input on planning the LRT stations for five station areas in the Central Corridor: Dale Street, Lexington Parkway, Snelling Avenue, Merriam Park, and Westgate. The station area work groups were asked to review and comment on the LRT station area design and configuration, the feeder bus plan, pedestrian access, traffic circulation, and visual impacts and to provide information on how neighborhood and regional goals relate to the proposed LRT plans.

This memo provides a summary of the issues identified by the station work groups.

1. **PARKING IN THE NEIGHBORHOODS** - although the plan encourages feeder bus and pick-up/drop-off connection to the station, all station work groups felt many LRT patrons would drive to the station and park in the neighborhoods since there are no park and ride lots planned. This was a concern because it may limit parking for residents and businesses, and area employees and customers, since parking lots and residential streets may be filled with vehicles of LRT patrons.

Specific concerns and comments relating to parking include:

- * The St. Paul School District expressed concern that there will be a cost to restrict parking at the Rondo Education Center parking lot so it will not be used as a park and ride facility. (Dale Station)
- * Permit parking is an alternative, however, costly to residents and carries some restrictions and limitations.



- * Since the Westgate Station is a unique station midway between the two cities, in an area of redevelopment and directly accessed by freeways, more LRT patrons will drive to the station to park and ride LRT to their destination. (Westgate Station)
- * Consider outlying park and ride lots along the feeder bus lines.

RECOMMENDATION: Provision of park and ride lots in the Central Corridor is a policy decision. Comments and concerns from the station area work groups will be forwarded to policy makers for review. Additional work relating to this issue will be conducted during the preliminary engineering project and/or future studies as directed by policy makers.

2. **TRAFFIC AT THE STATION AND IN THE NEIGHBORHOODS** - all station work groups expected increased traffic and congestion in the immediate area of the station and increased traffic through the adjacent neighborhoods.

Specific concerns and comments relating to traffic include:

- * Expected increase in traffic and congestion on and near the bridges at the I-94 stations may require review of signal timing and sequence.
- * Movement of vehicles, particularly turning movements, near stations will be impacted by increased pedestrian traffic and buses.
- * Bus movements, particularly to turn into and out of transit hub stations on the bridges, may be difficult and require review of signal timing and sequence. (Dale, Snelling)
- * At-grade crossings at Prior and Cleveland will impact traffic. (Merriam Park)
- * At-grade crossing at University will impact traffic. (Westgate)
- * The St. Paul School Board indicated that a general increase in traffic and congestion at the intersection of Dale Street and I-94 may adversely impact operations and recreation at the Rondo Education Center and that more data is needed regarding projected ridership and vehicular traffic increase.

RECOMMENDATIONS: Traffic issues are currently under more detailed review as part of the preliminary engineering project.

3. **PEDESTRIAN ACCESS** - all station area work groups felt that the ease of station access by pedestrians would influence the ridership. The I-94 station area work groups felt there were two components to the pedestrian access for the I-94 stations: accessing the general station location and accessing the platform in the median of the freeway.

Specific concerns and comments relating to pedestrian access include:

- * The proposed redevelopment project at University and Dale would likely focus auto and pedestrian activity along the east side of Dale Street between University Avenue and I-94 while the initial plan for the LRT station at Dale is on the west side of Dale.
- * The long distance for pedestrian crossing at the major streets (Dale/Lexington/Snelling) and the shortness of the signal phase for pedestrian crossing is a concern for pedestrian safety.
- * With access to the platform on only one side of the bridge at the I-94 stations there is concern that pedestrians may cross in the middle of the bridge to get to the side with access to the platform.
- * At the I-94 stations a pedestrian bridge to the location of access to the platform may provide safer pedestrian access.
- * All I-94 station work groups recommended that pedestrian access to the LRT station platform should be provided from both sides of the bridge. Providing access from both sides of the bridge will mitigate many of the concerns about pedestrian access.
- * If it is decided to provide access to the station platform from only one side of the bridge, the Lexington Station work group asked for the work group to be reconvened to revisit whether the access should be located on the east or the west side of the bridge.
- * If it is decided to maintain a transit hub station design with access from one or both sides of the bridge at Dale Street, the majority of the Dale Street work group

preferred the transit hub station location on the east side of the bridge. Some work group members suggested considering an alternate location for the station such as at St. Albans or Western. The St. Paul School District, in particular, would prefer that the station be located one block west of Dale at St. Albans in order to take traffic off an already congested intersection. However, if the location remains at Dale, the School District would prefer the station on the west side of Dale.

- * At the Merriam Park Station better pedestrian access could be achieved by providing ramps at both ends of the platform and stairs along the side of the platform. In addition, a sidewalk connecting the platform directly to Prior Avenue would provide better access.
- * The system should always remain accessible to disabled patrons regardless of weather conditions by clearing sidewalks and ramps quickly during snowstorms and ensuring that elevators will always be functioning in the freeway stations.

RECOMMENDATION: Pedestrian access issues relevant to the 30% level of design will be addressed in the current preliminary engineering project. The station design should be re-evaluated to include consideration of providing station access on both sides of the bridge for the I-94 stations and re-evaluation of east vs. west station location at Dale if transit hub design is maintained and at Lexington if access is provided on only one side of the bridge.

4. **DROP-OFF/PICK-UP SITES** - most station work groups were concerned about whether the drop-off/pick-up areas were large enough and whether vehicles waiting to pick up LRT patrons would impact traffic. There was some reservation expressed about the location of the drop-off/pick-up locations for the I-94 stations and the impact on frontage road traffic, turning movements at the intersections and increase of traffic through the neighborhoods for vehicles dropping off or picking up patrons to get redirected to their destination. There was also discussion of drop-off/pick-up activities on the bridges.

Specific concerns and comments relating to the drop-off/pick-up sites include:

- * The St. Paul School Board expressed concern that the drop-off/pick-up area on the south side of Concordia Avenue, will preclude the temporary stacking of school buses during critical school bus arrival and departure periods. (Dale)

- * Residents with drop-off/pick-up sites in front of their homes will not approve of the plan. (Lexington)
- * Using a portion of the MTC property in the Northeast quadrant for drop-off/pick-up should be considered. (Snelling)
- * At the Merriam Park Station a shelter and bike storage lockers should be considered at the drop-off/pick-up site
- * The proposed drop-off/pick-up site at the Westgate Station may result in the overflow using the parking area for Court International.

RECOMMENDATION: The issues relating to the drop-off/pick-up sites should be addressed in future more detailed studies.

5. **FEEDER BUS PLAN** - all station work groups were supportive of the feeder bus concept and initial plan with expectations of community involvement as refinements are made.

Specific concerns and comments relating to the feeder bus plan include:

- * The St. Paul Public Works Department has previously proposed that no buses be run on the reconstructed Lexington Parkway and the neighborhood has previously voiced opposition to a bus on Lexington. The feeder bus plan introduces a feeder bus connection at the Lexington Station. The Lexington Station Work Group recommended that RCRRRA work closely with the St. Paul Public Works Department regarding the introduction of buses on Lexington Parkway. (Lexington)
- * Should route 105 currently identified as connecting to the Merriam Park Station be shifted to connect at Westgate? (Merriam Park)
- * A north-south feeder bus should be considered along Cretin, Fairview and Hamline Avenues. (Merriam Park)
- * Desnoyer Park should be directly connected by the feeder bus system through a connection at Westgate. (Merriam Park, Westgate)
- * Route 105 should be reviewed for service to North St. Anthony Park. (Westgate)

- * Service from south Minneapolis to St. Paul via a Westgate transfer should be explored. (Westgate)
- * An east-west route through Energy Park should be considered. (Westgate)
- * Van circulation should be considered in some locations. (Westgate)
- * Protection from inclement weather, patron comfort and convenience of access should be considered in design of bus shelters. (Westgate)

RECOMMENDATION: The feeder bus plans will continue to be refined during more detailed studies with input from the community.

6. **RIGHT-OF-WAY IMPACTS** - the Westgate Station has the most direct right-of-way impacts. Property owners impacted by the LRT plans expressed concern about what these plans mean for them as owners of property that may be affected by the construction and how to make decisions regarding what to do with their property since it is not certain if or when LRT will be constructed. They requested information on the property acquisition process in the event this plan is implemented and asked for methods of keeping informed about plans and decisions. Representatives of the Minnesota Department of Transportation attended the final Westgate meeting to explain the property acquisition process and answer questions.

RECOMMENDATIONS: RCRRA has a practice of meeting with affected property owners throughout the planning process to provide information about the plans and will continue to do so. Affected property owners will be included on the newsletter mailing list and informed of hearings and have been encouraged to initiate contact if they have questions or concerns. In addition, affected property owners will be referred to representatives of other agencies as appropriate.

7. **SAFETY/SECURITY** - all station area work groups supported the basic personal security plan but indicated that it is not enough. The I-94 station work groups felt that the current security plan does not provide enough in terms of reliability and response time. The security plan is based on the concept of "see and be seen". On the station platform in the median of I-94 the platform is separated from the street reducing the sense of security which the street activity provides. A patron

experiencing a threat to their security would have to rely on passing freeway motorists to notice and follow through by notifying authorities. There was concern about not being heard due to freeway traffic noise. There was also concern that if the station platform is moved so more of it is under the bridge, the platform is less visible and creates a less secure environment. There were recommendations to provide free phone lines or security boxes directly linked to emergency help, to explore volunteer staffing or paid staffing at the stations, and to discuss with the law enforcement community other ideas relating to security.

RECOMMENDATION: Review of the safety/security plans including consideration of additional security measures and staffing at stations will be addressed in future more detailed studies.

8. ISSUES IDENTIFIED FOR FUTURE STUDY:

- * Station design should be reflective of the character of the specific neighborhood/community and involve the neighborhood/community in the artwork to create ownership for each station. Landscape design will also be important to integrate with the specific neighborhood.
- * There should be a public information program to encourage Minnesotans about the value of using transit, inform residents about LRT, dispel some myths that have led to some unfounded concerns about safety, encourage practices to ensure safety on the LRT system.
- * There should be an integrated approach to signage for the entire system.
- * The neighborhood should be involved in the construction of LRT through the use of local companies to supply materials and build the system and through employment of neighborhood residents in construction.
- * The region should keep abreast of technological advances and remain open to consideration of the feasibility of low floor vehicles for this system.

RECOMMENDATION: These issues will be addressed in future more detailed studies.

MIDWAY LIGHT RAIL TRANSIT STATION AREA MEETINGS

1. The purpose of the station area meetings is:

Review and comment on LRT station area design and configuration appropriate to the level of study currently being undertaken.

Review and comment on feeder bus plan, pedestrian access, traffic and circulation, visual impacts.

Provide information on how neighborhood and regional goals relate to proposed LRT plans.

2. Station area groups will be convened in the fall of 1992 for proposed LRT stations at Dale/94, Lexington/94, Snelling/94, Prior/94, and Curfew/University.

GUIDELINES

MIDWAY LIGHT RAIL TRANSIT STATION AREA MEETINGS

1. Some decisions are outside the scope of this process.

Should we have LRT?

How should it be funded?

Where should it be?

What development changes will occur with LRT?

Discussions on these subjects have occurred or will occur in other forums.

2. This group makes recommendations on station-area issues. Recommendations will be forwarded to Ramsey County Regional Railroad Authority, the Minnesota Department of Transportation, and the City of St. Paul.
3. Membership of this group is not limited. Anyone who wants to participate may do so.
4. The group will try to achieve a consensus on issues, rather than vote on motions. Consensus does not require everyone to agree. Consensus means that most of the group agrees and we proceed as far as we can to reach agreement within the limitations of the schedule. If we can't agree, we acknowledge that and live with that.
5. Membership in this group doesn't compromise your privilege as a private citizen or a representative of a group to express your views directly outside of the group process to whomever you choose -- County Commissioners, City Councilmembers, Legislators, etc.

DALE STREET LRT STATION WORK GROUP

Members List

District 7 - Thomas-Dale Planning Council

District 8 - Summit University Planning Council

Dan Fix
319 Fuller, Apt. #1
Saint Paul, MN 55103
221-0159

Alternates:
Russell Bailey
677 Dayton
Saint Paul, MN 55104
224-4460

Bill Bard
578 Ashland
Saint Paul, MN 55102
292-8334

Thomas Dale Block Club

Wayne Lundeen
Thomas Dale Block Club
690 LaFond Avenue
Saint Paul, MN 55104
228-1369

Frogtown Action Alliance

Shem Shakir, Executive Director
Frogtown Action Alliance
689 North Dale Street
Saint Paul, MN 55103
224-7184

Aurora-St. Anthony Area Block Club

Bill Small, Office Manager
Aurora-St. Anthony Block Club
770 University Avenue
Saint Paul, MN 55104
222-0399

Ramsey Hill Association

Marilyn Vogel
471 Ashland
Saint Paul, MN 55102
224-2053

Dale Street LRT Station Work Group
Members List
Page 2

Victoria Dale Block Association

Lester Myles
Victoria Dale Block Association
817 Carroll
Saint Paul, MN 55104
291-7220

Central Village Homeowners Association

Donald Walker
Central Village Homeowners Association
449 Aurora
Saint Paul, MN 55103
227-7673

Central Village Townhouse Association

Barb Crum
Central Village Townhouse Association
568 Aurora
Saint Paul, MN 55103
290-2312

Western Initiatives for Neighborhood Development

St. Paul Public Schools

Patrick Quinn, Executive Director
Plant Planning and Maintenance
St. Paul Public Schools
360 Colburne Street
Saint Paul, MN 55102
293-5140

Midway Civic and Commerce Association

Russ Battisto
A-1 Vacuum
666 University Avenue
Saint Paul, MN
222-6316

University United

Hallie Q. Brown Community Center

Dorothea Burns
Hallie Q. Brown Community Center
270 North Kent
Saint Paul, MN 55102
224-4601

Dale Street LRT Station Work Group
Members List
Page 3

Model Cities Health Center

Cynthia Perkins
Model Cities Health Center
430 North Dale
Saint Paul, MN 55103
222-6029

Minnesota Senior Federation-Metropolitan Region

Corbin Kidder
442 Summit Avenue #2
Saint Paul, MN 55102
227-5171

Public Arts St. Paul

Christine Podas-Larson
867 Fairmount Ave.
Saint Paul, MN 55105
290-0921

LEXINGTON/I-94 LRT STATION WORK GROUP

Members List

District 7 - Thomas Dale Planning Council

District 8 - Summit University Planning Council

Dan Fix
319 Fuller
Saint Paul, MN 55103
221-0159

Alternates:
Russell Bailey
677 Dayton
Saint Paul, MN 55102
224-4460

Bill Bard
578 Ashland
Saint Paul, MN 55102
221-9058

Marilyn Vogel
471 Ashland
Saint Paul, MN 55102
224-2053

District 11 - Hamline Midway Coalition

Kathy Gimmario
891 Howell Street North
Saint Paul, MN 55104
659-9836

District 13 - Lexington Hamline District Council

Joe Koenig
1136 Portland Ave.
Saint Paul, MN 55104
222-0480

Hamline Midway Area Rehabilitation Corp. (H-MARC)

Willie Nesbit
1459 Thomas Avenue
Saint Paul, MN 55104
779-3308 (work)
644-5875 (home)

Alternate

Scott Brownlee
1045 Charles Avenue
Saint Paul, MN 55104
699-6666 (work)
647-1210 (home)

Marshall Concordia Block Association

Pam Bloedoorn
301 North Chatsworth
Saint Paul, MN 55104
645-8272 (home)
293-8820 (work)

Alternate:

Leon Daisy
265 North Chatsworth
Saint Paul, MN 55104

Aurora Saint Anthony Block Club

Bill Small
Aurora Saint Anthony Block Club
770 University Avenue
Saint Paul, MN 55104
222-0399

Midway Civic and Commerce Association

Gary F. Mulvaney
Mulvaney's Shamrock Cafe
1088 University Avenue
Saint Paul, MN 55104
644-2177

University United

Central High School

Victoria Davis
796 Hague Avenue
Saint Paul, MN 55104
293-1158

Saint Paul Public Schools

Patrick Quinn
Saint Paul Public Schools
360 Colburne Street
Saint Paul, MN 55102
293-5140

Concordia College

Nathan Mueller
Vice President for College Relations
275 North Syndicate
Saint Paul, MN 55104
641-8755

Alternate:

Danette Griffith
Concordia College
275 North Syndicate
Saint Paul, MN 55104
641-8224

Minnesota Senior Federation - Metropolitan Region

Public Arts Saint Paul

Christine Podas-Larson
867 Fairmount Ave.
Saint Paul, MN 55105
290-0921

SNELLING AVENUE/I-94 LRT STATION WORK GROUP

Members List

District 11 - Hamline Midway Coalition

Barbara Laskin
1536 Hewitt Avenue
Saint Paul, Minnesota 55104
641-2475

District 13 - Merriam Park Community Council

Bill Oetting
416 Herschel Avenue
Saint Paul, Minnesota 55104
645-3346 (home)
624-1139 (work)

Alternate:

Lynne Nelson
1726 Ashland Avenue
Saint Paul, Minnesota 55104
644-1552

District 13 - Snelling Hamline Community Council

Pat Baker
269 North Fry
Saint Paul, Minnesota 55104
644-3261

Alternates:

Ed Bower
1573 Selby Avenue #319
Saint Paul, Minnesota 55104
644-1085

Betsy Gates
1561 Carroll Avenue
Saint Paul, Minnesota 55104
645-9968

Midway Civic and Commerce Association

Tom Stransky
Midway Bookstore
1579 University Avenue
Saint Paul, Minnesota 55104
644-7605

University United

Hamline Midway Area Rehabilitation Corporation

Steven Kufus
510 Spruce Tree Center
1600 University Ave.
Saint Paul, Minnesota 55104
645-9359 (work)
690-5856 (home)

Barb Lowell, President
First Bank Midway
2383 University Avenue
Saint Paul, Minnesota 55114
647-3500 (work)

Lorraine Carlson
Iver H. Carlson and Son
749 North Snelling
Saint Paul, Minnesota 55104
646-7161

Hamline University

Barbara Laskin
Director of Media Relations
Hamline University
1536 Hewitt Ave.
Saint Paul, Minnesota 55104
641-2475

Minnesota Senior Federation - Metropolitan Region

Public Art Saint Paul

Christine Podas-Larson
867 Fairmount Ave.
Saint Paul, Minnesota 55105
290-0921

MERRIAM PARK/I-94 LRT STATION WORK GROUP

Members List

District 13 - Merriam Park

Scott Heiderich
1966 Portland Avenue
Saint Paul, Minnesota 55104
645-3333 (home)
292-6622 (work)

Alternate:

Mary Jo Leier
1895 Portland Avenue
Saint Paul, Minnesota 55104

District 13 - Desnoyer Park

Jerry Getz
295 Pelham Boulevard
Saint Paul, Minnesota 55104
645-5933

Midway Civic and Commerce Association

Judd Fulford
Judd Realty
817 Vandalia Street
Saint Paul, Minnesota 55104
646-6845

University United

University of Saint Thomas

Andrea Albrecht
Neighborhood Liaison
University of Saint Thomas
Mail Box # 4344
2115 Summit Avenue
Saint Paul, Minnesota 55105
647-4300

Merriam Park Community Center

Public Arts Saint Paul

Christine Podas-Larson
867 Fairmount Avenue
Saint Paul, Minnesota 55105
290-0921

Minnesota Senior Federation-Metropolitan Region

Irving Kendall
2080 James Avenue
Saint Paul, Minnesota 55105
699-7607

FRANKLIN-UNIVERSITY SMALL AREA PLAN TASK FORCE

Members List, October 1992

Co-chair from District 12 St. Anthony Park Community Council

Melissa Coffey
2359 Pearl
St. Paul, MN 55114

Co-chair from Planning Commission

John Tully
1522 East Case Avenue
St. Paul, MN 55106

South St. Anthony Park Resident

Rick Almer
884 Hunt Place
St. Paul, MN 55114

North St. Anthony Park Resident

Barbara Murdock
1489 Hythe Street
St. Paul, MN 55108

Curfew Street Residents

Gene Olson
765 Curfew, #3
St. Paul, MN 55114

Tom Countryman
755 Curfew Street
St. Paul, MN 55114

Commercial/Industrial Property Owners

Donn Barber, Exec. Vice Pres.
Hartzel Mfg.
2515 Wabash Ave.
St. Paul, MN 55114

Julie Espelien, #170S
Eberhart Realty
2550 University Ave.
St. Paul, MN 55114

Jim Wenger, Manager
Weyerhaeuser Corp.
700 Emerald Street

Property Owners Adjacent to the Study Area

Bruce Hagerty
KSTP
3415 University Ave.
St. Paul, MN 55114

William Scarff
Twin City Testing
662 Cromwell Ave.
St. Paul, MN 55114

Representatives of Area Banks

Shirley Strande
Norwest Bank
3430 University Ave.
Minneapolis, MN 55479-2090

Barbara Lowell
First Bank
2383 University Ave.
St. Paul, MN 55114

Andrew Boss
Park Bank
2265 Como Ave.
St. Paul, MN 55108

Developer with an Investment in the Area

Chuck McCann
Update Co.
2324 University Ave.
St. Paul, MN 55114

Midway Chamber of Commerce

Robert Straughn
2200 W. Hoyt
St. Paul, MN 55108

University UNITED

Paul Savage
2170 Carter
St. Paul, MN 55108

St. Anthony Park Merchants/Professionals

Kevin Busch
2301 Como Avenue
St. Paul, MN 55108

Merriam Park Community Council

Mat Hollinshead
Merriam Park Community Council
2000 St. Anthony Ave.
St. Paul, MN 55104

Desnoyer Park Association

Jeanne Matross
Desnoyer Park Association
486 Frontenac Place
St. Paul, MN 55104

Prospect Park and East River Road Improvement Association

Susan Rohde
PPERRIA
1944 East River Terrace
Minneapolis, MN 55414

John Jamieson
PPERRIA
1921 East River Terrace
Minneapolis, MN 55414

Westgate Business Group

Dave Carland
CSM Corporation
2561 Territorial Road
St. Paul, MN 55114

North St. Anthony Park Resident (at-large)

Joe Michaels
2183 Hendon
St. Paul, MN 55108

Non-voting Representatives

Wayne Nealis
University of Minnesota
250 Shops Building
319 - 15th Ave. S.E.
Minneapolis, MN 55455

Dave Stokes
St. Paul Port Authority
1900 Landmark Towers
345 St. Peter Street
St. Paul, MN 55102

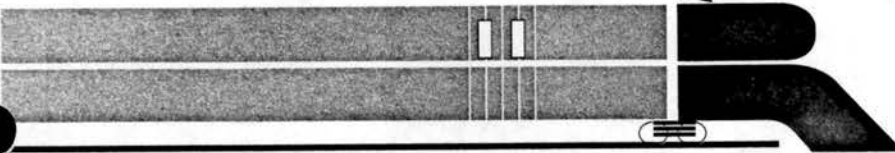
Page 4

Franklin-University Small Area Plan Task Force
Members List

Pat Dean
St. Paul Port Authority
1900 Landmark Towers
345 St. Peter Street
St. Paul, MN 55102

Fred Neet
Minneapolis Planning Dept.
210 City Hall
350 South 5th Street
Minneapolis, MN 55415

Jack Whitehurst
Neighborhood Revitalization Program
Minneapolis Community Development Agency
Crown Roller Miller, #425
105 - 5th Avenue South
Minneapolis, MN 55401-2585



Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

MEMORANDUM

TO: Kathryn DeSpiegelaere, Director of LRT Planning

FROM: Jill Goski, Community Participation Coordinator

SUBJECT: Community Participation Program - Midway Corridor
Phase II Preliminary Engineering

DATE: June 12, 1992

Background

Ramsey County Regional Railroad Authority (RCRRA) adopted a Community Participation Program in July of 1988 which specified that community involvement should be flexible and responsive to different stages of projects undertaken by RCRRA. The Midway Corridor Phase II Preliminary Engineering project is currently addressing alignment refinement and station design issues. The purpose of this memorandum is to outline the community participation program for this component of the current Midway Corridor project.

The goal for community participation for this component of the project is to involve the community in the process of refining the LRT alignment and/or planning LRT stations so that neighborhood goals, needs and preferences can be taken into consideration as decisions are made by RCRRA. A complementary goal is to involve staff members of other transportation and planning agencies to ensure integration of related planning efforts and encourage a collaborative approach to overall neighborhood, community and regional planning.

Recommended Community Participation Program

1. Corridor Management Committee - The Corridor Management Committee which is being established to advise in the design and construction of LRT will be provided overview information regarding alignment refinement and station design. The Corridor Management Committee for the Midway Corridor consists of representatives from the seven Regional Railroad Authorities, Minnesota Department of Transportation, Metropolitan Council, Regional Transit Board, City of St. Paul, City of Minneapolis, and the University of Minnesota.

2. Technical Advisory Committee - Technical review of alignment refinement and all station plans will be provided by the Midway Corridor Technical Advisory Committee. The Technical Advisory Committee was established during Phase I Preliminary Engineering and Environmental Impact Statement Studies and is continuing to review information on the Phase II Preliminary Engineering project. The Technical Advisory Committee is comprised of technical staff representatives of jurisdictions along the corridor and transportation agencies. Meetings are scheduled approximately once a month.
3. Agency/Organization Contact - Frequent interaction with the following agencies/organizations will occur as issues of significance to them arise:

Ramsey County
Hennepin County
City of St. Paul
City of Minneapolis
St. Paul District Councils 7, 8, 11, 12, 13, 17
Business Groups
Minnesota Department of Transportation
Metropolitan Council
Metropolitan Transit Commission
Regional Transit Board
St. Paul Port Authority
University of Minnesota

4. Alignment/Station Advisory Groups - Community input on alignment refinement (Downtown St. Paul, Capitol Area, Ravoux, Westgate) and station design (3 in Downtown St. Paul, Capitol Area, Dale, Lexington, Snelling, Merriam Park and Westgate) will be accomplished through advisory meetings with individuals or groups for each specific area. Meetings with property owners and managers will be conducted to advise them of the plans and obtain input from them.

The concepts to consider for each station are basically the same and there will be some comparability and common design features for all stations. However, each station location is unique and as the engineering and design issues are studied in more detail it becomes increasingly important to work with the immediate stakeholders for each specific station rather than an overall station design committee. Station work groups will be established for each station along the alignment to review information on the station area design/configuration including the feeder bus plan, pedestrian access, traffic access and circulation, parking right-of-way needs, visual impacts, and cost implications and to provide information on the goals, needs, concerns and preferences of neighborhood business and citizen groups. Downtown St. Paul, the Capitol area, and Westgate already have work groups established.

- a. Downtown St. Paul - The Downtown LRT Task Force was established during Phase I Preliminary Engineering and Environmental Impact Statement studies and has been continuing to review information and make recommendations on issues including alignment refinement and station design in the Downtown St. Paul area. The Downtown LRT Task Force is comprised of community and business representatives from the downtown area. Meetings are typically held the first Thursday of the month at 3:00 p.m. The next meeting is scheduled for Thursday, July 9 at the St. Paul Area Chamber of Commerce office.
- b. Capitol Area - The Capitol Area Architectural and Planning Board members, staff and advisors have served as the primary advisors on LRT in the Capitol area during Phase I Preliminary Engineering and Environmental Impact Statement studies as well as during the early stages of Phase II Preliminary Engineering. Alignment refinement and station location have been selected to integrate with the Capitol Mall plan. Work with the Capitol Area Architectural and Planning Board members, staff and advisors will continue during station design. The City of St. Paul and Districts 17 and 7 will also be consulted regarding the Capitol area LRT plans.
- c. Ravoux - Now that the alignment has been identified in the Capitol area, the transition from the capitol area to the I-94 right-of-way can be defined more specifically. Meetings with individual property owners/building managers will be needed to communicate the planned alignment and get their input. Discussions with the City of St. Paul Public Housing Agency have already been initiated. In addition, the Kelly Inn, Union Gospel Mission and District Planning Councils 7, 8 and 17 will need to be consulted regarding the alignment.
- d. Dale Street Station - Proposed representative list for the Dale Street LRT Station Work Group includes:
 - District 7
 - District 8
 - Thomas Dale Block Club
 - Frogtown Action Alliance
 - Aurora St. Anthony Block Club
 - Ramsey Hill Association
 - Victoria Dale Block Association
 - Central Village Association
 - Dale and University Group
 - Midway Civic and Commerce Association

University United
Rondo Education Center
Hallie Q. Brown Center
Model Cities Health Center
Senior Federation

- e. Lexington Avenue Station - Proposed representative list for the Lexington Avenue LRT Station Work Group includes:

District 7
District 8
District 11
District 13
Hamline Midway Rehabilitation Corp. (HMARC)
Marshall Concordia Block Association
Aurora St. Anthony Clock Club
Midway Civic and Commerce Association (Selby Business Association)
University United
Central High School
Concordia College
Senior Federation

- f. Snelling Avenue Station - Proposed representative list for the Snelling Avenue LRT Station Work Group includes:

District 11
District 13 - Merriam Park Community Council
District 13 - Snelling Hamline Community Council
Midway Civic and Commerce Association (Snelling Selby Business Association, Snelling Avenue Business Association, University Avenue businesses)
University United
Hamline Midway Area Rehabilitation Corp. (HMARC)
Hamline University
MTC Facility
Family Tree Clinic on Marshall
Midway Hospital
Midway Shopping Center
Sheraton Midway
Target
Wilder Foundation
Senior Federation

- g. Merriam Park Station - Proposed representative list for Merriam Park LRT Station Work Group includes:

District 13 - Merriam Park Community Council
District 13 - Desnoyer Park Association
Midway Civic and Commerce Association

University United
St. Thomas College
Waldorf
Merriam Park Community Center

- h. Westgate Station - The Westgate LRT Station Work Group has already been convened to offer comment on alignment alternatives in the Westgate area. The representative list for the Westgate Work Group includes:

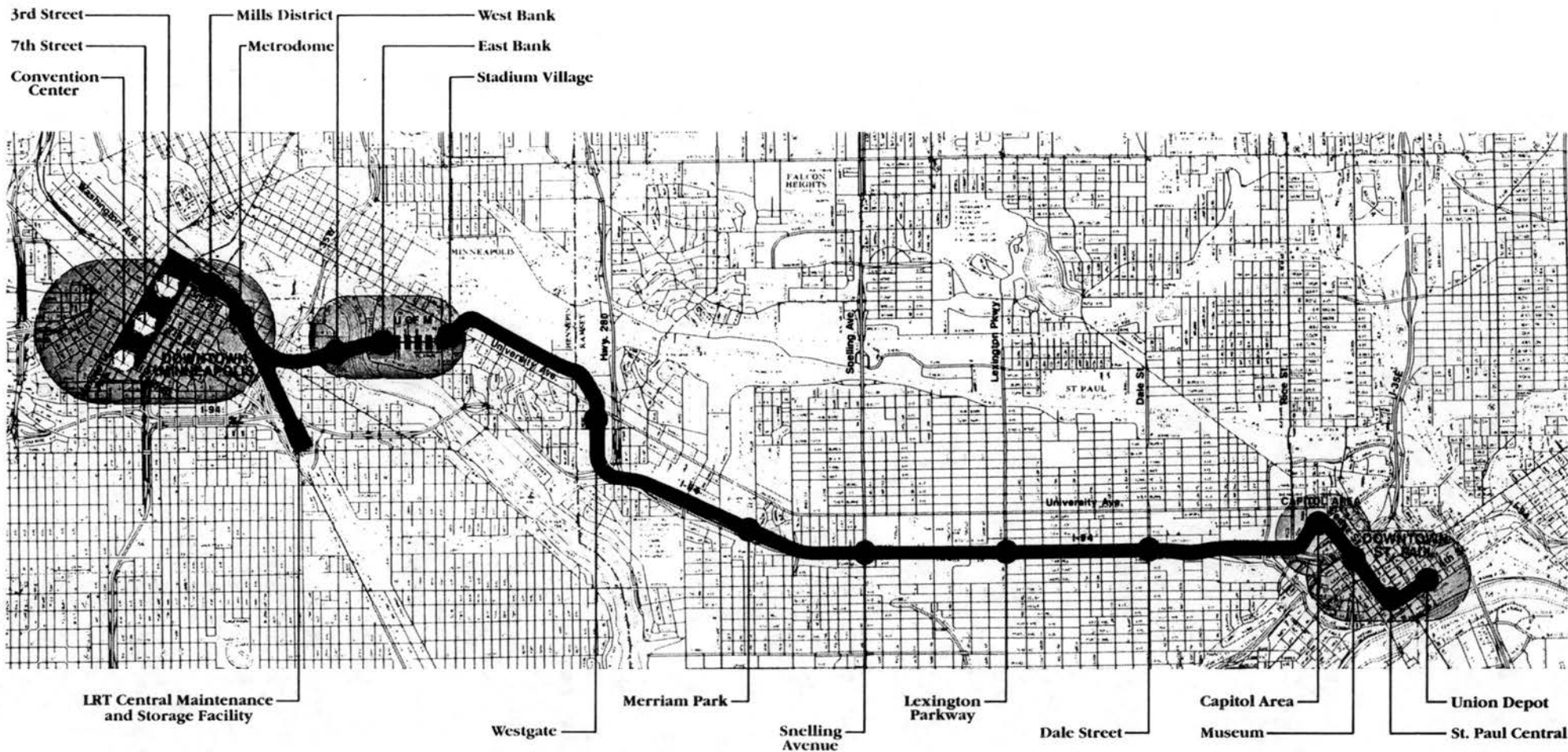
District 11
District 12
District 13 - Merriam Park Community Council
District 13 - Desnoyer Park Association
Prospect Park
Midway Civic and Commerce Association
North St. Anthony Park Merchants Association
St. Anthony Park Association

Staff Representatives for Station Work Groups:

Hennepin County Regional Railroad Authority
Ramsey County Regional Railroad Authority
City of St. Paul
City of Minneapolis
Minnesota Department of Transportation
Regional Transit Board
Metropolitan Council
Metropolitan Transit Commission
St. Paul Port Authority
University of Minnesota

The Station Work Groups will be scheduled to meet monthly in the late afternoon. It is expected that each Station Work Group will complete their work in three to four meetings. Input from representatives will be encouraged throughout the process, however, rather than voting in the Work Group, represented groups will be asked to submit their recommendations to the Regional Railroad Authority.

5. Newsletters - Newsletters will be mailed to approximately 1500 people at significant points in the study.
6. Press Releases - Press releases will be sent to community newspapers at significant points in the study.



**CENTRAL CORRIDOR
TRANSIT ALIGNMENT**

- Legend:
- Proposed Alignment
 - Alignment Study Area
 - Tunnel
 - Proposed Station
 - Station Location Study Areas
 - Major Transit Generators

10/5/92

0 1500 3000

NORTH

BRW

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY	Board Action Requested
Originating Department	Update on legislation.
<u>K. DeSpiegelaere</u> 2/28/93	
Authorized Signature	DISCUSSION ONLY
Date	

Request Justification

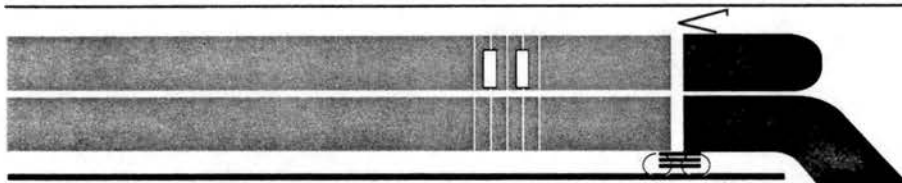
See attached memorandum from K. DeSpiegelaere.

Budgeting and Accounting	<u>Ed Blauitt</u> 3/1/93	Date / Time
County Attorney	<u>[Signature]</u>	Received By
Risk Manager		
Data Processing		
Previous Action taken on Request		

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
March 9, 1993	<u>[Signature]</u>	3/2/93
Board Date	Signature	Date



Ramsey County Regional Railroad Authority

360 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (612) 266-2760 / FAX (612) 266-2761

Memorandum

To: Ramsey County Regional Railroad Authority
Commissioners
Terry Schutten, County Manager

From: Kathryn DeSpiegelaere

Subject: Legislation

Date: March 1, 1993

In the 1993 Legislative session, the following bills are under discussion which pertain to transit issues:

SF 187 - Pappas/HF 324 - Garcia
Sales tax on gas

The bill provides for a sales tax of 6.5% on gasoline. The proceeds (\$180 million annually) would be placed in a statewide mobility trust fund for transit funding and into a surface transportation fund for roadway purposes. It includes a nonseverability clause, so that if it is determined to be unconstitutional to fund transit in this manner, funding will not be available for roads through this means.

SF 51 - Langseth/No House companion to date
Five cent increase in gas tax; redefines highway purposes to include transit capital projects

The bill establishes a Minnesota Mobility fund to receive the increased revenue from the gas tax. A five cent gas tax increase raises \$110 million annually. The bill appropriates \$27 million annually from the general fund to the Minnesota Mobility fund for transit assistance. The current appropriation from general funds to transit in the metro area is \$29 million.



Page 2

HF 314 - Mariani/SF 357 - Berglin
Bonding for LRT in Central Corridor

The bill broadens the definition of mass transit so that highway funds may be used for transit funding. It provides for bonding for 1/2 (\$235,000) of the capital costs of LRT in the Central Corridor. It specifies that I-35W reconstruction may begin only after construction of LRT has begun in the Central Corridor.

HF 403 - Simoneau/SF 414 - Flynn
LRT Governance

The bill includes provisions agreed to by Regional Railroad Authorities and others for LRT governance in 1992.

HF 310 - Osthoff
I-35W and I-494 Moratorium

The bill prohibits property acquisition for I-35W from Washington Avenue to 35E and for I-494 from TH 55 to I-394.

H.F. 623 - Orfield/S.F. 474 - Pappas
Core areas impacted by transportation improvements

Requires highway environmental impact statements to address effect on core cities and on the seven county area of project in relation to dispersal of population and employment, supply of low income housing, access to jobs by low income people, average vehicle occupancy rate in metro area and increased highway congestion.

The Minnesota Department of Transportation has not yet announced its funding package. The Governor has recently indicated that he is reluctant to initiate a tax increase for transportation, delaying the release of Mn/DOT's proposal.

Page 3

Minnesota Transportation Alliance position, expected to be introduced this week:

The Minnesota Transportation Alliance favors an additional 1% motor vehicle excise tax to be dedicated to transit, coupled with a five plus cent gas tax increase for roads.

Rep. Myron Orfield is planning to introduce a bill on metropolitan government which will include a section on an elected Metropolitan Council, abolishing the Regional Transit Board and the Mosquito Control District, and changing the Metropolitan Transit Commission, Metropolitan Airports Commission and Metropolitan Waste Control Commission into operating divisions of the Council.

Rep. Phil Carruthers is preparing a bill on transit-related responsibilities.

Sen. Carol Flynn is expected to introduce this week the Metropolitan Council's transit governance proposal to restructure the Regional Transit Board and Metropolitan Transit Commission.

Recommendation:

For your information.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITIES

Originating Department

K. DeSpiegelaere 2/28/93
Authorized Signature Date

Board Action Requested

Approve Amendment #2 to Contract Agreement No. 66617 with the State of Minnesota, Dept. of Transportation, and authorize the Chairman of the Railroad Authority to sign on behalf of the Railroad Authority.

ACTION IS REQUESTED

Request Justification

- See attached: 1) Proposed resolution
2) Memorandum from K. DeSpiegelaere
3) Contract Amendment #2

Budgeting and Accounting Ed Blawitz 3/1/93
County Attorney [Signature]
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

March 9, 1993

Board Date

J. L. Glendinning
Signature

3/2/93

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, State Grant Contract #66617 provides funding for Northeast and South Corridor Alignment Studies and Phase II Preliminary Engineering and Environmental Impact Statement Studies for the Midway Corridor; and

WHEREAS, The existing contract period is 36 months; and

WHEREAS, The work will extend beyond existing contract period; and

WHEREAS, Amendment #2 to Contract #66617 extends the contract period from 36 months to 48 months; Now, Therefore, Be It

RESOLVED, That Amendment #2 to Contract #66617 is approved and the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the amendment on behalf of the Authority.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman

District 3

Diane Ahrens, Vice Chairman

District 4

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Hal Norgard

District 7

Brenda C. Thomas

District 2

Dick Wedell

District 1

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, County Manager

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *KD*

SUBJECT: State Grant Contract No. 66617
Amendment #2 - Time Extension

DATE: February 16, 1993

Grant Contract No. 66617 provides funding for Northeast and South Corridor Alignment Studies and Phase II Preliminary Engineering and Environmental Impact Statement Studies for the Midway Corridor. The existing contract period is 36 months. The work will extend beyond the contract period and extension is proposed.

Attached is Amendment #2 to the Grant Contract extending the contract period from 36 months to 48 months. The contract amount and all other contract provisions remain the same.

Recommendation:

Approve Amendment #2 to State Grant Contract No. 66617 and authorize the Chairman of the Ramsey County Regional Railroad Authority to sign on its behalf.

KD/blk
Attachment

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION
CONTRACT AMENDMENT

Amendment #2 to Contract No. 66617 between the Minnesota Department of Transportation and the Ramsey County Regional Railroad Authority.

WHEREAS, the laws of Minnesota for 1989, Chapter 269, Section 2, Subd. 3 provides a state appropriation for distribution to regional railroad authorities in the metropolitan area if matched by other (local) funds on a dollar for dollar basis for planning, preliminary engineering, design, and construction of light rail transit (LRT) facilities; and

WHEREAS, due to Recipient being unable to complete all portions of LRT contract within specified contract period;

NOW, THEREFORE, it is mutually agreed that all terms and agreements of Contract No. 66617 are expressly reaffirmed for the purpose of the following amendment:

Section VA, Page 4 - unless the Recipient receives (has received) written Mn/DOT approval, the term of this contract shall not exceed thirty-six (36) months. "Delete" thirty-six (36); "Insert" forty-eight (48).

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION

By _____
Title Assistant Commissioner
Date _____

APPROVED
COMMISSIONER OF ADMINISTRATION

By _____
Date _____

APPROVED AS TO FORM AND EXECUTION

By _____
Title Special Assistant Attorney
General
Date _____

ENCUMBERED
COMMISSIONER OF FINANCE

By _____
Date _____

RECIPIENT

For _____
By _____
Title _____
By _____
Title _____
Date _____

†

appeared _____ and _____

respectively _____ and

(title)



RECIPIENT

By _____

Title _____

By _____

Title _____

NOTARY _____

file

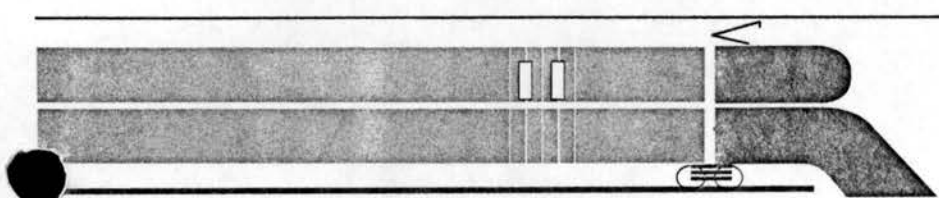
Kathy Despiegelaere
Ramsey County Regional
Railroad Authority
Documentation

District 5

Hal Norgard
District 7

Brenda C. Thomas
District 2

Dick Wedell
District 1



Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, MARCH 23, 1993

10:30 A.M. - LARGE CONFERENCE ROOM - 220**

*Please note change in location.

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of February 23, 1993.
2. Update on Legislation - Discussion Only.
3. * Authorize the Director of LRT to execute work orders with Ramsey County Public Works and Parks and Recreation Departments for right of way clean-up.
4. * Ratify Partial Payment No. 16 to BRW, Inc. in the amount of \$25,047.42 for the Midway Corridor Phase II Preliminary Engineering.

* Action is Requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

February 23, 1993

The regular meeting of the Board of Ramsey County Regional Railroad Authority was held on Tuesday, February 23, 1993 in the Large Conference Room of 316 Court House.

Chairman Finley called the meeting to order at 10:15 A.M.

MEMBERS PRESENT: Chairman John Finley
Commissioner Diane Ahrens
Commissioner Ruby Hunt (arrived during item 2)
Commissioner Hal Norgard
Commissioner Warren Schaber
Commissioner Brenda Thomas
Commissioner Dick Wedell

ALSO PRESENT: James Van Houdt, Ed Glaubitz, Robert Clarkson, Toni Baker, Karen Tero, David MacMillan represented the County Attorney's Office, Frances Glendenning, Kathryn DeSpiegelaere

MINUTES - of the Regional Railroad Authority Board Meeting of January 26, 1993.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting of the Regional Railroad Authority Board of January 26, 1993, as written.

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

2. Metropolitan Transit Education Plan - Discussion only.

Chairman Finley said the Metropolitan Transit Education Plan was put together by staff of the counties, and the metropolitan agencies. Ms. DeSpiegelaere was the lead person on it. He would just like to tell the Board that when this was presented the other day to the Corridor Management Committee, John Riley, who is the new Chair of the RTB, and also the Committee was very complimentary to Ms. DeSpiegelaere and the staff for the work that was done on it. There were also some suggestions which he thought were good which came out at that meeting.

Ms. DeSiegelaere informed the Board that this plan was prepared by a collaborative work group. There are many who think that in transit we have so many agencies, how do we get anything done. Well, this was a case where they got together and built upon the strengths of each other and the group developed a product that they are excited about.

Ms. DeSpiegelaere explained that the product they developed was required by the Joint Powers Board, this is an education plan that will involve broader amenities, not just the people in the Central Corridor where we work in, but the community at large. They felt that there was a gap in the education program because people don't realize why we need transit, and much like the recycling program. What you have in your packet is an Executive Summary of the Plan they have prepared with the assistance of a small contract through the Regional Transit Board with Mona, Meyer, McGrath and Gavin.

There are some charts and the plan, they assess what is being heard, as well as what we need to add, this is Page 4 and Page 5. While we are getting many messages across to many people, we are not getting across the message on the cost of construction, and others as shown on these charts.

The key messages that are important to convey are listed on Page 3, there are seven tactics. The full plan she will be able to make available to the Board next week, has not been completed yet. Ms. DeSpiegelaere listed the tactics: 1)Developing an umbrella theme, tag line and logo to be used to represent transit. 2)Joint creation of booth/display for State Fair. 3)Creation of other displays to be used at employee sites, schools, government centers, libraries and other locations/ 4)Select advertising, through billboards, radio drive-time and traffic report ads. (The committee recommends a spending cap of 20% for "mass" media. 5)Developing a team of transit speakers and a curriculum for the schools. 6)Developing media kits/ editorial sessions to communicate with the general public. 7)Developing a 5-10 minute video on the benefits of transit.

It is important to know that this plan concerns transit in general, not just LRT. The plan also included an evaluation mechanism so that the effectiveness of some of these tactics can be evaluated. They have prepared a proposed budget which they are still meeting to discuss. The seven items over a 2 1/2 year period would cost about \$700,000. There are several organizations involved, and it is her view that we should see at least some outside funding implementation of the project. In a month or so she anticipates coming back - for you to fund a portion of this project. In fact, we do have an amount of money in our budget for 1993 that could be used for this type of effort.

Commissioner Hunt said they received the same proposal and report yesterday at the RTB, but she likes it much better today after hearing Ms. DeSpiegelaere report.

Commissioner Norgard commented that every time we read something in the paper, there is the question as to who is going to be in control. He thinks that education is so important to get the word out. Something like this points out what the problems are and what you have to do it. LRT has been kicked around pretty good. He thinks this is a step in the direction as what we have to do.

Commissioner Wedell said he believes in the need to communicate, but he has a problem right now as we have all of these mixed messages coming out and coming in, with all the agencies, people will not know who is in charge, we need to get a clear message, maybe we should take a look at it after Legislature has gone home.

Chairman Finley said this is only early stages, this will be a long haul, Commissioner Wedell said we have to start somewhere.

Chairman Finley said when we get to Number 3, we are going to address exactly that, this whole governance issue.

Commissioner Hunt views this as something like the whole effort to educate people about recycling. This is a long term kind of thing that is going to gather momentum as it has in recycling. She does not think that the average citizen out there cares about structure. She has been talking about structure all the time at various places.

Commissioner Thomas she agrees with Commissioner Wedell, and that we do not seem to really understand that there is so much activity at the Legislature on governance, metropolitan governance, that we do not know where all that is going to settle. The appearance is that the structure is in chaos, that things are just generally in chaos. Another thought she has about this is that the Council went off the cliff with the study on the need for another airport, they spent a great deal of money on that. At some point some newspaper or media outlet might raise the question as to how much has been spent so far on this whole effort, and who decided that we do need Light Rail, has it been justified. She believes that given the climate, the latitude, general geography of the place, and the lack of density in the State of Minnesota, in the Metro Area, that this is not an appropriate place for LRT. However, the one exception would be the Central Corridor.

Chairman Finley believes there have been articles and that regarding that, the studies have gone back all the way into the 70's. Ever since about 1981, everyone seem to agree that LRT as an alternative mode of transit is the viable way to go in the metropolitan area, versus continued expansion of the freeway system. The transit mode of the LRT system has always proven out to be better than an exclusive busway, because of the environmental effects. There has to be some way to move the people from this point to that point in some of these congested corridors. The amount of congestion has increased 25% in the last five years, and is expected to continue. The population increased 20% over the same period of time that the amount of travel trips per person has increased 52%. Moving people into transit - LRT is the better alternative to busway. We have had all this information in other studies.

Commissioner Thomas has the philosophy of it, it is difficult to get people to understand, why we are doing it, possibly when they are in congestion on 94 every day or 35W, these people understand that something has to be done. either the freeway has to be widened or something else. They know HOV lanes are a disaster, it cost \$100million per mile for 11 miles.

3. Update on Legislation -

Chairman Finley discussed the governance, the resolution which is attachment does not call for the endorsement, so he would like to add that we should endorse the bill specifically, we are just endorsing the agreement. This is the agreement that has been laid out, and the bill that follows passed almost unanimously in the Legislature at the last session, which was Senate File 2510.

Chairman Finley said there is a new House File, Simoneau's, which has been introduced.

Chairman Finley would like to re-endorse the governance bill. He referred to Attachment 2, this is the big change, it shows what the veto was, the only change, changing from last year, taking the date out, it says the affected Regional Rail Authorities, and the word may apply for federal funds instead of shall apply. The House File Number is 403.

Chairman Finley would like a motion on the bottom of 3 that we not only endorse the key points of the agreement, but support House File 407 which incorporates the agreement into the state law.

Chairman Finley said this is the bill we worked so hard on last year for an agreement by all the metropolitan agencies, counties, and the State of Minnesota, and is the agreement that we have been operating under with each department and agency playing their respective roles, the counties, the metropolitan agencies and the DOT. Under the proposed legislation, to put it in summary form, the RRA authorities power is diminished, we do have the Joint Powers Board which is going to approve the actual technical parts of the light rail system, going to select the corridors, the construction is going to be done by DOT, and the operations will be done by the MTC. So, as the planning goes on, and the engineering after 30% will be taken over by DOT. This is a summary of how it will go.

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

WHEREAS, On March 24, 1992, Ramsey County Regional Railroad Authority unanimously passed a resolution on governance of light rail transit, supporting the following key points agreed to by the Metro LRT Joint Powers Board, the Minnesota Department of Transportation (Mn/DOT), the Regional Transit Board (RTB), and the Metropolitan Council:

- o The Metropolitan Council will determine the role of LRT in the regional transportation system. LRT is one component of the system and will be integrated with other transportation modes.
- o The Minnesota Department of Transportation will complete final design and construct all light rail transit in the region.

- o For the initial phases of LRT work (alternatives analysis, draft environmental impact statements, and preliminary design) the Minnesota Department of Transportation and the Regional Railroad Authorities in which the LRT line is located will be joint lead agencies.
- o For the next phase of LRT work (final environmental impact statement and preliminary engineering) the Minnesota Department of Transportation and the Regional Railroad Authorities in which the LRT line is located will be joint lead agencies.
- o A corridor management committee which includes the affected cities, Mn/DOT, RTB, Metropolitan Council, Metropolitan Transit Commission, and metro Regional Railroad Authorities will provide advice throughout the development of an LRT corridor.
- o The Regional Railroad Authorities in which an LRT line is located will have approval over preliminary engineering, final design plans, and major design changes during construction.
- o The joint powers board comprised of metro Regional Railroad Authorities will have approval of the systems standards for LRT for the region and of the community involvement program.
- o The Metropolitan Council will have final authority in dispute resolution.

Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority affirms its endorsement of the key points of the agreement and supports H.F. 403 which incorporates the agreement into state law.

Roll Call: Ayes - 6, Nays - 0

Motion adopted,

(Commissioner Schaber had left meeting for short time.)

R93-08

Chairman Finley said the next one is the bill dealing with a bonding bill as it relates to the Central Corridor, this is a Mariana bill, you will see it at the bottom of page 18 thru 31. This bonding bill is really on page 30 and 31. As you can see, he had pointed out previously that \$235 million is 50% of the cost of the Central Corridor, and he requested that they make the change, this was not done at first, then when they made it before introducing it, they made it in section 13 which is the appropriation of \$235 million for the Central Corridor. However, on Page 14 they did not make the change which provides for how the \$235 million would be raised. A fax was sent to them to make the change.

Since then, however, Chairman Finley said Senate File has been introduced by Pappas which has exactly the same mistake in it. Senate File 353 has the the same mistake in it.

Chairman Finley wants to be sure that we include the House File 314 and Senate File 353 in this resolution.

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

WHEREAS, Ramsey County Regional Railroad Authority supports increased funding for transit capital and operating needs, including regular route bus service, services for persons with disabilities, and light rail transit; and

WHEREAS, Ramsey County Regional Railroad Authority supports broad-based funding for transit purposes, with decreased reliance on the property tax; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports state bonding for construction of light rail transit in the Central Corridor, as proposed in H.F. 314 and S.F. 357.

R93-09
Roll Call: Ayes - 7, Nays - 0
Motion adopted.

Chairman Finley said the essential cost of the Light Rail Corridor costs \$470 million and this would be funds for 50%, the other 50% coming from the Federal Government. These are 1991 figures, so we were hoping that we could get more from the Federal Government, but at this way we will not have to go back to the Legislature for additional bonding authority if we have enough to take care of the contingencies.

The third bill Chairman Finley discussed is the Pappas Bill which is the bill calling for 6.5% sales tax, putting it on gasoline at the pump, the tax would be built into the pump so that when you get \$10.00 worth of gas, you would receive \$10.00 in gas including the sales tax, as opposed to putting \$10.00 of gas in and walking in with your \$10.00 bill, then you would need another 65¢ for sales tax. This was discussed in depth by the Hennepin and Ramsey Senate and House Legislators when we met. This was a good point as many people would be surprised when they went to pay. That 6 1/2% generates \$180 million.

Chairman Finley continued, the gas tax would be used for transit needs, and the transit needs go into a mobility trust fund similar to where gas tax goes, and it would be used for transit. The idea is to generate sufficient funds to generate enough money which would include the Division of Transit which the RTB had which has been adopted by the Metropolitan Council and the MTC as far as what should be done with Metro Mobility, buses, providing for the ADA in transportation and transit. This would provide \$20 million which is the amount of money that would be necessary on an annual basis to pay the bonds of \$235 million. He had Springsted put together those figures so they would have the proper ones up at the Legislature. The \$20 million would pay for the \$235 million bonds that would be issued for the Central Corridor.

Commencement would be 1995, with completion in 1998, which is the same year that would be the earliest that anything could be done on 35W if everything fell together perfectly for us. That bill which we just endorsed also has a provision that nothing can be done until Central Corridor is under construction.

Chairman Finley informed the Board that there is another Bill that Osthoff introduced which locks anything being done on 35W.

Commissioner Schaber asked about the \$35 million which would go into LGA. This is a question, and right now Pappas is keeping that in the Metrobidity Trust Fund according to Ms. DeSpiegelaere.

Chairman Finley said there are some constitutional issues that they are trying to get through on this 6 1/2% sales tax on gas. one of the legal questions is if treated like all other sales tax, the chances of withstanding the constitutional question would be better. If that is true, then they thought it might be distributed through the RTB as the recipient of the local government aid.

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

R93-10
WHEREAS, Ramsey County Regional Railroad Authority supports increased funding for transit capital and operating needs, including regular route bus service, services for persons with disabilities, and light rail transit; and

WHEREAS, Ramsey County Regional Railroad Authority supports broad-based funding for transit purposes, with decreased reliance on the property tax; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports a 6.5% sales tax on gasoline as proposed in S.F. 187 and H.F. 324 to fund transit services, including light rail transit in the Central Corridor.

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

4. Amend Agreement 91001 Phase II Preliminary Engineering for Midway Corridor and authorize Chairman to sign amendment.

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

WHEREAS, A previous resolution authorized a contract with Ramsey County Regional Railroad Authority (RCRRA), Hennepin County Regional Railroad Authority (HCRRA), and BRW, Inc., for preliminary engineering on the Midway Corridor between the East Bank Campus of the University of Minnesota and downtown Saint Paul, total cost not to exceed \$2,940,000, with the Hennepin County Regional Railroad Authority share not to exceed 11.3 percent of contract costs, or \$333,000; and

WHEREAS, Alignment changes in the Westgate area since the initiation of the contract in September, 1991, have resulted in a greater proportion of the route now being located in Ramsey County; and

WHEREAS, Amendment No. 1 to Agreement 91001 provides for a reallocation of costs between HCRRA and RCRRA that reflects the changed routing and reduces the HCRRA maximum cost by \$37,200 to an amount not to exceed \$295,800; and

WHEREAS, Hennepin County Regional Railroad Authority approved the proposed contract amendment on February 9, 1993; Now, Therefore, Be It

RESOLVED, That Amendment No. 1 to Agreement No. 91001 between the Hennepin County Regional Railroad Authority, Ramsey County Regional Railroad Authority, and BRW, Inc., providing for a reallocation of costs between HCRRA and RCRRA reducing the HCRRA maximum amount by \$37,200 to \$295,800, and providing an extension of time from March 24, 1993 to December 31, 1993, be approved, and that the Chair be authorized to sign the amendment on behalf of the Authority.

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

5. Update on Metro LRT Joint Powers Board activities

Chairman Finley said he discussed this at the last Board meeting, that they had gone through the different involvements of the counties, where they are on the agreement, and the reason why we have to have a Joint Powers Board, but the Legislature was concerned about the LRT line would come here, that they might not meet, so we invited the Hennepin County new officials (legislators) to a meeting, to assure them of how we are proceeding, to hear from people who are not in that Central Corridor. It will eventually reach their county.

6. Quarterly Report of Payments for the RCRRA, September through
December, 1992

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

WHEREAS, Payments have been made from the Ramsey County
Regional Railroad Authority budget for the period October 1,
1992, through December 31, 1992, and a record of these
disbursements is attached; Now, Therefore, Be It

RESOLVED, That the report of payment is accepted by Ramsey
County Regional Railroad Authority.

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

R 93-12

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

REGIONAL RAILROAD AUTHORITY	Board Action Requested
Originating Department	Update on legislation.
<u>K. DeSpiegelaere</u> 3/16/93	
Authorized Signature	DISCUSSION ONLY
Date	

Request Justification

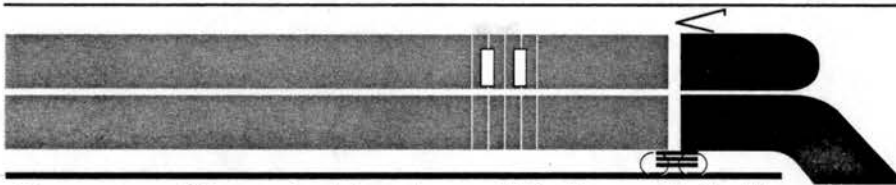
See attached memorandum from K. DeSpiegelaere.

Budgeting and Accounting	<u>Ed Blankety</u> 3/17/93	Date / Time
County Attorney	<u>[Signature]</u>	Received By
Risk Manager		
Data Processing		
Previous Action taken on Request		

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
March 23, 1993	<u>F. L. Henderson</u>	3/18/93
Board Date	Signature	Date



Ramsey County Regional Railroad Authority

360 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (612) 266-2760 / FAX (612) 266-2761

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, County Manager

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *KG*

SUBJECT: Legislation

DATE: March 16, 1993

In the 1993 Legislative session, the following bills are under discussion which pertain to transit issues:

FUNDING

SF 187 - Pappas/HF 324 - Garcia
Sales tax on gas

The bill provides for a sales tax of 6.5% on gasoline. The proceeds (\$180 million annually) would be placed in a statewide mobility trust fund for transit funding and into a surface transportation fund for roadway purposes. It includes a nonseverability clause, so that if it is determined to be unconstitutional to fund transit in this manner, funding will not be available for roads through this means.

SF 51 - Langseth/HF 903 - Tunheim
Five cent increase in gas tax; redefines highway purposes to include transit capital projects

The bill establishes a Minnesota Mobility fund to receive the increased revenue from the gas tax. A five cent gas tax increase raises \$110 million annually. The bill appropriates \$27 million annually from the general fund to the Minnesota Mobility fund for transit assistance. The current appropriation from general funds to transit in the metro area is \$29 million.

HF 314 - Mariani/SF 357 - Berglin, Also HF 798 - Delmont and HF 829 - Clark

Bonding for LRT in Central Corridor

The bill broadens the definition of mass transit so that highway funds may be used for transit funding. It provides for bonding for 1/2 (\$235,000) of the capital costs of LRT in the Central Corridor. It specifies that I-35W reconstruction may begin only after construction of LRT has begun in the Central Corridor.

SF 794 - Chmielewski

Gas tax and MVET increase

The bill increases gas tax 5 cents per gallon for highways and increases the motor vehicle tax (MVET) one percent for highways and/or transit. It does not include a nonseverability clause, so the gas tax could be collected even if the MVET is later found to be unconstitutional. An increase of one percent in MVET raises \$49 million annually.

GOVERNANCE

HF 403 - Simoneau/SF 414 - Flynn

LRT Governance

The bill includes provisions agreed to by Regional Railroad Authorities and others for LRT governance in 1992.

HF 641 - Orfield/SF 478 - Mondale

Elected Metropolitan Council

The bill includes sections on electing the Metropolitan Council, abolishing the Regional Transit Board and Mosquito Control District, and changing the Metropolitan Transit Commission, Metropolitan Airports Commission and Metropolitan Waste Control Commission into operating divisions of the Council. It does not impact regional railroad authorities directly.

HF 959 - McCollum/SF 843 - Flynn

Elected Metropolitan Council; limits the role of metro regional railroad authorities

The bill provides for an elected Metropolitan Council, a metro Land Use Planning Commission, limits the ability of metro regional railroad authorities to levy and to be involved in light rail transit work; requires the Metropolitan Council to complete a study and make recommendations on transit governance by July, 1994.

HF 1090 - Pugh/SF 931

Elected Metropolitan Council; eliminates some other metro agencies

The bill creates an elected Metropolitan Council and eliminates the Metropolitan Waste Control Commission, Regional Transit Board, Metropolitan Transit Commission and Metropolitan Parks and Open Space Commission. Duties are transferred to the Metropolitan Council's operating divisions. Does not impact regional railroad authorities.

HF 1053 - Carruthers

Creates Twin Cities Metro Board (legislative functions) and Twin Cities Metro (executive functions)

The appointed Twin Cities Metro Board will set metro policy. The Regional Transit Board, Metropolitan Transit Commission, Metropolitan Waste Control Commission, Metropolitan Parks and Open Space Commission and Metropolitan Mosquito Control Commission are eliminated, as well as regional railroad authorities, whose assets and debts are transferred to Metro.

OTHER ISSUES

HF 310 - Osthoff

I-35W and I-494 Moratorium

The bill prohibits property acquisition for I-35W from Washington Avenue to 35E and for I-494 from TH 55 to I-394.

HF 623 - Orfield/SF 474 - Pappas

Core areas impacted by transportation improvements

Requires highway environmental impact statements to address effect on core cities and on the seven county area of project in relation to dispersal of population and employment, supply of low income housing, access to jobs by low income people, average vehicle occupancy rate in metro area and increased highway congestion.

HF 629 - Carruthers

Truth in Taxation

Special taxing districts, including regional railroad authorities, must comply with truth in taxation requirements, including noticing proposed taxes each year.

Page 4

Additional bills on funding and governance are anticipated to be introduced, some of them this week.

Recommendation:

For your information.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere *3/17/93*
Authorized Signature Date

Board Action Requested

Authorize Director to execute work orders with Ramsey County Public Works and Parks and Recreation Departments for right of way clean-up.

APPROVAL IS REQUESTED

Request Justification

See attached: 1) Resolution
2) Memorandum from K. DeSpiegelaere

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

March 23, 1993

Board Date

J. L. Glendon
Signature

3/18/93

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

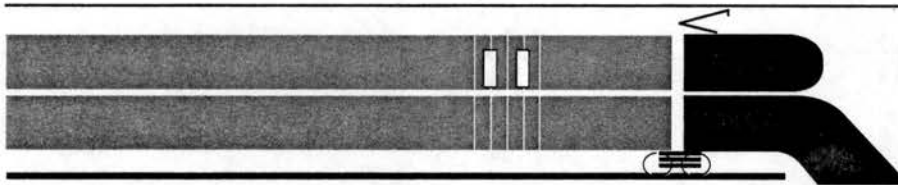
No. _____

WHEREAS, Ramsey County Regional Railroad Authority desires to have extraneous material on the Northeast Corridor right of way from downtown St. Paul to Beam Avenue removed and disposed of by Ramsey County Parks and Recreation and Ramsey County Public Works Departments; Now, Therefore, Be It

RESOLVED, That the Director of Ramsey County Regional Railroad Authority is authorized to execute work orders with the two departments for the work described for an amount not to exceed \$25,000.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Ramsey County Regional Railroad Authority

360 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (612) 266-2760 / FAX (612) 266-2761

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, County Manager

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *KD*

SUBJECT: Work Order Authorization

DATE: March 17, 1993

Ramsey County Regional Railroad Authority (RCRRA) purchased right of way from Burlington Northern in December, 1992. A map is attached illustrating the right of way which extends from downtown St. Paul to Beam Avenue in Maplewood.

An initial cleanup of the right of way is required because trash has been dumped there.

Discussions have occurred with Ramsey County Public Works and Parks and Recreation Departments about cleanup and both departments have indicated a willingness to perform the work. Public Works has the type of equipment necessary for cleanup on the portion south of Larpenteur Avenue and Parks and Recreation is able to handle the cleanup north of Larpenteur Avenue. Public Works will charge Ramsey County Regional Railroad Authority cost plus 108% (external rate) and Parks and Recreation will charge cost plus 36% (intra-county rate) for the work. Cleanup and disposal of the extraneous materials accumulated on the right of way are proposed to be handled through work orders. Although an accurate cost estimate is not available for the work, the resolution requests authorization for an amount not to exceed \$25,000. If the cost of the work exceeds that amount, documentation will be provided and additional authorization will be requested from you.

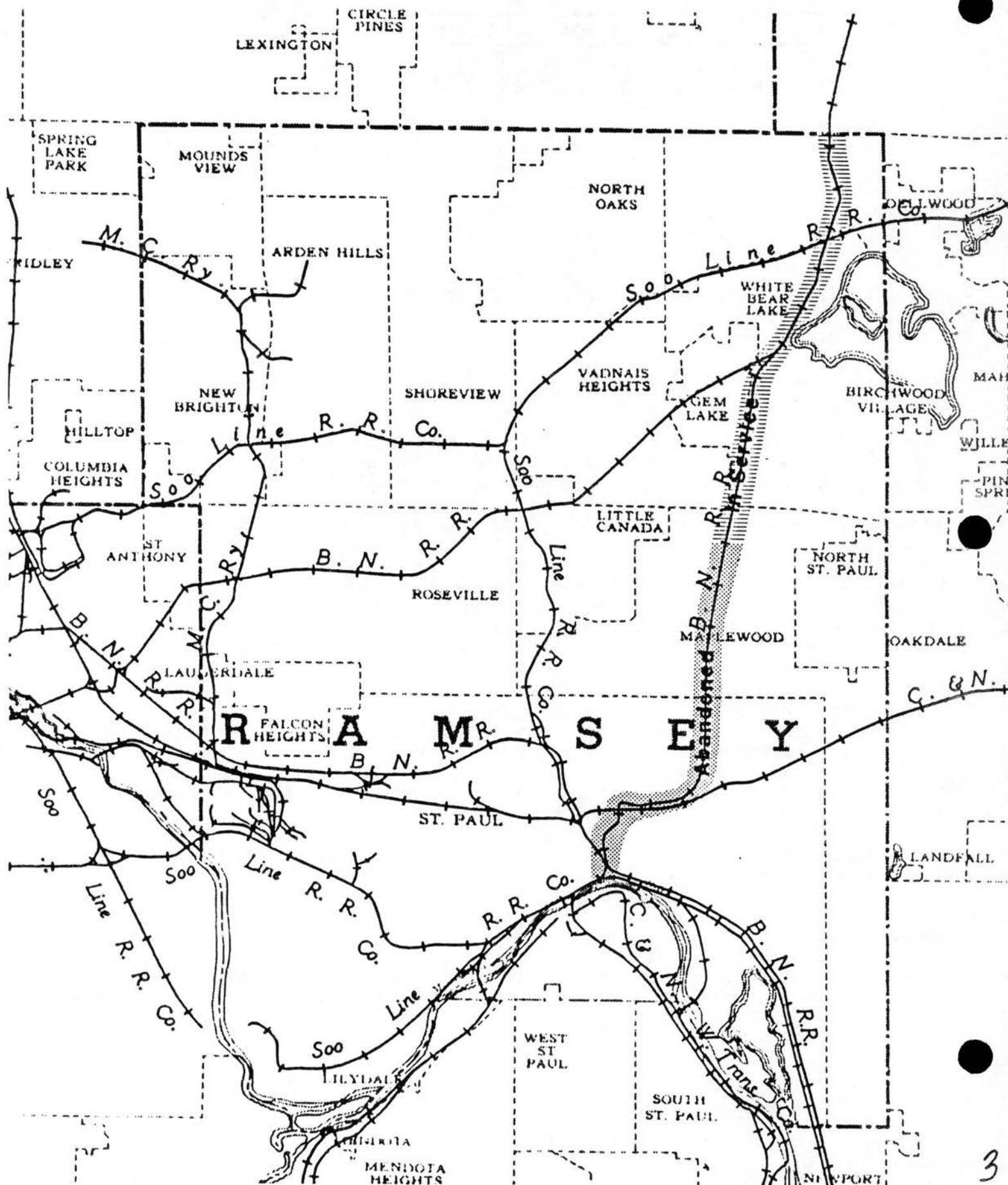
An agreement is being developed for your consideration to deal with ongoing maintenance issues.

Recommendation:

Authorize the Director of RCRRA to execute work orders with Ramsey County Parks and Recreation and Ramsey County Public Works Departments for the cleanup and disposal of materials along the northeast right of way.

KD/blk

Northeast Corridor Study Area



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY

Originating Department

R. Spiegelbauer 3/16/93
Authorized Signature Date

Board Action Requested

Ratify Partial Payment No. 16 to BRW, Inc. in the amount of \$25,047.42 for the Midway Corridor Phase II Preliminary Engineering.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting Midway Corridor Phase II Preliminary Engineering studies. Contract RCRRA/HCRRA 91-001 governs the performance of services and terms of payment. Payment in the total amount of \$25,047.42 for the period ending December 31, 1992, has been issued in accordance with contract provisions and Rail Authority Resolution No. R92-. Payment documentation is being submitted for ratification in compliance with the latter.

- Attachments are: 1) Proposed resolution
2) Accounts Payable form and Partial Payment 16
3) BRW, Inc. Invoice No. 67457 and attachments

Budgeting and Accounting

Ed Blankitz 3/17/93

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

March 23, 1993

Board Date

Signature

J. L. Henderson
Signature

Date

3/18/93

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA/HCRRA 91-001, 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 December 31, 1992; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA/HCRRA 91-001, the Ramsey County Regional Railroad Authority authorized (Resolution R91-) the Director of Light Rail Transit Planning to process payments to BRW, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R91- requires submittal of invoice and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; and

WHEREAS, BRW, Inc. Invoice No. 67457, Partial Payment No. 16, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through December 31, 1992; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$25,047.42 for Ramsey County Regional Railroad Authority's share of services rendered through December 31, 1992, is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

COMPUTER INPUT
PLEASE TYPE OR
PRINT PLAINLY

1 CHARGE TO: Department Regional Rail Authority Date: 2/24/93

2 APPROPRIATION ITEM: Consulting Services Warrant No. _____
(ASSIGNED BY B&A ONLY)

For Accounting Use Only			
	Claim No.		Date Paid
CA	PA270	1	
"	"	"	"
"	"	"	"
"	"	"	"
"	"	"	"

1-2 3-7 8 9-14

3 CODE				
RFC	Fund	Dept	Object	Amount
	591	59105	020102	\$ 25,047.42
				\$
				\$
				\$
				\$
				\$
15-17	18-20	21-25	26-31	32-41
				\$ 25,047.42
				TOTAL

4 PAY TO: 02207 \$ 25,047.42

First Name & Initial (NO PUNCTUATION) 9-22
BRW
Last Name or Company Name 23-52

(Name - Continued) 53-76

Address 9-32

City State 33-54 Zip Code 55-59 Soc Sec No or Fed Tax ID 60-71

5 ON CHECK STUB PUT: Partial Pymt #16; Inv. 67457; Midway Phase II PE

Agreement PA270; Acct. 59105-020102; 12/31/92

For Risk Management Use Only	
Last Name	First Name

6 SEND TO: Address _____
Use only if Payee and/or Address differs from Item 4

7 List in this space and attach to the back of this form: original invoices, receipts, certified claims or other documents.
Preparer's Signature /s/ Bette Kurysh

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

Authorized Signature Klauspiegelaers

NOTE: The vendor's Social Security Number will be used to report taxable income to the Internal Revenue Service. This data is considered private under Minnesota Statute 15.165, but we will not be able to process this claim without it.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO.16

PREPARED BY: _____

PROJECT: MIDWAY CORRIDOR PHASE II PRELIMINARY ENGINEERING
CONTRACT AGREEMENT NUMBER RCRRA/HCRRRA 91-001

ENTERED BY: _____

PROJECT COST CENTER: 59105

AGREEMENT NO: PA270

DATE: MAR 5 93

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
316 COURTHOUSE
ST. PAUL, MN 55102

CONTRACTOR: BRW, INC.
THRESHER SQUARE
700 THIRD STREET SOUTH
MINNEAPOLIS, MN 55415

ACCOUNT NUMBER 59105-020102
TOTAL VALUE OF WORK CERTIFIED - 31 DEC 92
LESS 5% RETAINAGE
AMOUNT DUE
LESS PREVIOUSLY APPROVED PAYMENTS:

PERCENT COMPLETED 53.4%
\$1,570,304.89
\$78,555.42
\$1,491,749.47
\$1,459,482.50

\$32,266.97

ALLOWABLE PAYMENT FOR THIS PARTIAL:

THIS IS TO CERTIFY THAT I HAVE EXAMINED THE WORK AND DETAIL OF THE INVOICE, AND
FIND THE TASKS LISTED HAVE BEEN COMPLETED IN ACCORDANCE WITH AGREEMENT REQUIREMENTS.

3/9/93 *K. Leffspiegel*
DATE DIRECTOR, REGIONAL RAILROAD PLANNING

3/9/93 *[Signature]*
DATE CONSULTANT

PREVIOUS PARTIALS:	RCRRA SHARE	HCRRRA SHARE	TOTAL
PARTIAL PAYMENT NO. 1	\$6,574.77	\$837.38	\$7,412.15
PARTIAL PAYMENT NO. 2	\$79,502.55	\$9,652.13	\$89,154.68
PARTIAL PAYMENT NO. 3	\$55,446.25	\$7,034.53	\$62,480.78
PARTIAL PAYMENT NO. 4	\$104,832.96	\$12,889.89	\$117,722.85
PARTIAL PAYMENT NO. 5	\$157,659.91	\$19,533.38	\$177,193.29
PARTIAL PAYMENT NO. 6	\$116,868.07	\$14,573.17	\$131,441.24
PARTIAL PAYMENT NO. 7	\$119,916.64	\$15,519.39	\$135,436.03
PARTIAL PAYMENT NO. 8	\$131,336.17	\$15,238.93	\$146,575.10
PARTIAL PAYMENT NO. 9	\$119,722.35	\$15,202.83	\$134,925.18
PARTIAL PAYMENT NO. 10	\$112,625.52	\$14,178.51	\$126,804.03
PARTIAL PAYMENT NO. 11	\$60,970.33	\$8,047.19	\$69,017.52
PARTIAL PAYMENT NO. 12	\$69,121.38	\$9,537.67	\$78,659.05
PARTIAL PAYMENT NO. 13	\$73,702.93	\$9,921.20	\$83,624.13
PARTIAL PAYMENT NO. 14	\$46,917.85	\$4,829.83	\$51,747.68
PARTIAL PAYMENT NO. 15	\$40,383.28	\$6,905.51	\$47,288.79
PARTIAL PAYMENT NO. 16	\$25,047.42	\$7,219.55	\$32,266.97

PARTIAL PAYMENT TOTAL: \$1,320,628.38 \$171,121.09 \$1,491,749.47

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT: \$2,940,000.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) \$1,491,749.47
AMOUNT REMAINING ON AGREEMENT \$1,448,250.53



BRW INC.

Planning
Transportation
Engineering
Urban Design

Thresher Square
700 Third Street So.
Minneapolis.
MN 55415
612/370-0700
Fax 612/370-1378

Minneapolis
Denver
Phoenix
San Diego
Seattle
Portland
Orlando
Milwaukee

#16

INVOICE
67457

Ms. Kathryn DeSpiegelaere
Ramsey County RRA
316 Courthouse
15 West Kellogg Boulevard
St. Paul, MN 55102

Mr. Ken Stevens
Hennepin County RRA
A-2307 Government Center
Minneapolis, MN 55487-0237

DATE: December 31, 1992

JOB NO: 1362

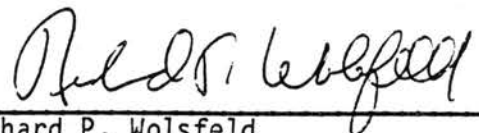
INVOICE PERIOD: December 1992
FEDERAL TAX ID NUMBER: 41-1625272

For professional services provided to the Ramsey County Regional Railroad Authority and the Hennepin County Regional Railroad Authority in preparation of Phase II Preliminary Engineering for light rail transit in the Midway Corridor, in accord with Agreement No. RCRRA/HCRRA 91-001.

ITEM	BILLED THIS INVOICE	PREVIOUSLY BILLED	TOTAL BILLING TO DATE
RCRRA	\$ 28,738.53 30,561.23 *	\$ 361,641.51 1,359,818.81	\$ 1,390,380.04
LESS RETAINAGE	3,691.11 3,462.12	66,860.55 66,289.54	69,751.66
DUE THIS BILLING	\$ 27,099.11 25,047.42	\$ 1,293,529.27 5,580.96	\$ 1,320,628.38
HCRRA	\$ 7,396.95 7,599.47 *	\$ 527.90 172,325.38	\$ 179,924.85
LESS RETAINAGE	177.40 379.94	626.36 8,423.82	8,803.76
DUE THIS BILLING	\$ 7,219.53 ⁵	\$ 163,901.58 ⁴	\$ 171,121.09

I hereby certify that the above statement is just and correct and payment has not been received.

BRW, INC.


Richard P. Wolsfeld
Principal

* Correct amounts account for credit to compensate for overbilling in the amounts of \$1,822.70 and \$202.52 for RCRRA and HCRRA, respectively, on Invoice #66772 for August, 1992.



BRW INC.

Planning
Transportation
Engineering
Urban Design

Thresher Square
700 Third Street So.
Minneapolis,
MN 55415
612/370-0700
Fax 612/370-1378

Minneapolis
Denver
Phoenix
San Diego
Seattle
Portland
Orlando
Milwaukee

INVOICE
67252

Ms. Kathryn DeSpiegelaere
Ramsey County RRA
316 Courthouse
15 West Kellogg Boulevard
St. Paul, MN 55102

DATE: December 31, 1992

JOB NO:1362-B-84

INVOICE PERIOD: February 1992 Overpayment on Invoice #65131.
FEDERAL TAX ID NUMBER: 41-1625272

For professional services provided to the Ramsey County Regional Railroad Authority and the Hennepin County Regional Railroad Authority in preparation of Phase II Preliminary Engineering for light rail transit in the Midway Corridor, in accord with Agreement No. RCRRA/HCRRA 91-001.

RCRRA Retainage Overpaid

\$ 1,934.05

Total

\$ 1,934.05

NOTE: This is to serve as an audit trail for the overpayment Ramsey County Warrant #00854748 dated 5/27/92. This amount had not been billed previously.

I hereby certify that the above statement is just and correct and payment has not been received.

BRW, INC.

Richard P. Wolsfeld
Principal

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA/HCRRRA 91001
 COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRRRA
 INVOICE PERIOD : DECEMBER 1992
 FILENAME: 89003_1

JOB NUMBER	TOTAL	LESS RETAINAGE	TOTAL SALES	%	RCRRA	%	HCRRRA
1362-A-01	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-A-05	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-A-39	0.00	0.00	0.00	100%	0.00	0%	0.00
1362-A-40	0.00	0.00	0.00	89%	0.00	11%	0.00
1362-A-41	54.35	2.72	51.63	89%	45.95	11%	5.68
1362-A-42	0.00	0.00	0.00	89%	0.00	11%	0.00
1362-A-43	5,058.09	252.90	4,805.19	89%	4,276.62	11%	528.57
1362-A-44	0.00	0.00	0.00	89%	0.00	11%	0.00
1362-A-45	11,878.50	583.93	11,094.57	89%	9,874.17	11%	1,220.40
1362-A-46	0.00	0.00	0.00	89%	0.00	11%	0.00
1362-A-47	0.00	0.00	0.00	89%	0.00	11%	0.00
1362-A-48	1,842.50	92.13	1,750.37	89%	1,557.83	11%	192.54
1362-A-49	6,023.40	301.17	5,722.23	89%	5,092.78	11%	629.45
1362-A-70	0.00	0.00	0.00	85%	0.00	15%	0.00
1362-A-81	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-A-84	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-A-85	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-A-86	0.00	0.00	0.00	90%	0.00	10%	0.00
	0.00	0.00	0.00	100%	0.00	0%	0.00
1362-B-01	540.00	27.00	513.00	90%	461.70	10%	51.30
1362-B-05	18.00	0.90	17.10	90%	15.39	10%	1.71
1362-B-08	0.00	0.00	0.00	100%	0.00	0%	0.00
1362-B-07	1,051.60	52.58	999.02	100%	999.02	0%	0.00
1362-B-08	684.99	34.25	650.74	0%	0.00	*****	650.74
1362-B-10	3,728.14	186.41	3,541.73	85%	3,010.47	15%	531.26
1362-B-20	7.29	0.36	6.93	85%	5.89	15%	1.04
1362-B-21	0.00	0.00	0.00	85%	0.00	15%	0.00
1362-B-30	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-47	50.00	2.50	47.51	89%	42.28	11%	5.23
1362-B-50	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-51	135.00	6.75	128.28	90%	115.43	10%	12.83
1362-B-52	997.51	49.88	947.63	90%	852.87	10%	94.76
1362-B-53	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-54	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-55	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-60	3,342.45	167.12	3,175.33	80%	2,540.26	20%	635.07
1362-B-70	0.00	0.00	0.00	85%	0.00	15%	0.00
1362-B-80	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-81	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-83	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-84	0.00	1,934.05	(1,934.05)	90%	(1,934.05)	10%	0.00
1362-B-85	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-86	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-87	0.00	0.00	0.00	100%	0.00	0%	0.00
1362-C-01	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-05	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-07	150.00	7.50	142.50	100%	142.50	0%	0.00
1362-C-08	2,798.90	139.95	2,658.95	0%	0.00	*****	2,658.95
1362-C-50	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-51	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-52	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-53	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-54	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-55	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-56	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-57	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-58	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-70	0.00	0.00	0.00	85%	0.00	15%	0.00
1362-C-81	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-82	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-84	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-85	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-86	0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-90	0.00	0.00	0.00	80%	0.00	20%	0.00

 TOTAL 38,180.72 3,842.10 34,318.64 27,099.11 7,219.53
 >>> -----> ~~34,318.64~~
 34,318.64 <-----<<<<

BRW, INC.

DECEMBER 31, 1992
INVOICE NO. DRAFT
PROJECT NO. 1362B.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
PROBST, DENNIS	6.0	90.00	540.00
		TOTAL LABOR	540.00

		TOTAL THIS PROJECT	\$ 540.00
			=====

MIDWAY PE SURVEYS/MAPPING

PROJECT NO. 1362A.41

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL III			
HENDERSON, JANE	0.5	37.50	18.75
STAFF LEVEL I			
CUMMING, DIANA	0.3	27.00	8.10
STAFF LEVEL V			
HOLKER, THOMAS	0.5	55.00	27.50
TOTALS	1.3		54.35
		TOTAL LABOR	54.35

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

TOTAL THIS PROJECT \$ 54.35
=====

MIDWAY PE GUIDEWAY STRUC

PROJECT NO. 1362A.45

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL ERICKSON, GARY	2.5	145.00	362.50
SR. CONSULTANT MAVES, MARK	96.0	67.50	6,480.00
STAFF LEVEL IV COWDEN, LAREN	14.0	45.00	630.00
STAFF LEVEL V VINCENT, DAVID	56.5	55.00	3,107.50
TOTALS	169.0		10,580.00

TOTAL LABOR 10,580.00

TOTAL THIS PROJECT \$ 10,580.00
=====

MIDWAY PE MNDOT/FHNA MTG

PROJECT NO. 1362A.48

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL V SANDERS, TOM	33.5	55.00	1,842.50

TOTAL LABOR 1,842.50

TOTAL THIS PROJECT \$ 1,842.50
=====

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

MIDWAY PE PLAN ASSEMBLY

PROJECT NO. 1362A.49

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1992.

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	7.0	145.00	1,015.00
CONSULTANT II			
RUSCO, BRENT	10.0	57.50	575.00
STAFF LEVEL III			
JOHNSRUD, LARRY	115.2	37.50	4,320.00
STAFF LEVEL I			
GROSS, ROBERT	4.2	27.00	113.40
TOTALS	136.4		6,023.40

TOTAL LABOR 6,023.40

TOTAL THIS PROJECT \$ 6,023.40

11.0 RCRRR COMM/PARTICPA

PROJECT NO. 1362B.07

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
BUCKLEY, SUSAN	0.5	35.00	17.50
COLBURN, ELIZABETH	4.0	57.50	230.00
CUMMING, DIANA	0.8	27.00	21.60
HINIKER, CHRISTIAN	7.0	47.50	332.50
PROBST, DENNIS	5.0	90.00	450.00
TOTALS	17.3		1,051.60

TOTAL LABOR 1,051.60

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

TOTAL THIS PROJECT \$ 1,051.60
=====

11.0 HCRA COMM/PARTICIP

PROJECT NO. 1362B.08

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PROBST, DENNIS	4.0	90.00	360.00
		TOTAL LABOR	360.00

TOTAL THIS PROJECT \$ 360.00
=====

MIDWAY PE PROJECT MGMT

PROJECT NO. 1362B.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT II			
MOLITOR, LINDA	0.7	57.50	40.25
CONSULTANT I			
HINIKER, CHRISTIAN	2.0	47.50	95.00
THATCHER, JENNIE	33.3	47.50	1,581.75
STAFF LEVEL III			
SWART, MARY	0.3	37.50	11.25
STAFF LEVEL II			
HAWKINSON, TOM	0.8	35.00	28.00
STAFF LEVEL I			
SCHMELING, STEVEN	11.0	27.00	297.00

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

SR. ASSOCIATE			
PROBST, DENNIS	15.0	90.00	1,350.00
STAFF LEVEL V			
BLANKENSHIP, TIMOTHY	2.0	55.00	110.00
TOTALS	65.1		3,513.25

TOTAL LABOR 3,513.25

TOTAL THIS PROJECT \$ 3,513.25

11.0 RCRRR COMM/PARTICIP

PROJECT NO. 1362C.07

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
WICKLUND, DAVID	4.0	37.50	150.00

TOTAL LABOR 150.00

TOTAL THIS PROJECT \$ 150.00

11.0 HCRRR COMM/PARTICIP

PROJECT NO. 1362C.08

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
BEYER, GINA	1.0	37.50	37.50
MALLOY, STEPHEN	8.0	67.50	540.00
PAKALNS, ARIJS	2.0	90.00	180.00
WICKLUND, DAVID	54.0	37.50	2,025.00

TOTALS 65.0 2,782.50

TOTAL LABOR 2,782.50

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

TOTAL THIS PROJECT \$ 2,782.50
=====

INVOICE SUMMARY

TOTAL LABOR 26,897.60

TOTAL THIS INVOICE 26,897.60
=====

ATTACHMENT B – DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO RCRRA/HCRRA-91001
INVOICE PERIOD : DECEMBER 1992
FILENAME: MIDWAYII_B

OTHER DIRECT NON-SALARY COSTS

BRW GRAPHIC REPRODUCTION	\$32.96
TRAVEL/AUTO/MILEAGE	7.30
FREIGHT/DELIVERY	40.50
OUTSIDE REPRODUCTION/PHOTO	168.53

TOTAL	\$249.29
-------	----------

SUBCONTRACTORS

BRW ARCHITECTS, INC.	\$1,457.50
BECHTEL	\$3,342.45
LTK ENGINEERING	\$57.29
TKDA	\$6,156.59

TOTAL	\$11,013.83
-------	-------------

~~~~~

|                |             |
|----------------|-------------|
| TOTAL EXPENSES | \$11,263.12 |
|----------------|-------------|

*file*

Kathy Despiegelaere  
Ramsey County Regional  
Railroad Authority  
Documentation



**Ramsey County Regional Railroad Authority**

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

RUDY HUNT, Treasurer  
District 5

Hal Norgard  
District 7

Brenda C. Thomas  
District 2

Dick Wedell  
District 1

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, APRIL 13, 1993

\*10:00 A.M. - LARGE CONFERENCE ROOM - 220

\*PLEASE NOTE CHANGE IN TIME.

1. \* Minutes of the Ramsey County Regional Railroad Board Meeting of March 9, 1993.
2. Update on Legislation. - Discussion only.
- 94 work* 3. \* Master Plan for Burlington Northern Regional Trail.
4. \* Joint Powers Agreement for Burlington Northern right of way
5. \* Ratify partial payment No. 17 to BRW, Inc. in the amount of \$43,845.84 for Midway Corridor Phase II Preliminary Engineering.

\* Action is requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD

March 9, 1993

The regular meeting of the Ramsey County Regional Railroad Authority was held on Tuesday, March 9, 1993, in the Large Conference Room of 316 Court House. Chairman Finley called the meeting to order at 11:10 A.M.

MEMBERS PRESENT:

Chairman John Finley  
Commissioner Diane Ahrens  
Commissioner Ruby Hunt  
Commissioner Hal Norgard  
Commissioner Warren Schaber  
Commissioner Brenda Thomas  
Commissioner Dick Wedell

OTHERS PRESENT:

Ed Glaubitz, Allen Torstenson, Scott Heidrich, Wayne Lundeen, David MacMillan represented the County Attorney's Office, Frances Glendenning, Jos. Koenig, Dennis Brobst, Kathryn DeSpiegelaere, Jill Goski

Minutes - of the Regional Railroad Authority Board Meeting of February 9, 1993.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular Regional Railroad Authority Board Meeting of February 9th, 1993, as written, subject to review as the minutes were not delivered until just prior to the meeting.

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

2. Summary of Midway Corridor Light Rail Transit Station-area issues.

Chairman Finley wished to make a statement, that Commissioner Ahrens has really taken the lion's share of these meetings, as far as our Board is concerned, and has attended five of the station meetings, for which he is very grateful as he knows it takes time, and he appreciates her doing this. The other thing is that he would like to say thank you to Jill Goski as Ms. Goski of our staff had to really pick up the slack, not only in preparing for the meetings and getting the word out, but also to make sure everything was put together as Ms. DeSpiegelaere was gone due to her son's illness.

Chairman Finley thanked Ms. Goski for all the effort extended on these meetings.

Commissioner Ahrens felt that the meetings she attended were very well done, well organized, she hoped that the people who challenged certain things felt that this worked, and the results should show that we were concerned.

Chairman Finley said that there were a few people here from the neighborhoods, the different stations, and asked that they introduce themselves.

Wayne Lundeen of 690 Lafond. introduced himself, he represents the Dale Street Station.

Joe Koenig lives at 1146 Portland Avenue, represents the Lexington Avenue Group.

Scott Heidrich lives at 1966 Portland, representing Merriam Park, he was at the Snelling and Merriam Park Stations.

Allen Torstenson from the City of St. Paul was present, he has been working with Ms. DeSpiegelaere and Ms. Goski on related LRT issues in the Central Corridor, and particularly in following through the plan where the Westgate station area to develop land use.

Chairman Finley suggested that due to the tight schedule today, we should take Legislation Update first.

3. Update on Legislation, Discussion only.

Ms. DeSpiegelaere gave a brief update on legislation, we are following two separate bills, one on governance and one on funding. A compromise had been reached last year on how LRT would proceed. Some of the legislators are proposing that the Metropolitan Council members be elective. Senator Pappas has introduced a sales tax bill for the funding, of 6.5%. Senator Langseth has a bill for a gas tax. The sessions that are occurring now have to do with the funding, what kind, and how much will be generated for transportation including transit and light rail transit.

Chairman Finley said the method of funding will be a bonding bill of \$235 million, which would be paid for as a part of the 6 1/2¢ sales tax on gas. This generates \$180 million, and the LRT part will only be for \$20 million, and the rest would be for transit - other transit purposes.

Chairman Finley mentioned when he was out in Washington last week, Peter McLaughlin and he met with the Congressman, and Sabo did not question the \$235 million, we told him it might be more, he just wanted to know when the timetable was when we needed it, and we told him we need \$3 million now for continuation on the Preliminary Engineering to finish off. This sounded okay to him, but he wanted to make sure it was going to be spent. This went very well.

2. Summary of Midway Corridor Light Rail Transit Station-area Issues - Discussion only.

Jill Goski addressed the Committee - she gave a summary of the Station Area Work Group Meetings.

She said she would not go through the entire summary, but she wished to state the station design was important. She discussed the nine stations, design, as it was very important to address the character of the neighborhood/community. So, they established five station area groups.



Dennis Brobst wished to commend the staff in keeping the consultants and the citizens who participated in that - both the groups and his people on task in terms of the organization of the program. The citizens who participated took their responsibilities very seriously. They did do a very thorough job of identifying their concerns in each of the various neighborhoods. They attempted to respond to those through the preliminary engineering exercise. Jill has prepared this report which includes issues which were identified which were beyond the scope of what we are currently involved in. Part of the purpose of the report was to make sure that we carried those issues forward in the future phase, and did not lose this in moving from one phase to the next.

Mr. Brobst showed graphics of the full package that they used, it is typical for each of the station areas that we are going to talk about. He used Westgate as an example, and the overall corridor map. This represents the biggest change on the work that was done, as it has also the most significant right of way impacts of all the stations. They took into consideration all the existing road systems in the area. Feeder bus routes coming into the stations were shown.

Security was a major issue, and the plan is for telephone pay phones, on all platforms, so there will be access to 911. There is no park and ride at any of the stations.

An aerial view of each of the stations was done primarily to illustrate the size of the station, and its presence in the neighborhood.

Mr. Brobst said the freeway stations are multilevel stations. One concern was the access to the station by pedestrians from either side of the street, this was a particular concern at Snelling.

Chairman Finley said on the low floor vehicle we just had a presentation at the Corridor Management Committee which is managing the actual corridor as it relates to the Preliminary Engineering and the Alternative Analysis. At the present time there are not any low floor vehicles according to Ken Stevens that meet the American Disabilities Act. in the United States, and that is where there problem has come as far as integrating into the technology in other cities as well as here. When it is, he said he would bring this back to us as the issue has been raised by us at that level too, besides at the citizens' level.

Scott Heidrich wished to say thanks for comments on the low floor vehicles.

Wayne Lundeen wanted some information about the dual side approach.

Joe Koenig said that the public has been kept up to date very well. It makes it easy for him to make his report. Mr. Koenig is a former St. Paul Public Works employee.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

Minutes Will  
Follow

2

REGIONAL RAILROAD AUTHORITY

Originating Department

*Ed Spiegel* 4/5/93  
Authorized Signature Date

Board Action

Update on legislation.

DISCUSSION ONLY

Request Justification

Current legislative information will be discussed at the Regional Railroad Authority meeting.

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  
4/6/93

April 13, 1993

Board Date

Signature

Date



# Resolution

## Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: \_\_\_\_\_

No. \_\_\_\_\_

WHEREAS, Ramsey County Park and Recreation and St. Paul Parks and Recreation have submitted a master plan for the Burlington Northern Regional Trail Corridor for review by Ramsey County Regional Railroad Authority; and

WHEREAS, The trail corridor will use right of way owned by Ramsey County Regional Railroad Authority which was purchased for joint trail/light rail transit use; and

WHEREAS, The trail, as part of a regional network, will strengthen pedestrian and bicycle facilities, improve mobility between neighborhoods and increase access to parks, lakes, retail center and work sites; and

WHEREAS, The master plan is generally compatible with LRT development; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports development of a trail along its right of way which is compatible with future shared trail/LRT use; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority requests continuing coordination as plans for the trail are developed at a greater level of detail to ensure compatibility with LRT use of the right of way in the future.

John T. Finley, Chairman

By \_\_\_\_\_  
Warren W. Schaber, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

|                                                                                                                                                                                        |                                                                                                                                                  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><u>REGIONAL RAILROAD AUTHORITY</u></p> <p><u>Originating Department</u></p> <p><i>Kathryn DeSpiegelaere</i> <u>4/5/93</u></p> <p>Authorized Signature                      Date</p> | <p><u>Board Action Requested</u></p> <p>Master Plan for Burlington Northern Regional Trail.</p> <p align="center"><u>ACTION IS REQUESTED</u></p> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|

Request Justification

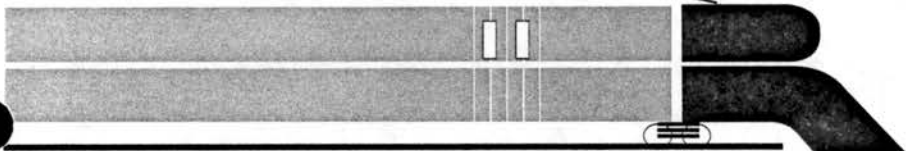
- See attached:    1) Proposed resolution  
                       2) Memorandum from K. DeSpiegelaere with attachments  
                       3) Master Plan

|                                                                                                                                                                                                                |                                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|
| <p><u>Budgeting and Accounting</u> <i>Ed Gaudin</i></p> <p><u>County Attorney</u> <i>Don Moore</i></p> <p><u>Risk Manager</u></p> <p><u>Data Processing</u></p> <p><u>Previous Action taken on Request</u></p> | <p><u>Date / Time</u></p> <p><u>Received By</u></p> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|

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> |
| April 13, 1993                  | <i>J. L. Blendenburg</i> | 4/6/93      |
| <u>Board Date</u>               | <u>Signature</u>         | <u>Date</u> |



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## Ramsey County Regional Railroad Authority

220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

**John T. Finley, Chairman**  
District 3

**Diane Ahrens, Vice Chairman**  
District 4

**Warren W. Schaber, Secretary**  
District 6

**Ruby Hunt, Treasurer**  
District 5

**Hal Norgard**  
District 7

**Brenda C. Thomas**  
District 2

**Dick Wedell**  
District 1

### MEMORANDUM

**TO:** Ramsey County Regional Railroad Authority Commissioners  
Terry Schutten, County Manager

**FROM:** Kathryn DeSpiegelaere, Director of LRT Planning *LD*

**SUBJECT:** Master Plan for Burlington Northern Regional Trail Corridor

**DATE:** March 23, 1993

Ramsey County Parks and Recreation and St. Paul Parks and Recreation have submitted a master plan for the Burlington Northern Regional Trail Corridor for review by Ramsey County Regional Railroad Authority (copy attached).

The trail corridor will use right of way owned by Ramsey County Regional Railroad Authority (RCRRA) which was purchased for joint trail/light rail transit use.

The principle which guided the review of the plan is that the interim use of the right of way should not preclude its eventual use for light rail transit.

### LOCATION

The right of way owned by RCRRA extends from downtown St. Paul to just north of Beam Avenue in Maplewood. It is 6.53 miles in length, and generally 100 feet in width, although some sections deviate from that width. The trail is proposed from downtown St. Paul, accessing the Mississippi River waterfront, to the northern boundary of Ramsey County and Bald Eagle/Otter Lake Regional Park. It would connect to other trails.

### LRT PLANS

Ramsey County Regional Railroad Authority completed a study of LRT in this location, the Northeast Corridor Alignment Study. The recommendation of RCRRA was that two locations within the Northeast Corridor, I-35E and Burlington Northern right of way, have potential for LRT, and that the feasibility of LRT in both locations should continue to be explored.

On the Burlington Northern right of way, LRT is proposed from downtown St. Paul along Fourth Street to I-694 as Phase I and to White Bear Lake in subsequent years.



The highest priority corridor for implementation of LRT in the Twin Cities is the Central Corridor, followed by I-35W. This corridor could be a location for LRT after those two corridors are constructed.

#### LRT/TRAIL COORDINATION

The Northeast Corridor alignment study included information on joint LRT/trail use of the alignment and indicated that joint use can enhance the overall value of the corridor by furthering transportation and recreation goals. A trail, as part of a regional network, would strengthen pedestrian and bicycle facilities and would improve mobility between neighborhoods and increase access to parks, lakes, retail centers and work sites. The study included a typical section of trail and LRT within the right of way (attached).

The trail is proposed to be located along the center of the right of way in most locations. When LRT is constructed, the trail will need to be reconstructed at another location within the right of way to allow both uses to coexist. In some locations, retaining walls may be necessary when LRT is constructed in order to provide sufficient level surface where the edges of the right of way are now sloping. Grade separations will also need to be reconstructed when LRT is implemented in the right of way. LRT generally requires about 30 feet of width, with an additional amount at station locations. Eleven stations are proposed along the alignment after its connection to the Central Corridor LRT alignment.

#### BENEFITS OF TRAIL DEVELOPMENT

The advantage of development of the corridor now, prior to implementation of LRT, is that it will be in public use, and its use as a trail corridor should inhibit dumping of trash on the right of way and other undesirable activities.

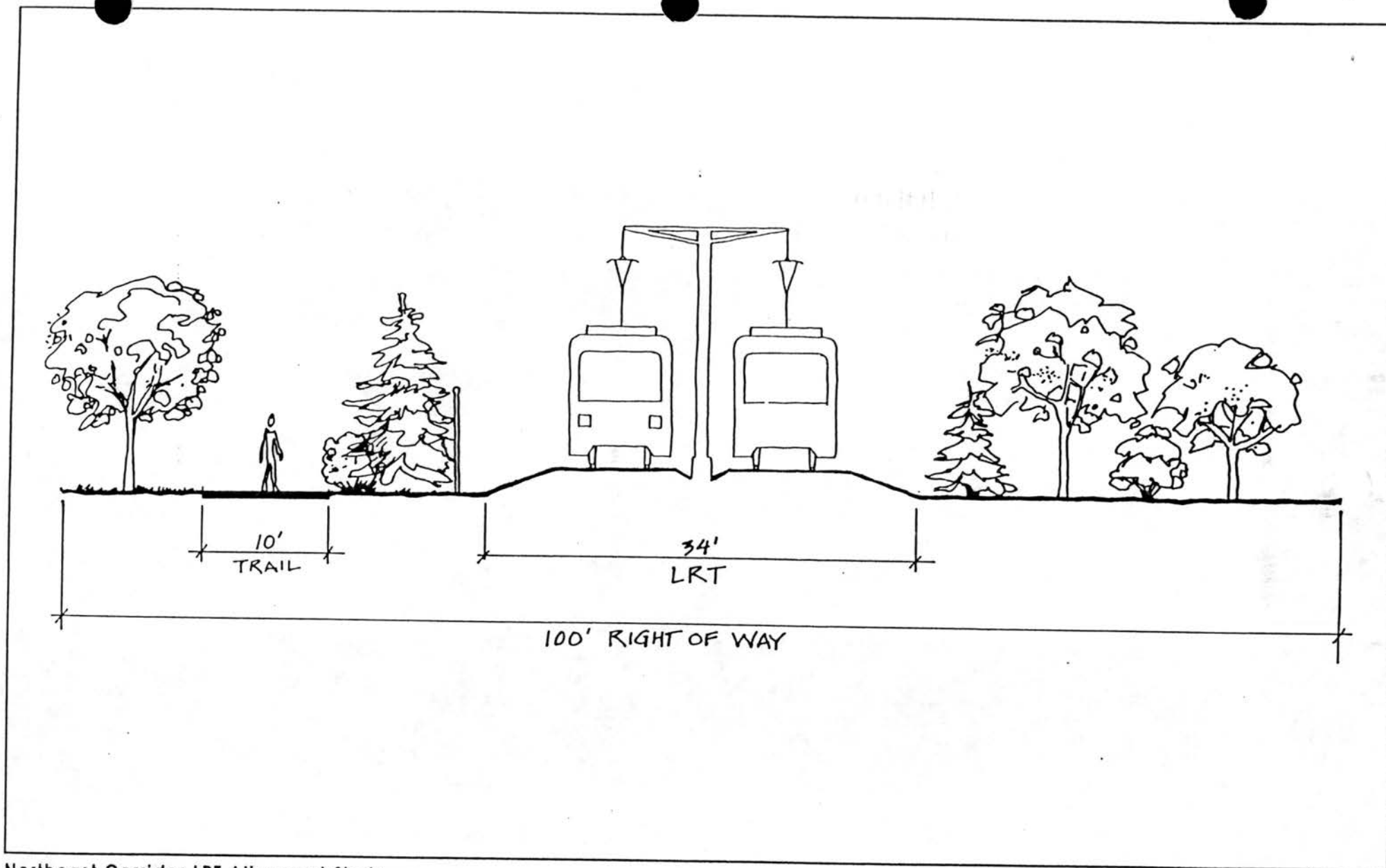
#### MASTER PLAN COMMENTS

The Master Plan is generally compatible with LRT development. The plan is prepared at a conceptual level of detail, and as more information is developed, it will be necessary to assess continuing compatibility of the trail plans with eventual LRT use. Special care will need to be taken in areas where grade separations are necessary, where the right of way is less than 100 feet, and where steep slopes abut the right of way.

#### Recommendation:

Consider the resolution attached for submittal to Ramsey County and the City of St. Paul.





Northeast Corridor LRT Alignment Study

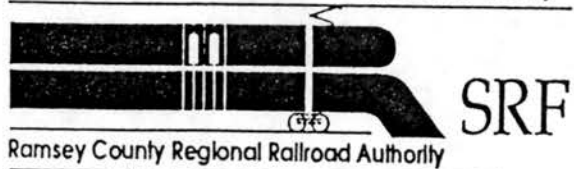


Figure 35

Joint LRT/Trail Use  
TYPICAL SECTION

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

|                             |        |                                                              |
|-----------------------------|--------|--------------------------------------------------------------|
| REGIONAL RAILROAD AUTHORITY |        | Board Action Requested                                       |
| Originating Department      |        | Joint Powers Agreement for Burlington Northern right of way. |
| /s/ K. DeSpiegelaere        | 4/5/93 |                                                              |
| Authorized Signature        | Date   | <u>ACTION IS REQUESTED</u>                                   |

Request Justification

- See attached:
- 1) Proposed resolution
  - 2) Memorandum from K. DeSpiegelaere
  - 3) Joint Powers Agreement

|                                                                                                                                                                                              |  |                            |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------|
| <u>Budgeting and Accounting</u> <i>Ed Slaylitz</i><br><u>County Attorney</u> <i>Donna Miller</i><br><u>Risk Manager</u><br><u>Data Processing</u><br><u>Previous Action taken on Request</u> |  | Date / Time<br>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> |
| April 13, 1993                  | <i>J. L. Blendenning</i> | 4/6/93      |
| <u>Board Date</u>               | <u>Signature</u>         | <u>Date</u> |



# Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: \_\_\_\_\_

No. \_\_\_\_\_

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WHEREAS, Ramsey County, the Ramsey County Regional Railroad Authority and the city of St. Paul, by resolutions of their respective governing bodies approved the concept of joint trail and light rail transit of the Burlington Northern right of way; and

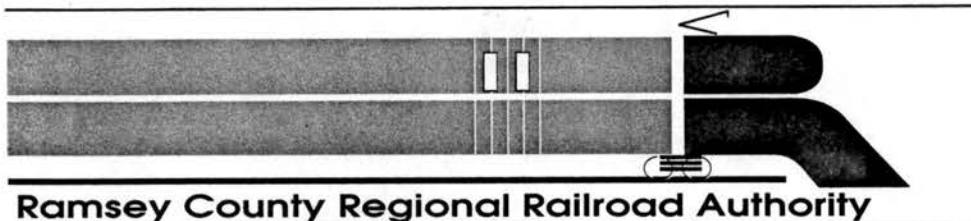
WHEREAS, On December 23, 1992, the Ramsey County Regional Railroad Authority purchased a portion of the Burlington Northern right of way lying generally between Fourth Street and 170 feet north of Beam Avenue; and

WHEREAS, A joint powers agreement has been prepared that defines the roles and responsibilities of Ramsey County, Ramsey County Regional Railroad Authority and the city of St. Paul in the planning, development and operation of the right of way for regional trail and light rail transit; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves the joint powers agreement between Ramsey County, Ramsey County Regional Railroad Authority, and the city of St. Paul for the planning, development, and operation of the Burlington Northern right of way for regional trail and light rail transit.

John T. Finley, Chairman

By \_\_\_\_\_  
Warren W. Schaber, Secretary



360 Ramsey County Government Center-West, 50 West Kellogg Boulevard  
St. Paul, Minnesota 55102 (612) 266-2760 / FAX (612) 266-2761

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners  
Terry Schutten, County Manager

FROM: Kathryn DeSpiegelaere, Director of LRT Planning

SUBJECT: Powers Agreement Burlington Northern Right of Way

DATE: April 5, 1993

Staff of the Ramsey County Regional Railroad Authority, Ramsey County, and the city of St. Paul have prepared a joint powers agreement for the planning, development, and operation of the Burlington Northern right of way for regional trail and light rail transit. The joint powers agreement defines the roles and responsibilities of each of the parties.

The joint powers agreement, which is incorporated into the Burlington Northern Regional Trail Corridor Master Plan, was reviewed and recommended for approval by the Ramsey County Parks and Recreation Commission on February 9, 1993. The agreement was recommended by the St. Paul Parks and Recreation Commission on March 10, 1993, and is currently under consideration by the St. Paul City Council.

Recommendation:

Approve joint powers agreement between Ramsey County, Ramsey County Regional Railroad Authority, and city of St. Paul for planning, development, and operation of the Burlington Northern right of way for regional trail and light rail transit.

KD/blk



## JOINT POWERS AGREEMENT

This Agreement is entered into by and between the Ramsey County Regional Rail Authority (hereafter the "AUTHORITY"), the County of Ramsey (hereafter the "COUNTY"), and the City of St. Paul (hereafter the "CITY"), on this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

### WITNESSETH:

WHEREAS, the parties have authority, pursuant to Minn. Stat. § 471.59, subd. 1 and subd. 10, to enter into agreement for the joint or cooperative exercise of powers each may have; and

WHEREAS, the AUTHORITY has acquired the abandoned Burlington Northern Railroad right-of-way which is described in the attached Exhibit A, and hereinafter referred to as the "CORRIDOR", for purposes of joint Light Rail Transit and recreational trail use; and

WHEREAS, the CITY, COUNTY and AUTHORITY desire to work cooperatively to plan, develop, and operate the CORRIDOR for joint public transportation and recreational use; and

WHEREAS, the AUTHORITY shall permit concurrent use of the CORRIDOR by the COUNTY and CITY for a recreational trail; and

WHEREAS, the parties recognize that the Light Rail Transit alignment within the CORRIDOR has more stringent engineering, design, construction, and operational requirements than does a recreation trail,

NOW, THEREFORE, IT IS MUTUALLY AGREED between the parties as follows:

### I. DEFINITIONS

Unless otherwise required by the context in which they appear, for purposes of this agreement, the following words and phrases have the meaning ascribed to them by this section:

- A. Authority. The Ramsey County Regional Rail Authority
- B. County. The County of Ramsey
- C. City. The City of St. Paul
- D. Date of Acquisition. The date on which the Burlington Northern Railroad or any other current owner of property transfer all of its rights, title, and interest in any real or personal property to either the AUTHORITY, COUNTY or CITY

- E. Railroad. The Burlington Northern Railroad, its predecessors and subsidiaries
- F. Corridor. All that real property owned or claimed by the Railroad as described in the attached Exhibit A
- G. Transitway. Those portions of the CORRIDOR required by the AUTHORITY for tracks and lateral support thereof and passenger station or platforms, park and ride lots, signals, switches, electrical power poles and all other equipment used in propagating electrical power for operation of the transit system, and all other equipment necessary for safe, efficient operation or maintenance of a light rail transit system within the CORRIDOR
- H. Roadbed. That portion of the CORRIDOR on which the RAILROAD has placed railroad tracks, ties, and ballast over which the RAILROAD operated trains, in the condition existing as of January 2, 1990.
- I. Trail. A recreational, transportation, pedestrian and bicycle trail, including access, lighting, and any other improvements necessary for safe, efficient operation, constructed and operated by the COUNTY and CITY.
- J. Temporary Trail. The trail constructed by the CITY or COUNTY or both prior to the time at which the AUTHORITY constructs its transitway.

## II. CORRIDOR ACQUISITION

- A. The AUTHORITY shall pay the purchase price for acquisition of the CORRIDOR, and title to the CORRIDOR shall be in the name of the AUTHORITY.
- B. If the CORRIDOR is at any point of insufficient width to safely accommodate both the transitway and a trail, the roadbed, whenever established, shall have precedence and the authority may require either the City or County to acquire such additional property or take any other actions necessary to permit the safe construction and operation of both the transitway and a trail.

## III. DUTIES OF AUTHORITY UPON ACQUISITION OF CORRIDOR

- A. The AUTHORITY shall grant to the CITY and the COUNTY, respectively, an easement for the construction, operation, and maintenance of a recreational trail over the CORRIDOR.
- B. The easements created pursuant to paragraph III (A) above shall be granted to the CITY for all portions of the CORRIDOR lying within the corporate limits of the CITY of St. Paul,



and to the COUNTY for all portions of the CORRIDOR outside the corporate limits of the CITY of St. Paul.

- C. The easements shall include the following terms, in addition to any other terms agreed upon by the parties:
1. That upon acquisition of the CORRIDOR, and pending development and construction of a transit system, the CITY and COUNTY may design, construct, operate, and maintain over any and all portions of the CORRIDOR a temporary recreational trail or trails.
  2. That the AUTHORITY shall be obligated at all times to provide sufficient area within the CORRIDOR to insure that the CITY and COUNTY may construct and maintain a trail. Neither the AUTHORITY or its successors or assigns may so construct or operate its transitway in such fashion as to preclude practical and safe construction and operation of the trail. Nothing in this section shall require the AUTHORITY to acquire additional land to accommodate a trail.
  3. That the CITY and COUNTY agree that any temporary trail shall be subject to removal upon demand by the AUTHORITY when the transitway is designed and constructed, if such design, in the opinion of the AUTHORITY, requires such removal.

Any temporary trail shall be designed in such fashion that it will not require removal or alteration of the existing roadbed. If the temporary trail is designed in a manner to require removal or alteration of the roadbed, and such design is approved by the AUTHORITY, it shall be the responsibility of the CITY and COUNTY to restore the roadbed or compensate the AUTHORITY for additional costs it may incur to restore the roadbed if such restoration is required for construction of the transitway. If the existing roadbed is found to be unsatisfactory for use for the transitway so that its utility was not diminished by the actions of the COUNTY or CITY in establishing the temporary trail, then the CITY and COUNTY shall not be liable for restoration costs under this section.

If construction of the transitway requires removal of the temporary trail, or any portion thereof, the CITY and COUNTY shall bear the expense of such removal.

Upon completion of or in conjunction with construction of the transitway, the CITY and COUNTY may construct a new recreational trail within those portions of the CORRIDOR not necessary for transitway construction, maintenance, and operation.

4. That the AUTHORITY shall have the sole, final, and exclusive right to determine when it will construct the

transit system, the nature and kind of transit system to be constructed, where the transit system will be constructed within the CORRIDOR, and the nature and kind of safety features it will require for development of the trail.

5. That the AUTHORITY shall have the right to review and approve all temporary and permanent trail construction and alignment plans prepared by the CITY and COUNTY, and that no construction or reconstruction of the trail shall take place until such approval is given by the AUTHORITY to the CITY and COUNTY.
6. That the AUTHORITY shall have responsibility for security and maintenance of the CORRIDOR until such time as the CITY and COUNTY begin construction of the trail within their respective portions of the CORRIDOR. Upon commencement of construction of the trail, the respective CITY and COUNTY shall assume responsibility for maintenance and security of the CORRIDOR until such time as the AUTHORITY constructs its transitway in the CORRIDOR. The AUTHORITY shall be responsible for clearing the corridor of encroachments which interfere with the joint operation of the corridor for trail and transit purposes.
7. That the CITY and COUNTY shall, at the request of the AUTHORITY, close the trail in whole or in part, during the construction of the transitway.
8. That the CITY, COUNTY and AUTHORITY will endeavor to cooperate in the planning, design, construction, and operation of the trail and transitway to assure optimum joint use. However, should disputes arise between the CITY and COUNTY, either individually or jointly, and the AUTHORITY, the AUTHORITY shall have the final decision-making authority, and the CITY and COUNTY shall abide by such decisions.
9. That if at any time operation or maintenance of the transitway causes damage or destruction to all or any portion of the trail, the AUTHORITY shall be liable for all necessary repairs.

#### IV. DUTIES OF CITY AND COUNTY AFTER ACQUISITION OF CORRIDOR

- A. The CITY and COUNTY shall enter into easements as described in Section III (A) and III (B) of this Agreement, and shall agree to the terms of the easements as outlined in Section III (C) of this Agreement.
- B. The CITY and COUNTY shall cooperatively develop a Master Plan for the trail within the CORRIDOR for presentation to the AUTHORITY, as required by this Agreement, and to the

Metropolitan Council. The COUNTY shall be deemed the implementing agency for all portions of the trail outside the corporate limits of the CITY, and the CITY shall be deemed the implementing agency for all portions of the trail within the corporate limits of the CITY of St. Paul. The Master Plan shall be subject to approval by the AUTHORITY, and shall not be submitted to the Metropolitan Council without such prior approval.

- C. The Master Plan shall include, but not be limited to, the following terms:
1. It shall recognize the right of the AUTHORITY to use the CORRIDOR for transit purposes as defined in this Agreement.
  2. For master planning purposes, the CORRIDOR will be considered as the Burlington Northern line between its southern terminus near Kellogg Boulevard in the CITY of St. Paul and the northern Ramsey County line, plus that area to be acquired by the CITY between the southern terminus and the Mississippi River. Provided, however, that nothing in this section shall require the COUNTY or the AUTHORITY to acquire any property not abandoned for rail purposes by the Burlington Northern Railroad or any other railroad as of the date of this Agreement. The COUNTY and the AUTHORITY, however, either individually or jointly, may acquire any property abandoned by any railroad in the future.
  3. For trail development purposes, the CORRIDOR will be considered that area acquired by AUTHORITY, plus adjoining publicly owned areas where improvements will be needed for access to the trail, plus the area to be acquired by CITY (using regional funds) between the southern terminus (near Kellogg) and the Mississippi River.
  4. All applications to the Metropolitan Council or any other agency for development funding shall be coordinated between the CITY-COUNTY.
- D. Upon commencement of trail construction, the CITY and COUNTY shall become responsible for security and maintenance of those portions of the CORRIDOR which lie within their respective jurisdictions pursuant to paragraph III (C) of this Agreement, and the AUTHORITY shall have no further responsibility for such security and maintenance until such time as it constructs a transitway in the CORRIDOR. At such time as both the transitway and recreational trail are completed, the CITY and COUNTY shall be responsible for maintenance and security of the trail system, and the AUTHORITY shall be responsible for maintenance and security of the transitway. The cost of maintenance for common areas

shall be divided equally between the AUTHORITY and the CITY or COUNTY.

- E. The CITY and COUNTY shall establish and enforce consistent rules and regulations governing public use of the trail CORRIDOR.

#### V. GENERAL TERMS AND CONDITIONS

- A. Indemnification. Each party to this Agreement agrees that it shall defend, indemnify, and hold harmless all other parties from its own negligent acts. No party waives any statutory limits on liability.
- B. If the AUTHORITY acquires the CORRIDOR but determines that it or any portion thereof is not needed for transitway purposes and that therefore it shall have no further need for the property, the CITY and COUNTY agree that they shall acquire the AUTHORITY's interest in the CORRIDOR by payment to the AUTHORITY of 50% of the then fair market value of the line or \$750,000, whichever is greater.

Provided, however, that the CITY and COUNTY agree to save, defend, reimburse, and hold harmless the AUTHORITY from any repayments to third parties for contributions or loans made by such third parties for purchase of the line required of the AUTHORITY at any time by said third parties after the CORRIDOR is purchased pursuant to this section by the CITY and COUNTY.

- C. Any easements created pursuant to this Agreement shall be freely assignable by the AUTHORITY, and AUTHORITY's assignee shall be bound by the terms of said easement.
- D. Termination and Modification. Except as otherwise provided herein, this agreement and the rights and obligations of the parties hereunder may be modified or terminated only by the mutual consent of all parties. If an action or modification affects only the CITY or COUNTY'S portion of the trail easement, and not both, then the CITY or COUNTY may separately agree with the AUTHORITY to amend this agreement, and the consent of the party whose interest is not affected need not be obtained. All amendments or modifications shall be in writing and approved by the governing body of the respective parties to this agreement or their successors and assigns.
- E. Bridges. If the roadbed utilizes bridges in existence at the time the AUTHORITY acquires the CORRIDOR and roadbed, the CITY and COUNTY may use the existing bridges for any temporary trail they construct within the CORRIDOR if they desire. If the existing bridges are at any time deemed deficient, or if any unit of federal, state, or local government, including the parties to this agreement,



determines that the existing bridge structures be removed, the AUTHORITY shall be responsible for such removal. The CITY and COUNTY may construct, at their expense, temporary bridges to replace any bridge structure so removed, for temporary trail use. When the transitway is constructed, all temporary bridges shall be removed if required by the AUTHORITY, for construction of the transitway. Such removal shall be at the expense of the CITY or COUNTY.

When the transitway is constructed, either new bridges will be constructed which will accommodate both trail and transitway operation, or separate bridge structures for trail and transitway will be constructed. However, if any existing structure need not be replaced, the parties may agree to its continued use.

Prior to design of the bridge structure or structures, the parties to this agreement shall decide whether to construct a joint use structure or separate structures. If the parties decide to build a joint use structure, the CITY or COUNTY shall pay for the engineering, design, and construction of the bridge to the extent the cost of such joint purpose structure exceeds the cost of engineering, design and construction of a structure for transitway only, and the AUTHORITY shall pay the remaining cost.

If the parties elect to build separate structures, each shall be responsible for all costs associated with design and construction of their structure and shall not be responsible for any costs of the other structures built.

- F. Additional Facilities. If the CITY, COUNTY or AUTHORITY acquires property, either within or outside of the CORRIDOR, which is used for the construction of automobile parking areas, the party acquiring and constructing the parking facility shall permit patrons both of the trail and transit system to use said facilities.

Exhibit "A" to Quitclaim Deed from Burlington Northern Railroad  
Company to Ramsey County Regional Railroad Authority,  
Ramsey County Minnesota dated December 17, 1992 Page 1 of 14

That part of the Southwest Quarter of Section 3, Township 29, Range 22,  
Ramsey County, Minnesota, lying 75 feet on each side of the following  
described line:

Commencing at the southeast corner of said Southwest Quarter;  
thence North 89 degrees 42 minutes 33 seconds West along the south  
line of said Southwest Quarter a distance of 1205.00 feet to the point  
of beginning of the line to be described; thence North 9 degrees 30  
minutes 09 seconds East 2668.22 feet to a point on the north line of  
said Southwest Quarter distant 711.44 feet west of the northeast  
corner of said Southwest Quarter and said line there terminating.

ALSO

That part of the Northwest Quarter of Section 3, Township 29, Range 22,  
Ramsey County, Minnesota, described as follows:

Commencing at the southeast corner of said Northwest Quarter;  
thence North 89 degrees 48 minutes 36 seconds West, along the  
south line of said Northwest Quarter a distance of 635.44 feet to the  
point of beginning; thence North 9 degrees 30 minutes 09 seconds  
East a distance of 170.70 feet; thence North 80 degrees 29 minutes 51  
seconds West a distance of 150.00 feet; thence South 9 degrees 30  
minutes 09 seconds West a distance of 195.30 feet to the south line of  
said Northwest Quarter; thence South 89 degrees 48 minutes 36  
seconds East along said south line a distance of 152.00 feet to the  
point of beginning.

ALSO

That part of the Southwest Quarter of Section 10, Township 29, Range 22,  
Ramsey County, Minnesota, lying 50 feet on each side of the following  
described line:

Commencing at the southwest corner of said Southwest Quarter;  
thence South 89 degrees 46 minutes 02 seconds East a distance of  
550.34 feet to the point of beginning of the line to be described;  
thence North 9 degrees 30 minutes 09 seconds East a distance of  
2663.50 feet to a point on the north line of said Southwest Quarter  
distant 988.43 feet east of the northwest corner of said Southwest  
Quarter and said line there terminating.



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Lying southerly and westerly of the following described line:

Beginning at the intersection of the west line of the above described parcel of land and a line parallel with and 120 feet southerly of the hereinafter described Line 1; thence easterly along said parallel line to the above described centerline; thence southerly along said centerline to a line parallel with and 170 feet southerly of the hereinafter described Line 1; thence easterly along said parallel line to the east line of the above described parcel of land and said line there terminating.

Line 1 is described as follows:

Beginning at a point on the west line of said Section 10, distant 729.7 feet south of the west quarter corner thereof; thence run easterly at an angle of 89 degrees 56 minutes 00 seconds from said west section line (measured from north to east) for 1100 feet and there terminating.

ALSO

That part of the Northwest Quarter of Section 10, Township 29, Range 22, Ramsey County, Minnesota, lying 50 feet on each side of the following described line:

Commencing at the southwest corner of said Northwest Quarter; thence South 89 degrees 53 minutes 29 seconds East along the south line of said Northwest Quarter a distance of 988.43 feet to the point of beginning of the line to be described; thence North 9 degrees 30 minutes 09 seconds East a distance of 2656.72 feet to a point on the north line of said Northwest Quarter distant 1205.00 feet west of the northeast corner of said Northwest Quarter and said line there terminating.

Lying North of a line parallel with and 100.00 feet north of the south line of said Northwest Quarter.

Except that part lying westerly of the following described line:

Beginning at a point on the westerly line of the above described parcel distant 1867.70 feet from the south line of said Northwest Quarter, as measured along said westerly line; thence northerly along a curve concave to the east, tangent to said westerly line, having a radius of 2914.93 feet, a central angle of 6 degrees 22 minutes 55 seconds a distance of 324.68 feet to the east line of the Northwest Quarter of said Northwest Quarter; thence northerly along said east line of the Quarter-Quarter a distance of 108.43

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feet to the intersection with the westerly line of the above described parcel  
and said line there terminating.

ALSO

That part of the Southwest Quarter of Section 15, Township 29, Range 22,  
Ramsey County, Minnesota, lying 50 feet on each side of the following  
described line:

Commencing at the southwest corner of said Southwest Quarter;  
thence South 89 degrees 58 minutes 42 seconds East along the south  
line of said Southwest Quarter a distance of 216.75 feet to the point  
of beginning of the line to be described; thence North 2 degrees 30  
minutes 44 seconds East a distance of 2640.40 feet to a point on the  
north line of said Southwest Quarter distant 345.89 feet east of the  
northwest corner of said Southwest Quarter and said line there  
terminating.

ALSO

Lots 13, 14 and 15, Block 3, "Gladstone, Ramsey County, Minnesota,"  
together with that part of the vacated Ridge Street lying south of the  
easterly extension of the north line of said Lot 13 and lying north of the  
easterly extension of the south line of said Lot 15.

ALSO

Lots 1, 2 and 3, Block 4, "Gladstone, Ramsey County, Minnesota,"  
together with that part of the vacated Ridge street lying south of the  
easterly extension of the north line of said Lot 1 and lying north of the  
easterly extension of the south line of said Lot 3.

ALSO

That part of Lots 4, 5, 6 and 7, Block 4, "Gladstone Ramsey County,  
Minnesota," lying northeasterly of the following described line:

Beginning at a point on the north line of said Lot 4 distant 29.00 feet  
east of the northwest corner of said Lot 4, thence southeasterly along  
a 16 degree curve, concave to the southwest, having a radius of  
359.26 feet, to a point on the east line of said Lot 7 distant 5.00 feet  
north of the southeast corner of said Lot 7.

Together with the vacated Ridge Street lying south of the easterly  
extension of the north line of said Lot 4 and lying north of a line parallel  
with and 5 feet north of the easterly extension of the south line of said Lot  
7.

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ALSO

That part of the Northwest Quarter of Section 15, Township 29, Range 22, Ramsey County, Minnesota, lying 50 feet on each side of the following described line:

Commencing at the southwest corner of said Northwest Quarter; thence South 89 degrees 48 minutes 54 seconds East along the south line of said Northwest Quarter a distance of 345.89 feet to the point of beginning of the line to be described; thence North 2 degrees 30 minutes 44 seconds East a distance of 1698.26 feet; thence along a tangential curve, concave to the east, having a radius of 5729.65 feet, a central angle of 6 degrees 59 minutes 25 seconds and a distance of 699.04 feet; thence North 9 degrees 30 minutes 09 seconds East a distance of 250.27 feet to a point on the north line of said Northwest Quarter distant 550.34 feet east of the northwest corner of said Northwest Quarter and said line there terminating.

ALSO

That part of the Northwest Quarter of Section 22, Township 29, Range 22, Ramsey County, Minnesota, lying 50 feet on each side of the following described line:

Commencing at the northwest corner of said Northwest Quarter; thence South 89 degrees 58 minutes 48 seconds East along the north line of said Northwest Quarter a distance of 216.75 feet to the beginning of the line to be described; thence South 2 degrees 30 minutes 38 seconds West a distance of 1435.45 feet; thence southerly a distance of 391.78 feet along a tangential curve concave to the east, having a radius of 22,918.33 feet and a central angle of 0 degrees 58 minutes 46 seconds; thence South 1 degree 31 minutes 52 seconds West, tangent to the last described curve, a distance of 807.85 feet to a point on the south line of said Northwest Quarter distant 99.97 feet east of the southwest corner of said Northwest Quarter and said line there terminating.

ALSO

That part of the Southwest Quarter of Section 22 and the Southeast Quarter of Section 21, Township 29, Range 22, Ramsey County, Minnesota, lying 50 feet on each side of the following described line:

Commencing at the northwest corner of said Southwest Quarter; thence South 89 degrees 55 minutes 44 seconds East along the north line of said Southwest Quarter a distance of 99.97 feet to the

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beginning of the line to be described; thence South 1 degree 31 minutes 52 seconds West a distance of 1998.26 feet; thence southerly a distance of 520.33 feet along a tangential curve concave to the east, having a radius of 17,188.76 feet and a central angle of 1 degree 44 minutes 04 seconds; thence South 0 degrees 12 minutes 12 seconds East, tangent to the last described curve, a distance of 123.74 feet to a point on the south line of said Southwest Quarter distant 33.25 feet east of the southwest corner of said Southwest Quarter and said line there terminating.

ALSO

That part of the Northwest Quarter of Section 27 and the Northeast Quarter of Section 28, Township 29, Range 22, Ramsey County, Minnesota, lying 50 feet on each side of the following described Line 1:

Line 1

Commencing at the northwest corner of said Northwest Quarter; thence South 89 degrees 59 minutes 51 seconds East along the north line of said Northwest Quarter a distance of 33.25 feet to the beginning of the line to be described; thence South 0 degrees 12 minutes 12 seconds East a distance of 1191.50 feet; thence southerly and southwesterly a distance of 1487.39 feet along a tangential curve concave to the northwest, having a radius of 1910.08 feet and a central angle of 44 degrees 37 minutes 00 seconds; thence South 44 degrees 24 minutes 48 seconds West, tangent to the last described curve, a distance of 147.81 feet to a point on the south line of said Northeast Quarter of Section 28 distant 620.61 feet west of the southeast corner of said Northeast Quarter and said line there terminating.

Together with that part of said Northeast Quarter lying westerly of a line 50 feet westerly of and parallel with said Line 1 and easterly of the following described Line 2:

Line 2

Commencing at the northwest corner of said Northwest Quarter; thence South 89 degrees 59 minutes 51 seconds East along the north line of said Northwest Quarter a distance of 33.25 feet; thence South 0 degrees 12 minutes 12 seconds East a distance of 952.20 feet; thence South 89 degrees 47 minutes 48 seconds West a distance of 50.00 feet to the beginning of the line to be described; thence South 11 degrees 17 minutes 55 seconds West a distance of 292.00 feet; thence southwesterly a distance of 914.47 feet along a non-tangential curve, concave to the northwest, having a radius of 1809.57 feet, a central angle of 28 degrees 57 minutes 17 seconds and a chord bearing of South 24 degrees 17 minutes 54 seconds West;



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thence South 38 degrees 46 minutes 32 seconds West, tangent to the last described curve, a distance of 742.80 feet to a point on the south line of said Northeast Quarter of Section 28 distant 917.05 west of the southeast corner of said Northeast Quarter and said line there terminating.

**ALSO**

That part of the Southeast Quarter of Section 28, Township 29, Range 22, Ramsey County, Minnesota, lying southeasterly of the following described Line 1 and northwesterly of the following described Line 2.

**Line 1**

Commencing at the northeast corner of said Southeast Quarter; thence South 89 degrees 38 minutes 03 seconds West along the north line of said Southeast Quarter a distance of 710.77 feet; thence South 44 degrees 24 minutes 48 seconds West a distance of 637.73 feet; thence southwesterly a distance of 963.11 feet along a tangential curve, concave to the northwest, having a radius of 1860.08 feet and central angle of 29 degrees 40 minutes 00 seconds; thence South 15 degrees 55 minutes 12 seconds East, not tangent to the last described curve, a distance of 35.00 feet; thence South 74 degrees 04 minutes 48 seconds West a distance of 683.67 feet to a point on the west line of said Southeast Quarter distant 1497.89 feet north of the southwest corner of said Southeast Quarter and said line there terminating.

**Line 2**

Commencing at the northeast corner of said Southeast Quarter; thence South 89 degrees 38 minutes 03 seconds West along the north line of said Southeast Quarter a distance of 550.17 feet; thence South 44 degrees 24 minutes 48 seconds West a distance of 750.86 feet; thence southwesterly a distance of 563.67 feet along a tangential curve, concave to the northwest, having a radius of 1974.08 feet and central angle of 16 degrees 21 minutes 36 seconds; thence South 68 degrees 57 minutes 48 seconds West, not tangent to the last described curve, a distance of 308.16 feet; thence southwesterly a distance of 530.67 feet along a tangential curve, concave to the northwest, having a radius of 5714.65 feet and a central angle of 5 degrees 19 minutes 14 seconds; thence South 74 degrees 17 minutes 02 seconds West, tangent to the last described curve, a distance of 322.55 feet to a point on the west line of said Southeast Quarter distant 1419.81 feet north of the southwest corner of said Southeast Quarter and said line there terminating.

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ALSO

That part of the Southwest Quarter of Section 28, Township 29, Range 22,  
Ramsey County, Minnesota, lying northerly of the following described  
Line 1 and southerly of the following described Line 2.

Line 1

Commencing at the southeast corner of said Southwest Quarter;  
thence North 0 degrees 01 minutes 38 seconds East along the east  
line of said Southwest Quarter a distance of 1419.81 feet to the  
beginning of the line to be described; thence South 74 degrees 17  
minutes 02 seconds West a distance of 977.37 feet; thence  
southwesterly a distance of 908.93 feet along a tangential curve,  
concave to the northwest, having a radius of 5714.65 feet and a  
central angle of 9 degrees 06 minutes 47 seconds; thence North 86  
degrees 00 minutes 57 seconds West, not tangent to the last  
described curve, a distance of 378.09 feet; thence northwesterly a  
distance of 22.52 feet along a non-tangential curve, concave to the  
northeast, having a radius of 1523.18 feet, a central angle of 0  
degrees 50 minutes 49 seconds and a chord bearing of North 74  
degrees 56 minutes 37 seconds West; thence North 74 degrees 31  
minutes 12 seconds West, tangent to the last described curve, a  
distance of 13.51 feet; thence westerly a distance of 387.36 feet along  
a tangential curve concave to the south, having a radius of 1325.40  
feet and a central angle of 16 degrees 44 minutes 42 seconds to a  
point on the west line of said Southwest Quarter distant 1064.35 feet  
from the southwest corner of said Southwest Quarter of said line  
thence terminating.

Line 2

Commencing at the southeast corner of said Southwest Quarter;  
thence North 0 degrees 01 minutes 38 seconds East along the east  
line of said Southwest Quarter a distance of 1534.66 feet; thence  
South 74 degrees 04 minutes 48 seconds West a distance of 386.42  
feet; thence North 0 degrees 01 minutes 38 seconds East a distance of  
0.16 feet; thence South 74 degrees 04 minutes 48 seconds West a  
distance of 300.00 feet; thence South 0 degrees 01 minutes 38 seconds  
West a distance of 15.08 feet; thence South 74 degrees 04 minutes 48  
seconds West a distance of 804.45 feet; thence westerly a distance of  
124.23 feet along a tangential curve, concave to the north, having a  
radius of 1423.18 feet and a central angle of 5 degrees 00 minutes 05  
seconds; thence North 0 degrees 18 minutes 36 seconds West, not  
tangent to the last described curve, a distance of 0.16 feet; thence  
westerly a distance of 475.89 feet, along a non-tangential curve,  
concave to the north, having a radius of 1480.97 feet, a central angle  
of 18 degrees 24 minutes 41 seconds and a chord bearing of South 88  
degrees 24 minutes 23 seconds West; thence North 84 degrees 29  
minutes 19 seconds West, not tangent to the last described curve, a



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distance of 571.91 feet; thence South 85 degrees 57 minutes 09 seconds West a distance of 29.08 feet to a point on the West line of said Southwest Quarter distant 1123.35 feet north of the southwest corner of said Southwest Quarter and said line there terminating.

ALSO

That part of the Southeast Quarter of Section 29, Township 29, Range 22, Ramsey County, Minnesota, lying between the following described Lines 1 and 2:

Line 1

Commencing at the southeast corner of said Southeast Quarter; thence North 0 degrees 12 minutes 04 seconds East along the east line said Southeast Quarter a distance 1064.35 feet to the beginning of the line to be described; thence westerly a distance of 74.25 feet along a non-tangential curve concave to the south having a radius of 1325.40 feet, a central angle of 3 degrees 12 minutes 35 seconds and a chord bearing of South 87 degrees 07 minutes 48 seconds West; thence South 85 degrees 31 minutes 31 seconds West, tangent to the last described curve, a distance of 73.64 feet; thence westerly a distance of 145.81 feet along a tangential curve, concave to the north, having a radius of 775.84 feet and a central angle of 10 degrees 46 minutes 06 seconds; thence South 3 degrees 10 minutes 10 seconds East, not tangent to the last described curve, a distance of 17.63 feet; thence South 86 degrees 49 minutes 50 seconds West a distance of 373.22 feet; thence North 10 degrees 47 minutes 02 seconds West a distance of 217.92 feet; thence northwesterly a distance of 53.60 feet along a non-tangential curve, concave to the northeast, having a radius of 775.84 feet, a central angle of 3 degrees, 57 minutes 29 seconds and a chord bearing of North 48 degrees 08 minutes 14 seconds West; thence northwesterly a distance of 254.72 feet along a tangential curve, concave to the southwest, having a radius of 509.69 feet and a central angle of 28 degrees 38 minutes 00 seconds; thence North 74 degrees 47 minutes 29 seconds West, tangent to the last described curve, a distance of 4.00 feet; thence westerly, southwesterly and southerly a distance of 1071.04 feet along a tangential curve, concave to the southeast, having a radius of 539.80 feet and a central angle of 113 degrees 41 minutes 00 seconds; thence South 8 degrees 28 minutes 29 seconds East, tangent to the last described curve, a distance of 187.67 feet; thence South 89 degrees 08 minutes 47 seconds West a distance of 14.14 feet; thence South 0 degrees 56 minutes 33 seconds East a distance of 271.12 feet; thence North 89 degrees 03 minutes 27 seconds East a distance of 34.13 feet; thence southerly a distance of 60.46 feet along a non-tangential curve, concave to the west, having a radius of 1974.08 feet, a central angle of 1 degree 45 minutes 17 seconds and a chord bearing of South

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0 degrees 21 minutes 51 seconds East; thence South 89 degrees 08 minutes 12 seconds West, not tangent to the last described curve, a distance of 15.00 feet; thence southerly a distance of 5.08 feet along a non-tangential curve, concave to the west, having a radius of 1959.08 feet, a central angle of 0 degrees 08 minutes 55 seconds and a chord bearing of South 0 degrees 35 minutes 54 seconds West; thence South 89 degrees 12 minutes 00 seconds West, not tangent to the last described curve, a distance of 15.00 feet; thence southerly a distance of 50.61 feet along a non-tangential curve, concave to the west, having a radius of 1944.08 feet, a central angle of 1 degree 29 minutes 30 seconds and a chord bearing of South 1 degree 25 minutes 46 seconds West; thence South 2 degrees 10 minutes 31 seconds West, tangent to the last described curve, a distance of 79.53 feet; thence South 89 degrees 12 minutes 00 seconds West a distance of 10.76 feet; thence South 2 degrees 57 minutes 45 seconds West a distance of 135.32 feet; thence North 89 degrees 15 minutes 47 seconds East a distance of 40.44 feet; thence southerly a distance of 30.63 feet along a non-tangential curve, concave to the west, having a radius of 701.27 feet, a central angle of 2 degrees 30 minutes 10 seconds and a chord bearing of South 7 degrees 59 minutes 23 seconds West to a point on the south line of said Southeast Quarter distant 1604.07 feet west of the southeast corner of said Southeast Quarter and said line there terminating.

Line 2

Commencing at the southeast corner of said Southeast Quarter; thence North 0 degrees 12 minutes 04 seconds East along the east line of said Southeast Quarter a distance of 1123.35 feet to the beginning of the line to be described; thence South 85 degrees 57 minutes 09 seconds west a distance of 61.25 feet; thence North 84 degrees 29 minutes 19 seconds West a distance of 207.51 feet; thence northwesterly a distance of 206.75 feet along a tangential curve concave to the north, having a radius of 690.85 feet and a central angle of 17 degrees 08 minutes 50 seconds; thence North 56 degrees 10 minutes 38 seconds West, not tangent to the last described curve; a distance of 212.27 feet; thence North 47 degrees 09 minutes 21 seconds West, a distance of 45.39 feet; thence northwesterly a distance of 215.89 feet along a non-tangential curve, concave to the southwest, having a radius of 608.82 feet, a central angle of 20 degrees 19 minutes 02 seconds and a chord bearing of North 55 degrees 24 minutes 12 seconds West; thence South 0 degrees 11 minutes 43 seconds East, not tangent to the last described curve, a distance of 0.54 feet; thence northwesterly a distance of 90.20 feet along a non-tangential curve, concave to the southwest, having a radius of 609.69 feet, a central angle of 8 degrees 28 minutes 35 seconds and a chord bearing of North 70 degrees 33 minutes 12 seconds West; thence North 74 degrees 47 minutes 29 seconds West,

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tangent to the last described curve, a distance of 4.00 feet; thence westerly, southwesterly and southerly a distance of 1269.46 feet along a tangential curve, concave to the southeast, having a radius of 639.80 feet and a central angle of 113 degrees 41 minutes 00 seconds; thence South 8 degrees 28 minutes 29 seconds East, tangent to the last described curve, a distance of 210.50 feet; thence southerly a distance of 296.39 feet along a tangential curve, concave to the west, having a radius of 1874.08 feet and a central angle of 9 degrees 03 minutes 41 seconds; thence South 89 degrees 08 minutes 12 seconds West, not tangent to the last described curve, a distance of 7.02 feet; thence South 0 degrees 01 minutes 43 seconds East a distance of 134.98 feet; thence North 89 degrees 12 minutes 00 seconds East a distance of 2.54 feet; thence South 2 degrees 10 minutes 31 seconds West a distance of 74.39 feet; thence southerly a distance of 92.00 feet along a tangential curve, concave to the west, having a radius of 601.27 feet and a central angle of 8 degrees 46 minutes 02 seconds to a point on the south line of said Southeast Quarter distant 1705.91 feet west of the southeast corner of said Southeast Quarter and said line there terminating.

ALSO

That part of the Northeast Quarter of Section 32, Township 29, Range 22, Ramsey County, Minnesota, lying 21.00 feet northwesterly and 49.00 feet southeasterly of the following described line:

Commencing at the northeast corner of said Northeast Quarter; thence South 89 degrees 08 minutes 48 seconds West along the north line of said Northeast Quarter a distance of 1669.18 feet to the beginning of the line to be described; thence southwesterly a distance of 144.23 feet along a non-tangential curve, concave to the northwest, having a radius of 637.27 feet, a central angle of 12 degrees 58 minutes 03 seconds and a chord bearing of South 16 degrees 45 minutes 04 seconds West; thence South 23 degrees 14 minutes 05 seconds West, tangent to the last described curve, a distance of 1.90 feet; thence southwesterly a distance of 366.23 feet along a tangential curve, concave to the northwest, having a radius of 1237.57 feet and a central angle of 16 degrees 57 minutes 19 seconds; thence South 40 degrees 11 minutes 24 seconds West, tangent to the last described curve, a distance of 18.09 feet; thence southwesterly a distance of 437.39 feet along a tangential curve, concave to the northwest, having a radius of 556.47 feet and a central angle of 45 degrees 02 minutes 07 seconds; thence southwesterly a distance of 328.74 feet along a tangential curve, concave to the southeast, having a radius of 603.80 feet and a central angle of 31 degrees 11 minutes 40 seconds to a point on the west line of said Northeast Quarter distant 758.36 feet south of the northwest corner of said Northeast Quarter and said line there terminating.



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ALSO

That part of the Northwest Quarter of Section 32, Township 29, Range 22,  
Ramsey County, Minnesota, lying easterly of the following described Line  
1 and westerly of the following described Line 2:

Line 1

Commencing at the northeast corner of said Northwest Quarter;  
thence South 0 degrees 27 minutes 30 seconds East along the east  
line of said Northwest Quarter a distance of 732.78 feet to the  
beginning of the line to be described; thence southwesterly a distance  
of 102.44 feet along a non-tangential curve, concave to the southeast,  
having a radius of 624.80 feet, a central angle of 9 degrees 23  
minutes 37 seconds and a chord bearing of South 50 degrees 41  
minutes 48 seconds West; thence South 45 degrees 59 minutes 59  
seconds West, tangent to the last described curve, a distance of 7.12  
feet; thence southwesterly a distance of 276.06 feet along a  
tangential curve, concave to the southeast, having a radius of 976.37  
feet and a central angle of 16 degrees 12 minutes 00 seconds; thence  
southerly a distance of 333.72 feet along a tangential curve, concave  
to the east, having a radius of 737.78 feet and a central angle of 25  
degrees 55 minutes 00 seconds; thence South 3 degrees 52 minutes  
59 seconds West, tangent to the last described curve, a distance of  
4.94 feet; thence South 89 degrees 18 minutes 32 seconds West a  
distance of 79.38 feet; thence South 0 degrees 39 minutes 11 seconds  
East a distance of 319.82 feet; thence North 89 degrees 40 minutes 54  
seconds East a distance of 53.98 feet; thence South 3 degrees 52  
minutes 59 seconds West a distance of 103.28 feet; thence southerly a  
distance of 295.01 feet along a tangential curve, concave to the east,  
having a radius of 1467.69 feet and a central angle of 11 degrees 31  
minutes 00 seconds; thence South 7 degrees 38 minutes 01 seconds  
East, tangent to the last described curve a distance of 477.61 feet;  
thence South 0 degrees 34 minutes 04 seconds East a distance of  
94.63 feet to a point on the south line of said Northwest Quarter  
distant 319.38 feet west of the southeast corner of said Northwest  
Quarter and said line there terminating.

Line 2

Commencing at the northeast corner of said Northwest Quarter;  
thence South 0 degrees 27 minutes 30 seconds East along the east  
line of said Northwest Quarter a distance of 819.97 feet to the  
beginning of the line to be described; thence southwesterly a distance  
of 41.95 feet along a non-tangential curve, concave to the southeast,  
having a radius of 554.80 feet, a central angle of 4 degrees 19  
minutes 56 seconds and a chord bearing of South 48 degrees 09  
minutes 57 seconds West, thence South 45 degrees 59 minutes 59  
seconds West, tangent to the last described curve a distance of 7.12  
feet; thence

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southwesterly a distance of 256.27 feet along a tangential curve, concave to the southeast having a radius of 906.37 feet and a central angle of 16 degrees 12 minutes 00 seconds; thence southerly a distance of 301.39 feet along a tangential curve, concave to the east, having a radius of 667.78 feet and a central angle of 25 degrees 51 minutes 35 seconds; thence North 89 degrees 18 minutes 32 seconds East, not tangent to the last described curve, a distance of 15.05 feet; thence South 3 degrees 52 minutes 59 seconds West a distance of 282.84 feet; thence North 39 degrees 13 minutes 50 seconds East a distance of 15.00 feet; thence South 2 degrees 46 minutes 17 seconds West a distance of 262.36 feet; thence South 5 degrees 26 minutes 17 seconds East a distance of 316.00 feet; thence South 55 degrees 37 minutes 05 seconds West a distance of 26.80 feet; thence South 7 degrees 38 minutes 01 seconds East a distance of 315.08 feet; thence North 55 degrees 37 minutes 05 seconds East a distance of 40.00 feet; thence South 18 degrees 36 minutes 33 seconds East a distance of 140.78 feet to a point on the south line of said Northwest Quarter distant 174.12 feet west of the southeast corner of said Northwest Quarter and said line there terminating.

ALSO

That part of the Southwest Quarter and the Southeast Quarter of Section 32, Township 29, Range 22, Ramsey County, Minnesota, described as follows:

Commencing at the northeast corner of said Southwest Quarter; thence South 89 degrees 25 minutes 56 seconds West along the north line of said Southwest Quarter a distance of 173.59 feet to the beginning of the land to be described; thence South 19 degrees 44 minutes 04 seconds East a distance of 369.97 feet; thence South 18 degrees 09 minutes 04 seconds East a distance of 169.32 feet to the east line of said Southwest Quarter; thence South 0 degrees 27 minutes 30 seconds East along the east line of said Southwest Quarter a distance of 448.63 feet; thence North 77 degrees 38 minutes 30 seconds East a distance of 64.00 feet; thence South 34 degrees 50 minutes 30 seconds East a distance of 218.97 feet; thence South 55 degrees 09 minutes 30 seconds West a distance of 225.72 feet to the east line of said Southwest Quarter; thence South 0 degrees 27 minutes 30 seconds East along the east line of said Southwest Quarter a distance of 0.20 feet; thence South 55 degrees 34 minutes 30 seconds West a distance of 59.15 feet; thence South 16 degrees 31 minutes 49 seconds East a distance of 69.36 feet; thence South 55 degrees 34 minutes 30 seconds West a distance of 119.33 feet; thence North 7 degrees 38 minutes 01 seconds West a distance of 73.94 feet; thence South 55 degrees 34 minutes 30 seconds West a distance of 49.09 feet; thence North 34 degrees 25 minutes 30

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seconds West a distance of 20.23 feet; thence northerly a distance of 66.31 feet along a non-tangential curve, concave to the west, having a radius of 843.40 feet, a central angle of 4 degrees 30 minutes 16 seconds and a chord bearing of North 13 degrees 44 minutes 24 seconds West; thence North 15 degrees 59 minutes 32 seconds West, tangent to the last described curve, a distance of 369.10 feet; thence northwesterly a distance of 368.05 feet along a tangential curve, concave to the southwest, having a radius of 2895.00 feet and a central angle of 7 degrees 17 minutes 03 seconds; thence North 89 degrees 25 minutes 56 seconds East, not tangent to the last described curve, a distance of 136.72 feet; thence North 0 degrees 34 minutes 04 seconds West a distance of 280.00 feet; thence North 27 degrees 07 minutes 58 seconds West a distance of 67.08 feet; thence North 0 degrees 34 minutes 04 seconds West a distance of 250.00 feet to the north line of said Southwest Quarter; thence North 89 degrees 25 minutes 56 seconds East along the north line of said Southwest Quarter a distance of 145.79 feet to the point of beginning.

That part of the Southwest Quarter and the Southeast Quarter of Section 32, Township 29, Range 22, Ramsey County, Minnesota, described as follows:

Commencing at the northeast corner of said Southwest Quarter; thence Westerly along the north line of said Southwest Quarter (the north line of said Southwest Quarter is assumed to bear South 89 degrees 25 minutes 56 seconds West) a distance of 173.59 feet to the beginning of the land to be described; thence South 19 degrees 44 minutes 04 seconds East a distance of 369.97 feet; thence South 128 degrees 09 minutes 04 seconds East a distance of 169.32 feet to the east line of said Southwest Quarter; thence South 0 degrees 27 minutes 30 seconds East along the east line of said Southwest Quarter a distance of 448.63 feet; thence North 77 degrees 38 minutes 30 seconds East a distance of 64.00 feet; thence South 34 degrees 50 minutes 30 seconds East a distance of 218.97 feet; thence South 55 degrees 09 minutes 30 seconds West a distance of 225.72 feet to the east line of said Southwest Quarter; thence South 0 degrees 27 minutes 30 seconds East along the east line of said Southwest Quarter a distance of 0.20 feet; thence South 55 degrees 34 minutes 30 seconds West a distance of 59.15 feet; thence South 16 degrees 31 minutes 49 seconds East a distance of 69.36 feet; thence South 55 degrees 34 minutes 30 seconds West a distance of 119.33 feet; thence North 7 degrees 38 minutes 01 seconds West a distance of 73.94 feet; thence South 55 degrees 34 minutes 30 seconds West a distance of 49.09 feet; thence North 34 degrees 25 minutes 30 seconds West a distance of 20.23 feet; thence northerly a distance of 66.31 feet along a non-tangential curve, concave to the west, having a radius of 843.40 feet; a central angle of 4 degrees 30 minutes 16



Exhibit "A" to Quitclaim Deed from Burlington Northern Railroad  
Company to Ramsey County Regional Railroad Authority,  
Ramsey County, Minnesota dated December 17, 1992 Page 14 of 14

seconds and a chord bearing of North 13 degrees 44 minutes 24 seconds West; thence North 15 degrees 59 minutes 32 seconds West, tangent to the last described curve, a distance of 369.10 feet; thence northwesterly a distance of 368.06 feet along a tangential curve; concave to the southwest, having a radius of 2895.00 feet and a central angle of 7 degrees 17 minutes 03 seconds to the south line of 5th Street; thence North 89 degrees 25 minutes 56 seconds East, not tangent to the last described curve, along the south line of 5th Street a distance of 136.72 feet; thence North 0 degrees 34 minutes 04 seconds West a distance of 280.00 feet; thence North 27 degrees 07 minutes 58 seconds West a distance of 67.08 feet; thence North 0 degrees 34 minutes 04 seconds West a distance of 250.00 feet to the north line of said Southwest Quarter; thence North 89 degrees 25 minutes 56 seconds East along the north line of said Southwest Quarter a distance of 145.79 feet to the point of beginning.

Except that part lying west of the following described line:

Commencing at the northeast corner of said Southwest Quarter; thence South 89 degrees 25 minutes 56 seconds West along the north line of said Southwest Quarter a distance of 173.59 feet; thence South 19 degrees 44 minutes 04 seconds East a distance of 369.97 feet; thence South 18 degrees 09 minutes 04 seconds East a distance of 169.32 feet to the east line of said Southwest Quarter; thence South 0 degrees 27 minutes 30 seconds East along the east line of said Southwest Quarter a distance of 448.63 feet; thence North 77 degrees 38 minutes 30 seconds East a distance of 64.00 feet; thence South 34 degrees 50 minutes 30 seconds East a distance of 218.97 feet; thence South 55 degrees 09 minutes 30 seconds West a distance of 225.72 feet to the east line of said Southwest Quarter; thence South 0 degrees 27 minutes 30 seconds East along the east line of said Southwest Quarter a distance of 0.20 feet; thence South 55 degrees 34 minutes 30 seconds West a distance of 59.15 feet; thence South 16 degrees 31 minutes 49 seconds East a distance of 69.36 feet; thence South 55 degrees 34 minutes 30 seconds West a distance of 71.92 feet to a point distant 50.0 feet Northeasterly of measured radially to Grantor's most Northeasterly main track centerline as now located and constructed; said point also being the beginning of the line to be described; thence northerly parallel with said last described main track centerline a distance of 291.75 feet along a non-tangential curve, concave to the east, having a radius of 1916.61 feet, a central angle of 8 degrees 43 minutes 18 seconds and a chord bearing of North 24 degrees 34 minutes 12 seconds West; thence continuing parallel with said main track centerline North 20 degrees 12 minutes 33 seconds West tangent to the last described curve, a distance of 571.37 feet to the south line of said 5th Street and said line there terminating.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

REGIONAL RAILROAD AUTHORITY

Originating Department

*K. Westergaard* *4/5/93*  
 Authorized Signature Date

Board Action Requested

Ratify Partial Payment No. 17 to BRW, Inc. in the amount of \$43,845.84 for the Midway Corridor Phase II Preliminary Engineering.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting Midway Corridor Phase II Preliminary Engineering studies. Contract RCRRA/HCRRA 91-001 governs the performance of service and terms of payment. Payment in the total amount of \$43,845.84 for the period ending January 31, 1993, has been issued in accordance with contract provisions and Rail Authority Resolution No. R92-. Payment documentation is being submitted for ratification in compliance with the latter.

- Attachments are: 1) Proposed resolution  
 2) Accounts Payable form and Partial Payment 17  
 3) BRW, Inc. Invoice No. 67651

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

April 13, 1993

Board Date

Signature

4/6/93

Date



# Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: \_\_\_\_\_

No. \_\_\_\_\_

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

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA/HCRRA 91-001, 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 January 31, 1993; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA/HCRRA 91-001, the Ramsey County Regional Railroad Authority authorized (Resolution R91- ) the Director of Light Rail Transit Planning to process payments to BRW, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R91- requires submittal of invoice and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; and

WHEREAS, BRW, Inc. Invoice No. 67651, Partial Payment No. 17, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through January 31, 1993; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$43,845.84 for Ramsey County Regional Railroad Authority's share of services rendered through January 31, 1993, is hereby ratified.

John T. Finley, Chairman

By \_\_\_\_\_  
Warren W. Schaber, Secretary



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO.17

PREPARED BY: \_\_\_\_\_

PROJECT: MIDWAY CORRIDOR PHASE II PRELIMINARY ENGINEERING  
CONTRACT AGREEMENT NUMBER RCRRA/HCRRRA 91-001

ENTERED BY: \_\_\_\_\_

PROJECT COST CENTER: 59105

AGREEMENT NO: PA270

DATE: MAR 10 93

RAMSEY COUNTY REGIONAL  
RAILROAD AUTHORITY  
316 COURTHOUSE  
ST. PAUL, MN 55102

CONTRACTOR: BRW, INC.  
THRESHER SQUARE  
700 THIRD STREET SOUTH  
MINNEAPOLIS, MN 55415

ACCOUNT NUMBER 59105-020102

TOTAL VALUE OF WORK CERTIFIED - 31 DEC 92

LESS 5% RETAINAGE

AMOUNT DUE

LESS PREVIOUSLY APPROVED PAYMENTS:

PERCENT COMPLETED 55.3%  
\$1,625,821.64  
\$81,331.26  
\$1,544,490.38  
\$1,491,749.47  
\$52,740.91

ALLOWABLE PAYMENT FOR THIS PARTIAL:

THIS IS TO CERTIFY THAT I HAVE EXAMINED THE WORK AND DETAIL OF THE INVOICE, AND  
FIND THE TASKS LISTED HAVE BEEN COMPLETED IN ACCORDANCE WITH AGREEMENT REQUIREMENTS.

3/22/93 *[Signature]*  
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

3/22/93 *[Signature]*  
DATE CONSULTANT

| PREVIOUS PARTIALS:     | RCRRA SHARE    | HCRRRA SHARE | TOTAL          |
|------------------------|----------------|--------------|----------------|
| PARTIAL PAYMENT NO. 1  | \$6,574.77     | \$837.38     | \$7,412.15     |
| PARTIAL PAYMENT NO. 2  | \$79,502.55    | \$9,652.13   | \$89,154.68    |
| PARTIAL PAYMENT NO. 3  | \$55,446.25    | \$7,034.53   | \$62,480.78    |
| PARTIAL PAYMENT NO. 4  | \$104,832.96   | \$12,889.89  | \$117,722.85   |
| PARTIAL PAYMENT NO. 5  | \$157,659.91   | \$19,533.38  | \$177,193.29   |
| PARTIAL PAYMENT NO. 6  | \$116,868.07   | \$14,573.17  | \$131,441.24   |
| PARTIAL PAYMENT NO. 7  | \$119,916.64   | \$15,519.39  | \$135,436.03   |
| PARTIAL PAYMENT NO. 8  | \$131,336.17   | \$15,238.93  | \$146,575.10   |
| PARTIAL PAYMENT NO. 9  | \$119,722.35   | \$15,202.83  | \$134,925.18   |
| PARTIAL PAYMENT NO. 10 | \$112,625.52   | \$14,178.51  | \$126,804.03   |
| PARTIAL PAYMENT NO. 11 | \$60,970.33    | \$8,047.19   | \$69,017.52    |
| PARTIAL PAYMENT NO. 12 | \$69,121.38    | \$9,537.67   | \$78,659.05    |
| PARTIAL PAYMENT NO. 13 | \$73,702.93    | \$9,921.20   | \$83,624.13    |
| PARTIAL PAYMENT NO. 14 | \$46,917.85    | \$4,829.83   | \$51,747.68    |
| PARTIAL PAYMENT NO. 15 | \$40,383.28    | \$6,905.51   | \$47,288.79    |
| PARTIAL PAYMENT NO. 16 | \$25,047.42    | \$7,219.55   | \$32,266.97    |
| PARTIAL PAYMENT NO. 17 | \$43,845.84    | \$8,895.07   | \$52,740.91    |
| PARTIAL PAYMENT TOTAL: | \$1,364,474.22 | \$180,016.16 | \$1,544,490.38 |

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT: \$2,940,000.00  
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) \$1,544,490.38  
AMOUNT REMAINING ON AGREEMENT \$1,395,509.62





BRW INC.

Planning  
Transportation  
Engineering  
Urban Design

Thresher Square  
700 Third Street So.  
Minneapolis,  
MN 55415  
612/370-0700  
Fax 612/370-1378

Minneapolis  
Denver  
Phoenix  
San Diego  
Seattle  
Portland  
Orlando  
Milwaukee

INVOICE

67651

Ms. Kathryn DeSpiegelaere  
Ramsey County RRA  
316 Courthouse  
15 West Kellogg Boulevard  
St. Paul, MN 55102

Mr. Ken Stevens  
Hennepin County RRA  
A-2307 Government Center  
Minneapolis, MN 55487-0237

DATE: January 31, 1993

JOB NO: 1362

INVOICE PERIOD: January 1993  
FEDERAL TAX ID NUMBER: 41-1625272

For professional services provided to the Ramsey County Regional Railroad Authority and the Hennepin County Regional Railroad Authority in preparation of Phase II Preliminary Engineering for light rail transit in the Midway Corridor, in accord with Agreement No. RCRRA/HCRRA 91-001.

| ITEM             | BILLED THIS<br>INVOICE | PREVIOUSLY BILLED                     | TOTAL BILLING TO<br>DATE             |
|------------------|------------------------|---------------------------------------|--------------------------------------|
| RCRRA            | \$ 46,153.53           | \$ 1,390,380.04                       | \$ 1,436,533.57                      |
| LESS RETAINAGE * | <u>2,307.69</u>        | <u>69,696.36</u><br><sup>751.66</sup> | <u>72,004.05</u><br><sup>59.35</sup> |
| DUE THIS BILLING | \$ 43,845.84           | \$ 1,320,683.68<br><sup>28.38</sup>   | \$ 1,364,529.52<br><sup>474.12</sup> |
| <br>HCRRA        | <br>\$ 9,363.22        | <br>\$ 179,924.85                     | <br>\$ 189,288.07                    |
| LESS RETAINAGE * | <u>468.15</u>          | <u>8,763.72</u><br><sup>803.76</sup>  | <u>9,231.87</u><br><sup>71.91</sup>  |
| DUE THIS BILLING | \$ 8,895.07            | \$ 171,161.13<br><sup>21.09</sup>     | \$ 180,056.20<br><sup>16.16</sup>    |

\*5% of total less \$2,025.16 ZGF retainage paid (\$1,822.64 RCRRA; \$202.52 HCRRA)

I hereby certify that the above statement is just and correct and payment has not been received.

BRW, INC.

  
Richard P. Wolsfeld  
Principal



# Memorandum



Date : February 15, 1993

To : Kathy Despiegelaere  
Ken Stevens

BRW INC.

From : Jennie Thatcher *JS*

RE : TKDA invoice credit

An error was found in the TKDA invoice dated December 22, 1992 as charged to the BRW December 31, 1993 invoice. The computer charges were over-stated by \$20.00. The credit appears in the January 31, 1993 invoice against BRW job # 1362-A-43 as follows:

|                |            | Less       |           |            |                      |
|----------------|------------|------------|-----------|------------|----------------------|
|                | Job Number | Amount     | Retainage | Total      | RCRRA HCRRA          |
| Planning       | 1362-A-43  | (\$ 20.00) | (\$ 1.00) | (\$ 19.00) | (\$ 16.91) (\$ 2.09) |
| Transportation |            |            |           |            |                      |
| Engineering    |            |            |           |            |                      |
| Urban Design   |            |            |           |            |                      |

Thresher Square  
700 Third Street So.  
Minneapolis,  
MN 55415  
612/370-0700  
Fax 612/370-1378

Please note that there are charges to this number as well, and the difference between the two will appear on the invoice backup. Please call if you have any questions or comments.

Minneapolis  
Phoenix  
Denver  
Orlando  
San Diego  
Seattle

Donald W. Ringrose  
Richard P. Wolsfeld  
Peter E. Jarvis  
Thomas F. Carroll  
Craig A. Amundsen  
Donald E. Hunt  
John B. McNamara  
Richard D. Pilgrim  
Dale N. Beckmann  
Jeffrey L. Benson  
Ralph C. Blum  
Gary J. Erickson  
John C. Lynch  
Paul N. Bay

# Memorandum



## INVOICE ADJUSTMENT

Date : February 15, 1993

To : TKDA

B R W INC.

From : Jennie Thatcher *JT*

Invoice Number : N/A

Dated : December 22, 1992

Original Amount : \$ 6,156.59

Has been reduced by \$ 20.00

New Total \$ 6,136.59

Due to : Addition error

Comments : Computer charges were overstated by \$20.00. I spoke with TKDA billing personnel on 2/11/93 to clarify and they agreed that the charges were overstated. Credit will be taken against TKDA invoice dated 1/28/93 which is being billed to the client in the BRW January 1993 invoice.

Planning  
Transportation  
Engineering  
Urban Design

Thresher Square  
700 Third Street So.  
Minneapolis,  
MN 55415  
612/370-0700  
Fax 612/370-1378

Minneapolis  
Phoenix  
Denver  
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John B. McNamara  
Richard D. Pilgrim  
N. Beckmann  
Jeffrey L. Benson  
Ralph C. Blum  
Gary J. Erickson  
John C. Lynch  
Paul N. Bay

| JOB NUMBER    | LABOR     | DIRECT EXPENSES | SUB-<br>CONSULTANT<br>RETAINAGE | TOTAL       | LESS<br>RETAINAGE | TOTAL<br>SALES | %          | RCRRA     | %    | HCRA     |
|---------------|-----------|-----------------|---------------------------------|-------------|-------------------|----------------|------------|-----------|------|----------|
| 1362-A-01     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  |          |
| 1362-A-05     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  |          |
| 1362-A-39     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 100%       | 0.00      | 0%   | 0.00     |
| 1362-A-40     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 89%        | 0.00      | 11%  | 0.00     |
| 1362-A-41     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 89%        | 0.00      | 11%  | 0.00     |
| 1362-A-42     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 89%        | 0.00      | 11%  | 0.00     |
| 1362-A-43     |           | 9,949.28        | 523.65                          | 10,472.93   | 523.65            | 9,949.28       | 89%        | 8,854.86  | 11%  | 1,094.42 |
| 1362-A-44     |           | 1,429.99        | 75.26                           | 1,505.25    | 75.26             | 1,429.99       | 89%        | 1,272.69  | 11%  | 157.30   |
| 1362-A-45     | 10,320.00 |                 |                                 | 10,320.00   | 516.00            | 9,804.00       | 89%        | 8,725.56  | 11%  | 1,078.44 |
| 1362-A-46     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 89%        | 0.00      | 11%  | 0.00     |
| 1362-A-47     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 89%        | 0.00      | 11%  | 0.00     |
| 1362-A-48     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 89%        | 0.00      | 11%  | 0.00     |
| 1362-A-49     | 9,007.10  |                 |                                 | 9,007.10    | 450.36            | 8,556.74       | 89%        | 7,615.50  | 11%  | 941.24   |
| 1362-A-70     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 85%        | 0.00      | 15%  | 0.00     |
| 1362-A-70     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-A-81     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-A-84     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-A-85     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-A-86     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-B-01     | 307.50    |                 |                                 | 307.50      | 15.38             | 292.12         | 90%        | 262.91    | 10%  | 29.21    |
| 1362-B-05     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-B-06     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 100%       | 0.00      | 0%   | 0.00     |
| 1362-B-07     | 1,393.15  | 10.70           |                                 | 1,403.85    | 70.19             | 1,333.66       | 100%       | 1,333.66  | 0%   | 0.00     |
| 1362-B-08     |           | 1,549.69        | 81.57                           | 1,631.26    | 81.56             | 1,549.70       | 0%         | 0.00      | 100% | 1,549.70 |
| 1362-B-10     | 4,121.25  | 7.50            |                                 | 4,128.75    | 206.44            | 3,922.31       | 85%        | 3,333.96  | 15%  | 588.35   |
| 1362-B-20     |           | 4.94            | 0.26                            | 5.20        | 0.26              | 4.94           | 85%        | 4.20      | 15%  | 0.74     |
| 1362-B-21     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 85%        | 0.00      | 15%  | 0.00     |
| 1362-B-30     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-B-47     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 89%        | 0.00      | 11%  | 0.00     |
| 1362-B-50     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-B-51     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-B-52     | 135.00    | 224.44          | 11.81                           | 371.25      | 18.56             | 352.69         | 90%        | 317.42    | 10%  | 35.27    |
| 1362-B-53     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-B-54     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-B-55     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-B-60     |           | 13,473.06       | 709.11                          | 14,182.17   | 709.11            | 13,473.06      | 80%        | 10,778.45 | 20%  | 2,694.61 |
| 1362-B-70     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 85%        | 0.00      | 15%  | 0.00     |
| 1362-B-80     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-B-81     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-B-83     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-B-84     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-B-85     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-B-86     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-B-87     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 100%       | 0.00      | 0%   | 0.00     |
| 1362-C-01     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-C-05     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-C-07     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 100%       | 0.00      | 0%   | 0.00     |
| 1362-C-08     | 606.50    |                 |                                 | 606.50      | 30.33             | 576.17         | 0%         | 0.00      | 100% | 576.17   |
| 1362-C-50     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-C-51     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-C-52     | 1,575.00  |                 |                                 | 1,575.00    | 78.75             | 1,496.25       | 90%        | 1,346.63  | 10%  | 149.62   |
| 1362-C-53     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-C-54     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-C-55     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-C-56     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-C-57     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-C-58     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-C-59     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 85%        | 0.00      | 15%  | 0.00     |
| 1362-C-70     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-C-81     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-C-82     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-C-84     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-C-85     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-C-86     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 90%        | 0.00      | 10%  | 0.00     |
| 1362-C-90     |           |                 |                                 | 0.00        | 0.00              | 0.00           | 80%        | 0.00      | 20%  | 0.00     |
| TOTAL         | 27,465.50 | 26,649.60       | 1,401.66                        | 55,516.76   | 2,775.85          | 52,740.91      |            | 43,845.84 |      | 8,895.07 |
|               |           |                 | ADDITION CHECKS                 | >>>> -----> |                   | 52,740.91      |            |           |      |          |
| TOTAL EXPENSE |           | 28,051.26       |                                 |             |                   | 52,740.91      | <-----<<<< |           |      |          |

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRRA/HCRRRA 91-001  
 COST DETERMINATION BY WORK TASK FOR RCRRRA AND HCRRRA  
 INVOICE PERIOD : JANUARY 1993  
 FILENAME: 89003\_1

| WORK TASK                           | LABOR *            | DIRECT<br>EXPENSES ** | TOTAL              | %    | RCRRRA<br>ALLOCATION<br>AMOUNT | %    | HCRRRA<br>ALLOCATION<br>AMOUNT |
|-------------------------------------|--------------------|-----------------------|--------------------|------|--------------------------------|------|--------------------------------|
| 1.0 PROJECT MANAGEMENT              | \$4,121.25         | \$7.50                | \$4,128.75         | 85%  | \$3,509.44                     | 15%  | \$619.31                       |
| 2.0 OPERATIONS PLAN                 | \$0.00             | \$5.20                | \$5.20             | 85%  | \$4.42                         | 15%  | \$0.78                         |
| 3.0 SYSTEMS ENGINEERING DESIGN      | \$0.00             | \$0.00                | \$0.00             | 90%  | \$0.00                         | 10%  | \$0.00                         |
| 4.0 CIVIL ENGINEERING DESIGN        | \$19,327.10        | \$11,978.18           | \$31,305.28        | 89%  | \$27,861.70                    | 11%  | \$3,443.58                     |
| ADD'L SERVICES (RCRRRA CONTINGENCY) | \$0.00             | \$0.00                | \$0.00             | 100% | \$0.00                         | 0%   | \$0.00                         |
| 5.0 FACILITY DESIGN                 | \$1,710.00         | \$236.25              | \$1,946.25         | 90%  | \$1,751.63                     | 10%  | \$194.62                       |
| 6.0 VALUE ENGINEERING               | \$0.00             | \$14,182.17           | \$14,182.17        | 80%  | \$11,345.74                    | 20%  | \$2,836.43                     |
| 7.0 SYSTEM COST ESTIMATES           | \$0.00             | \$0.00                | \$0.00             | 85%  | \$0.00                         | 15%  | \$0.00                         |
| 8.0 ENVIRONMENTAL IMPACT MITIGN     | \$0.00             | \$0.00                | \$0.00             | 90%  | \$0.00                         | 10%  | \$0.00                         |
| ADD'L SERVICES (RCRRRA CONTINGENCY) | \$0.00             | \$0.00                | \$0.00             | 100% | \$0.00                         | 0%   | \$0.00                         |
| 9.0 IMPLEMENTATION METHOD           | \$0.00             | \$0.00                | \$0.00             | 80%  | \$0.00                         | 20%  | \$0.00                         |
| 10.0 AGENCY COORDINATION            | \$307.50           | \$0.00                | \$307.50           | 90%  | \$276.75                       | 10%  | \$30.75                        |
| 11.0 COMMUNITY PARTICIPATION        | \$0.00             | \$0.00                | \$0.00             | 90%  | \$0.00                         | 10%  | (\$0.01)                       |
| ADD'L SERVICES (RCRRRA CONTINGENCY) | \$0.00             | \$0.00                | \$0.00             | 100% | \$0.00                         | 0%   | \$0.00                         |
| RCRRRA COMMUNITY PARTICIPATION      | \$1,393.15         | \$10.70               | \$1,403.85         | 100% | \$1,403.85                     | 0%   | \$0.00                         |
| HCRRRA COMMUNITY PARTICIPATION      | \$606.50           | \$1,631.25            | \$2,237.76         | 0%   | \$0.00                         | 100% | \$2,237.76                     |
| <b>TOTAL</b>                        | <b>\$27,465.50</b> | <b>\$28,051.26</b>    | <b>\$55,516.76</b> |      | <b>\$46,153.53</b>             |      | <b>\$9,363.22</b>              |

BRW, INC.

JANUARY 31, 1993  
INVOICE NO. DRAFT  
PROJECT NO. 1362B.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1993

---

PROFESSIONAL PERSONNEL

|                   | HOURS | RATE               | AMOUNT    |
|-------------------|-------|--------------------|-----------|
| PRINCIPAL         |       |                    |           |
| WOLSFELD, RICHARD | 1.5   | 145.00             | 217.50    |
| SR. ASSOCIATE     |       |                    |           |
| PROBST, DENNIS    | 1.0   | 90.00              | 90.00     |
| TOTALS            | 2.5   |                    | 307.50    |
|                   |       | TOTAL LABOR        | 307.50    |
|                   |       |                    | -----     |
|                   |       | TOTAL THIS PROJECT | \$ 307.50 |
|                   |       |                    | =====     |

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MIDWAY PE GUIDEWAY STRUC

PROJECT NO. 1362A.45

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1993

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PROFESSIONAL PERSONNEL

|                | HOURS | RATE  | AMOUNT   |
|----------------|-------|-------|----------|
| SR. CONSULTANT |       |       |          |
| MAVES, MARK    | 55.0  | 67.50 | 3,712.50 |
| STAFF LEVEL IV |       |       |          |
| COWDEN, LAREN  | 62.5  | 45.00 | 2,812.50 |

BRW, INC.

INVOICE NO. DRAFT  
PROJECT NO. 1362B. 01

|                |       |                    |              |
|----------------|-------|--------------------|--------------|
| STAFF LEVEL V  |       |                    |              |
| VINCENT, DAVID | 69.0  | 55.00              | 3,795.00     |
| TOTALS         | 186.5 |                    | 10,320.00    |
|                |       | TOTAL LABOR        | 10,320.00    |
|                |       |                    | =====        |
|                |       | TOTAL THIS PROJECT | \$ 10,320.00 |
|                |       |                    | =====        |

MIDWAY PE PLAN ASSEMBLY

PROJECT NO. 1362A. 49

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1993

PROFESSIONAL PERSONNEL

|                 | HOURS | RATE               | AMOUNT      |
|-----------------|-------|--------------------|-------------|
| PRINCIPAL       |       |                    |             |
| ERICKSON, GARY  | 7.5   | 145.00             | 1,087.50    |
| CONSULTANT II   |       |                    |             |
| RUSCO, BRENT    | 30.0  | 57.50              | 1,725.00    |
| STAFF LEVEL III |       |                    |             |
| JOHNSRUD, LARRY | 33.2  | 37.50              | 1,245.00    |
| STAFF LEVEL II  |       |                    |             |
| RAUCH, ILO      | 22.0  | 35.00              | 770.00      |
| STAFF LEVEL I   |       |                    |             |
| GROSS, ROBERT   | 154.8 | 27.00              | 4,179.60    |
| TOTALS          | 247.5 |                    | 9,007.10    |
|                 |       | TOTAL LABOR        | 9,007.10    |
|                 |       |                    | =====       |
|                 |       | TOTAL THIS PROJECT | \$ 9,007.10 |
|                 |       |                    | =====       |



BRW, INC.

INVOICE NO. DRAFT  
PROJECT NO. 13628.01

-----  
HIEWAY PE STATN SITE FD

PROJECT NO. 1362C.52

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1993  
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PROFESSIONAL PERSONNEL

|                  | HOURS | RATE   | AMOUNT   |
|------------------|-------|--------|----------|
| PRINCIPAL        |       |        |          |
| AMUNDSEN, CRAIG  | 1.0   | 145.00 | 145.00   |
| SR. CONSULTANT   |       |        |          |
| MALLOY, STEPHEN  | 7.5   | 67.50  | 506.25   |
| CONSULTANT I     |       |        |          |
| BEHRINGER, CHRIS | 0.5   | 47.50  | 23.75    |
| SR. ASSOCIATE    |       |        |          |
| PAKALNS, ARIUS   | 10.0  | 90.00  | 900.00   |
| TOTALS           | 19.0  |        | 1,575.00 |

TOTAL LABOR 1,575.00  
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TOTAL THIS PROJECT \$ 1,575.00  
=====

-----  
INVOICE SUMMARY

TOTAL LABOR 27,465.50  
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TOTAL THIS INVOICE 27,465.50  
=====

ATTACHMENT B – DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO RCRRRA/HCRRA-91001

INVOICE PERIOD : JANUARY 1993

FILENAME: MIDWAYII\_B

OTHER DIRECT NON-SALARY COSTS

|                            |        |
|----------------------------|--------|
| BRW GRAPHIC REPRODUCTION   | \$0.80 |
| TRAVEL/AUTO/MILEAGE        | 9.90   |
| FREIGHT/DELIVERY           | 7.50   |
| OUTSIDE REPRODUCTION/PHOTO | 0.00   |

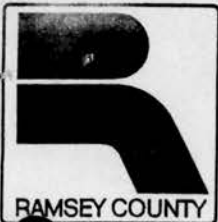
|       |         |
|-------|---------|
| TOTAL | \$18.20 |
|-------|---------|

SUBCONTRACTORS

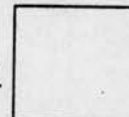
|                      |             |
|----------------------|-------------|
| BRW ARCHITECTS, INC. | \$1,867.51  |
| BECHTEL              | \$14,182.17 |
| LTK ENGINEERING      | \$5.20      |
| TKDA                 | \$11,978.18 |

|       |             |
|-------|-------------|
| TOTAL | \$28,033.06 |
|-------|-------------|

|                |             |
|----------------|-------------|
| TOTAL EXPENSES | \$28,051.26 |
|----------------|-------------|



# Request for Ramsey County Board Action



Type of Agenda: Policy \_\_\_\_\_ Consent \_\_\_\_\_

Requesting Department: PARKS AND RECREATION

Committee: Public Works/Parks & Recreation Meeting Date: 4/20/93

Committee: \_\_\_\_\_ Meeting Date: \_\_\_\_\_

County Board Meeting Date: \_\_\_\_\_

## SUBJECT

JOINT POWERS AGREEMENT  
BURLINGTON NORTHERN RIGHT OF WAY

## JUSTIFICATION

Staff of the Ramsey County Regional Railroad Authority, Ramsey County and the city of St. Paul have prepared a joint powers agreement for the planning, development and operation of the Burlington Northern right of way for regional trail and light rail transit. The joint powers agreement defines the roles and responsibilities of each of the parties.

The joint powers agreement, which is incorporated into the Burlington Northern Regional Trail Corridor Master Plan, was reviewed and recommended for approval by the Ramsey County Parks and Recreation Commission on February 9, 1993. The agreement was recommended by the St. Paul Parks and Recreation Commission on March 10, 1993, and is currently under consideration by the St. Paul City Council. The agreement was presented to the Ramsey County Regional Railroad Authority on April 13, 1993.

## ACTION REQUESTED

Approve joint powers agreement between Ramsey County, Ramsey County Regional Railroad Authority and city of St. Paul for planning, development and operation of the Burlington Northern right of way for regional trail and light rail transit.

**SUBJECT**

JOINT POWERS AGREEMENT  
BURLINGTON NORTHERN RIGHT OF WAY

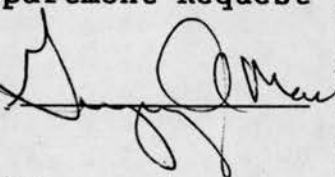
**ATTACHMENTS**

1. Joint powers agreement.
2. Draft resolution.

**PREVIOUS ACTION**

1. County Board Resolution No. 88-547, dated October 4, 1988.
2. Regional Railroad Authority Resolution, dated September 27, 1988.

(NOTE: These resolutions establish future joint trail/light rail transit use of the Burlington Northern right of way.)

**COUNTY MANAGER  
COMMENTS****Originating Department Request**Auth Signature Date 4-5-93**Name of Checklist Attached**AGREEMENT**Review Process**

Budget &amp; Acct \_\_\_\_\_

County Attorney \_\_\_\_\_

Data Processing \_\_\_\_\_

Policy Analysis \_\_\_\_\_

Property Mgmt \_\_\_\_\_

Risk Mgmt \_\_\_\_\_

Other \_\_\_\_\_

## AGREEMENT CHECKLIST

Prepare and attach this checklist to all requests going to the County Board for approval.

INITIALS/DEPT.

1. Attach justification for request. Summarize the reason for the agreement and attach the agreement. Include:
  - a. Scope of service
  - b. Cost  
Is there a cap on the cost? Yes \_\_\_\_\_ No \_\_\_\_\_
  - c. Indemnification clause
  - d. Insurance
  - e. Termination.
2. Funding:
  - a. Included in approved budget for funding year? Yes W/A No \_\_\_\_\_
  - b. If funds are to be obtained from other source:  
Attach budget adjustment for revenue and/or appropriations  
Attach explanation for appropriate transfer.
3. Required signatures:
  - a. Department Director - Signature/approval
  - b. Risk Management - Insurance requirements
  - c. County Attorney - Form and legality
  - d. Budget and Accounting - Availability of funds.
4. Draft of County Board Resolution:  
Include the reasons for the action: **WHEREAS**  
Include in draft the exact action you are requesting  
of the County Board: **RESOLVED.**
5. Grammar, spelling and math is double-checked on each document.
6. Draft resolution approved by Chief Clerk.

**Comments:**

Preparer's Signature

Telephone

Date \_\_\_\_\_

### CERTIFICATION STATEMENT

Documentation certified complete for:

Committee/Meeting Date

Signature

Date \_\_\_\_\_

Committee/Meeting Date

Signature

Date \_\_\_\_\_

County Board Date

Signature

Date \_\_\_\_\_



## JOINT POWERS AGREEMENT

This Agreement is entered into by and between the Ramsey County Regional Rail Authority (hereafter the "AUTHORITY"), the County of Ramsey (hereafter the "COUNTY"), and the City of St. Paul (hereafter the "CITY"), on this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

### WITNESSETH:

WHEREAS, the parties have authority, pursuant to Minn. Stat. § 471.59, subd. 1 and subd. 10, to enter into agreement for the joint or cooperative exercise of powers each may have; and

WHEREAS, the AUTHORITY has acquired the abandoned Burlington Northern Railroad right-of-way which is described in the attached Exhibit A, and hereinafter referred to as the "CORRIDOR", for purposes of joint Light Rail Transit and recreational trail use; and

WHEREAS, the CITY, COUNTY and AUTHORITY desire to work cooperatively to plan, develop, and operate the CORRIDOR for joint public transportation and recreational use; and

WHEREAS, the AUTHORITY shall permit concurrent use of the CORRIDOR by the COUNTY and CITY for a recreational trail; and

WHEREAS, the parties recognize that the Light Rail Transit alignment within the CORRIDOR has more stringent engineering, design, construction, and operational requirements than does a recreation trail,

NOW, THEREFORE, IT IS MUTUALLY AGREED between the parties as follows:

### I. DEFINITIONS

Unless otherwise required by the context in which they appear, for purposes of this agreement, the following words and phrases have the meaning ascribed to them by this section:

- A. Authority. The Ramsey County Regional Rail Authority
- B. County. The County of Ramsey
- C. City. The City of St. Paul
- D. Date of Acquisition. The date on which the Burlington Northern Railroad or any other current owner of property transfer all of its rights, title, and interest in any real or personal property to either the AUTHORITY, COUNTY or CITY



- E. Railroad. The Burlington Northern Railroad, its predecessors and subsidiaries
- F. Corridor. All that real property owned or claimed by the Railroad as described in the attached Exhibit A
- G. Transitway. Those portions of the CORRIDOR required by the AUTHORITY for tracks and lateral support thereof and passenger station or platforms, park and ride lots, signals, switches, electrical power poles and all other equipment used in propagating electrical power for operation of the transit system, and all other equipment necessary for safe, efficient operation or maintenance of a light rail transit system within the CORRIDOR
- H. Roadbed. That portion of the CORRIDOR on which the RAILROAD has placed railroad tracks, ties, and ballast over which the RAILROAD operated trains, in the condition existing as of January 2, 1990.
- I. Trail. A recreational, transportation, pedestrian and bicycle trail, including access, lighting, and any other improvements necessary for safe, efficient operation, constructed and operated by the COUNTY and CITY.
- J. Temporary Trail. The trail constructed by the CITY or COUNTY or both prior to the time at which the AUTHORITY constructs its transitway.

## II. CORRIDOR ACQUISITION

- A. The AUTHORITY shall pay the purchase price for acquisition of the CORRIDOR, and title to the CORRIDOR shall be in the name of the AUTHORITY.
- B. If the CORRIDOR is at any point of insufficient width to safely accommodate both the transitway and a trail, the roadbed, whenever established, shall have precedence and the authority may require either the City or County to acquire such additional property or take any other actions necessary to permit the safe construction and operation of both the transitway and a trail.

## III. DUTIES OF AUTHORITY UPON ACQUISITION OF CORRIDOR

- A. The AUTHORITY shall grant to the CITY and the COUNTY, respectively, an easement for the construction, operation, and maintenance of a recreational trail over the CORRIDOR.
- B. The easements created pursuant to paragraph III (A) above shall be granted to the CITY for all portions of the CORRIDOR lying within the corporate limits of the CITY of St. Paul,

and to the COUNTY for all portions of the CORRIDOR outside the corporate limits of the CITY of St. Paul.

- C. The easements shall include the following terms, in addition to any other terms agreed upon by the parties:
1. That upon acquisition of the CORRIDOR, and pending development and construction of a transit system, the CITY and COUNTY may design, construct, operate, and maintain over any and all portions of the CORRIDOR a temporary recreational trail or trails.
  2. That the AUTHORITY shall be obligated at all times to provide sufficient area within the CORRIDOR to insure that the CITY and COUNTY may construct and maintain a trail. Neither the AUTHORITY or its successors or assigns may so construct or operate its transitway in such fashion as to preclude practical and safe construction and operation of the trail. Nothing in this section shall require the AUTHORITY to acquire additional land to accommodate a trail.
  3. That the CITY and COUNTY agree that any temporary trail shall be subject to removal upon demand by the AUTHORITY when the transitway is designed and constructed, if such design, in the opinion of the AUTHORITY, requires such removal.

Any temporary trail shall be designed in such fashion that it will not require removal or alteration of the existing roadbed. If the temporary trail is designed in a manner to require removal or alteration of the roadbed, and such design is approved by the AUTHORITY, it shall be the responsibility of the CITY and COUNTY to restore the roadbed or compensate the AUTHORITY for additional costs it may incur to restore the roadbed if such restoration is required for construction of the transitway. If the existing roadbed is found to be unsatisfactory for use for the transitway so that its utility was not diminished by the actions of the COUNTY or CITY in establishing the temporary trail, then the CITY and COUNTY shall not be liable for restoration costs under this section.

If construction of the transitway requires removal of the temporary trail, or any portion thereof, the CITY and COUNTY shall bear the expense of such removal.

Upon completion of or in conjunction with construction of the transitway, the CITY and COUNTY may construct a new recreational trail within those portions of the CORRIDOR not necessary for transitway construction, maintenance, and operation.

4. That the AUTHORITY shall have the sole, final, and exclusive right to determine when it will construct the

transit system, the nature and kind of transit system to be constructed, where the transit system will be constructed within the CORRIDOR, and the nature and kind of safety features it will require for development of the trail.

5. That the AUTHORITY shall have the right to review and approve all temporary and permanent trail construction and alignment plans prepared by the CITY and COUNTY, and that no construction or reconstruction of the trail shall take place until such approval is given by the AUTHORITY to the CITY and COUNTY.
6. That the AUTHORITY shall have responsibility for security and maintenance of the CORRIDOR until such time as the CITY and COUNTY begin construction of the trail within their respective portions of the CORRIDOR. Upon commencement of construction of the trail, the respective CITY and COUNTY shall assume responsibility for maintenance and security of the CORRIDOR until such time as the AUTHORITY constructs its transitway in the CORRIDOR. The AUTHORITY shall be responsible for clearing the corridor of encroachments which interfere with the joint operation of the corridor for trail and transit purposes.
7. That the CITY and COUNTY shall, at the request of the AUTHORITY, close the trail in whole or in part, during the construction of the transitway.
8. That the CITY, COUNTY and AUTHORITY will endeavor to cooperate in the planning, design, construction, and operation of the trail and transitway to assure optimum joint use. However, should disputes arise between the CITY and COUNTY, either individually or jointly, and the AUTHORITY, the AUTHORITY shall have the final decision-making authority, and the CITY and COUNTY shall abide by such decisions.
9. That if at any time operation or maintenance of the transitway causes damage or destruction to all or any portion of the trail, the AUTHORITY shall be liable for all necessary repairs.

#### IV. DUTIES OF CITY AND COUNTY AFTER ACQUISITION OF CORRIDOR

- A. The CITY and COUNTY shall enter into easements as described in Section III (A) and III (B) of this Agreement, and shall agree to the terms of the easements as outlined in Section III (C) of this Agreement.
- B. The CITY and COUNTY shall cooperatively develop a Master Plan for the trail within the CORRIDOR for presentation to the AUTHORITY, as required by this Agreement, and to the



Metropolitan Council. The COUNTY shall be deemed the implementing agency for all portions of the trail outside the corporate limits of the CITY, and the CITY shall be deemed the implementing agency for all portions of the trail within the corporate limits of the CITY of St. Paul. The Master Plan shall be subject to approval by the AUTHORITY, and shall not be submitted to the Metropolitan Council without such prior approval.

C. The Master Plan shall include, but not be limited to, the following terms:

1. It shall recognize the right of the AUTHORITY to use the CORRIDOR for transit purposes as defined in this Agreement.
2. For master planning purposes, the CORRIDOR will be considered as the Burlington Northern line between its southern terminus near Kellogg Boulevard in the CITY of St. Paul and the northern Ramsey County line, plus that area to be acquired by the CITY between the southern terminus and the Mississippi River. Provided, however, that nothing in this section shall require the COUNTY or the AUTHORITY to acquire any property not abandoned for rail purposes by the Burlington Northern Railroad or any other railroad as of the date of this Agreement. The COUNTY and the AUTHORITY, however, either individually or jointly, may acquire any property abandoned by any railroad in the future.
3. For trail development purposes, the CORRIDOR will be considered that area acquired by AUTHORITY, plus adjoining publicly owned areas where improvements will be needed for access to the trail, plus the area to be acquired by CITY (using regional funds) between the southern terminus (near Kellogg) and the Mississippi River.
4. All applications to the Metropolitan Council or any other agency for development funding shall be coordinated between the CITY-COUNTY.

D. Upon commencement of trail construction, the CITY and COUNTY shall become responsible for security and maintenance of those portions of the CORRIDOR which lie within their respective jurisdictions pursuant to paragraph III (C) of this Agreement, and the AUTHORITY shall have no further responsibility for such security and maintenance until such time as it constructs a transitway in the CORRIDOR. At such time as both the transitway and recreational trail are completed, the CITY and COUNTY shall be responsible for maintenance and security of the trail system, and the AUTHORITY shall be responsible for maintenance and security of the transitway. The cost of maintenance for common areas

shall be divided equally between the AUTHORITY and the CITY or COUNTY.

- E. The CITY and COUNTY shall establish and enforce consistent rules and regulations governing public use of the trail CORRIDOR.

#### V. GENERAL TERMS AND CONDITIONS

- A. Indemnification. Each party to this Agreement agrees that it shall defend, indemnify, and hold harmless all other parties from its own negligent acts. No party waives any statutory limits on liability.
- B. If the AUTHORITY acquires the CORRIDOR but determines that it or any portion thereof is not needed for transitway purposes and that therefore it shall have no further need for the property, the CITY and COUNTY agree that they shall acquire the AUTHORITY's interest in the CORRIDOR by payment to the AUTHORITY of 50% of the then fair market value of the line or \$750,000, whichever is greater.

Provided, however, that the CITY and COUNTY agree to save, defend, reimburse, and hold harmless the AUTHORITY from any repayments to third parties for contributions or loans made by such third parties for purchase of the line required of the AUTHORITY at any time by said third parties after the CORRIDOR is purchased pursuant to this section by the CITY and COUNTY.

- C. Any easements created pursuant to this Agreement shall be freely assignable by the AUTHORITY, and AUTHORITY's assignee shall be bound by the terms of said easement.
- D. Termination and Modification. Except as otherwise provided herein, this agreement and the rights and obligations of the parties hereunder may be modified or terminated only by the mutual consent of all parties. If an action or modification affects only the CITY or COUNTY'S portion of the trail easement, and not both, then the CITY or COUNTY may separately agree with the AUTHORITY to amend this agreement, and the consent of the party whose interest is not affected need not be obtained. All amendments or modifications shall be in writing and approved by the governing body of the respective parties to this agreement or their successors and assigns.
- E. Bridges. If the roadbed utilizes bridges in existence at the time the AUTHORITY acquires the CORRIDOR and roadbed, the CITY and COUNTY may use the existing bridges for any temporary trail they construct within the CORRIDOR if they desire. If the existing bridges are at any time deemed deficient, or if any unit of federal, state, or local government, including the parties to this agreement,

determines that the existing bridge structures be removed, the AUTHORITY shall be responsible for such removal. The CITY and COUNTY may construct, at their expense, temporary bridges to replace any bridge structure so removed, for temporary trail use. When the transitway is constructed, all temporary bridges shall be removed if required by the AUTHORITY, for construction of the transitway. Such removal shall be at the expense of the CITY or COUNTY.

When the transitway is constructed, either new bridges will be constructed which will accommodate both trail and transitway operation, or separate bridge structures for trail and transitway will be constructed. However, if any existing structure need not be replaced, the parties may agree to its continued use.

Prior to design of the bridge structure or structures, the parties to this agreement shall decide whether to construct a joint use structure or separate structures. If the parties decide to build a joint use structure, the CITY or COUNTY shall pay for the engineering, design, and construction of the bridge to the extent the cost of such joint purpose structure exceeds the cost of engineering, design and construction of a structure for transitway only, and the AUTHORITY shall pay the remaining cost.

If the parties elect to build separate structures, each shall be responsible for all costs associated with design and construction of their structure and shall not be responsible for any costs of the other structures built.

- F. Additional Facilities. If the CITY, COUNTY or AUTHORITY acquires property, either within or outside of the CORRIDOR, which is used for the construction of automobile parking areas, the party acquiring and constructing the parking facility shall permit patrons both of the trail and transit system to use said facilities.



# DRAFT RESOLUTION

WHEREAS, Ramsey County, the Ramsey County Regional Railroad Authority and the city of St. Paul, by resolutions of their respective governing bodies approved the concept of joint trail and light rail transit of the Burlington Northern right of way; and

WHEREAS, On December 23, 1992, the Ramsey County Regional Railroad Authority purchased a portion of the Burlington Northern right of way lying generally between Fourth Street and 170 feet north of Beam Avenue; and

WHEREAS, A joint powers agreement has been prepared that defines the roles and responsibilities of Ramsey County, Ramsey County Regional Railroad Authority and the city of St. Paul in the planning, development and operation of the right of way for regional trail and light rail transit; and

WHEREAS, The Ramsey County Regional Railroad Authority, on April 13, 1993, approved the joint powers agreement; Now, Therefore, Be It

RESOLVED, That the Ramsey County Board of Commissioners approves the joint powers agreement between Ramsey County, Ramsey County Regional Railroad Authority and the city of St. Paul for the planning, development and operation of the Burlington Northern right of way for regional trail and light rail transit; and Be It Further

RESOLVED, That the Chair and Chief Clerk are authorized to execute the joint powers agreement.

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**MASTER PLAN**

**FOR**

**BURLINGTON NORTHERN**

**REGIONAL TRAIL CORRIDOR**

**PREPARED BY:**

**CITY OF SAINT PAUL DIVISION OF PARKS AND RECREATION  
AND RAMSEY COUNTY DEPARTMENT OF PARKS AND RECREATION**

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## **INTRODUCTION**

The Northeast Burlington Northern Railroad Corridor, also called the Phalen Creek Line, begins at a point beneath the Kellogg Bridge at the easterly edge of Downtown Saint Paul and extends northeasterly through several neighborhoods on the City's east side and then to Maplewood, White Bear Lake, Forest Lake and points north. At this time, the first approximately six miles, from Kellogg Boulevard to Beam Avenue in Maplewood have been abandoned. Since further abandonment may occur in the future, this Master Plan will consider potential re-use of the corridor from Kellogg Boulevard to the Ramsey/Washington County Line, as requested by the Metropolitan Council.

## **RECREATIONAL VALUES**

The strategic location of the B.N. corridor as it passes through densely populated areas of Saint Paul and Ramsey County will place thousands of people within walking and bicycling distance of a vast regional system of existing and proposed trail corridors, linking thousands of acres of city, county, and regional parks, and recreational lands. This trail corridor provides a vital north/south off-road link to major existing and proposed east-west multi-use trail corridors.

Beginning at the south (Warner Road) end of the B.N. Corridor the trail would access the Great River Road development along Saint Paul's waterfront, eventually linking six regional parks along the river from the Central Mississippi Riverfront in Minneapolis to the proposed Grey Cloud Island in Washington County. The Minnesota Valley National Wildlife Refuge and Recreation Area and State Trail would also be linked to this trail system via Fort Snelling State Park.

The system would also connect to the existing Willard Munger Trail just north of Phalen Park, allowing access to Stillwater and eventually Duluth. A bicyclist therefore, could begin in Downtown Minneapolis and ride continuously along the Mississippi River through Downtown Saint Paul and up the Burlington Northern Trail to either Bald Eagle/Otter Lake Regional Park just north of White Bear Lake or east along the Willard Munger Trail to Stillwater and Duluth! This is clearly a unique opportunity to tie major regional trail system components together and provide connection to major state trails as well. Use of the B.N. Corridor to provide the needed north/south link is essential to the success of this continuous trail system.

## **ACTIONS**

On January 24, 1989 the Metropolitan Council held a public hearing to consider the designation of the abandoned Burlington Northern Railroad Corridor (Kellogg Boulevard to Beam Avenue) a regional trail, with potential shared use for light rail transit. The Saint Paul City Council by its Resolution 88-1496, the Ramsey County Board by its Resolution 88-547, and the Ramsey County Regional Railroad Authority by its Resolution R-88 had indicated support for the acquisition of the corridor with Metropolitan Council funding; thus the Metropolitan Council's review and determination of the regional significance of the corridor.

On February 21, 1989 the Metropolitan Systems Committee reviewed the public hearing testimony and issued its report and recommendations, including a favorable recommendation for regional trail designation, and on February 23, 1989 the Metropolitan Council by its Resolution 89-10 officially designated the Regional Trail Corridor as a part of the Regional Parks and Open Space System. Copies of the referenced resolutions and the Systems Committee report are included in the appendix.

On December 23, 1992, the Ramsey County Regional Railroad Authority purchased the B.N. corridor right-of-way from Kellogg Boulevard to Beam Avenue. The City of Saint Paul, Ramsey County and the Regional Railroad Authority have prepared a joint powers agreement for the development and operation of the corridor, for recreational trail and future light rail transit (LRT) use, which is included in the appendix.

## **MASTER PLAN**

The following Master Plan is organized into separate categories or items, in accordance with the requirements found in the Recreation Open Space Chapter of the Metropolitan Council's Development Guide.

### **1. BOUNDARIES AND ACQUISITION COSTS:**

The overall length of the corridor is approximately 13-1/8 miles long and ranges in width from fifty to two hundred feet. At this time, only the southernmost six mile section has been officially abandoned and stripped of track. The corridor boundaries are shown on the maps (figures 1 through 16) which outline the development concept (see #4).

Additional acquisition will be needed to provide trail access locations and to make the connection from the Kellogg area to river area (Figure 1).

The intention is to provide the connection to the trails along the river via the City's East CBD bypass. Preliminary engineering studies indicate that an at-grade connection can be made near 4th Street, at a signalized intersection. The trail would then turn southward, within the East CBD right-of-way, crossing above an active railroad right-of-way to the trail system along Warner Road. There would be no acquisition cost related to the trail, as the road right-of-way would include sufficient land for trail construction. In the event that the East CBD bypass is not built, a bridge will be necessary to cross the active rail lines and Warner Road, to reach the river area. Estimated cost \$250,000.00.

Additional acquisition for trail access points will be necessary in three locations, as follows:

1. East 7th Street at Payne Avenue (Figure 1). Estimated cost \$290,000.00. Acquisition is needed to provide parking and a safe entrance to the trail system. This location can be accessed on an interim basis using an existing unimproved street.

2. Arcade Street (Figure 2) estimated cost \$180,000.00. An access point is needed for the neighborhoods both north and south of the corridor and the Arcade St. bridge provides a safe crossing from the south, over the active rail line. Although easements may be available on a temporary basis, acquisition will eventually be needed to provide a permanent access and parking.
3. Earl Street (Figure 3) estimated cost \$500,00.00. This is another location which provides access to neighborhoods both north and south of the corridor, and it can be provided by acquiring Glacier Park property which was not part of the corridor acquisition. The estimated cost reflects a larger parcel than needed, due to Glacier's probable reluctance to subdivide the parcel. Permanent easements should be thoroughly investigated at this location prior to pursuit of fee title acquisition.

## 2. STEWARDSHIP PLAN:

Prior to trail development, the Regional Railroad Authority has indicated its intention to fence the entire corridor, clean up and remove material and debris, and provide signage indicating ownership of the area. The Authority has also advised the applicable law enforcement agencies, Saint Paul Police, Maplewood Police, and Ramsey County Sheriff, of its ownership, and requested their cooperation in maintaining the public safety throughout the corridor.

## 3. NEEDS ANALYSIS:

The need for additional recreational trail opportunities is documented as follows:

- A. The 1985 State Comprehensive Outdoor Recreation Plan (SCORP) indicates the following information for trails:
  - 1.) 55% of Metro Region households desire more bike and walking paths.
  - 2.) Of the 37 recreation activities surveyed, the trail group of activities was ranked first in the State and Metro Region as facilities which citizens "desire more of."
  - 3.) 95.9% of biking and 79.5% of hiking is done less than 25 miles from home. These are relatively high percentages compared to the other 35 activities surveyed.
  - 4.) There is a projected increase in demand for biking and hiking through 1995.



- B. The 1983 Leisure in the Twin City Area Survey conducted by the Metropolitan Council reported the following:

The Metro Area was divided into two sections; east and west. Ramsey County was included in the east area of the study. The east area had 1,731 respondents who stated the following about Metro hiking trails: 37.5% too few; 51.1% about right; 2.3% too many; and 9.2% don't know. They said the following about bike paths: 43.9% too few; 44.2% about right; 3.6% too many; and 8.3% don't know.

- C. The 1987 Needs Assessment Survey of Saint Paul Residents Concerning Parks and Recreation Programs and Services conducted for the City by Anderson, Niebuhr and Associates included the following findings about Saint Paul residents:

- 1.) 73% have biked, walked, or jogged on pathways in parks in Saint Paul within the past 12 months. This ranked second (following pleasure driving along a parkway - 75%) among 11 selected activities that are provided by Saint Paul Parks and Recreation.
- 2.) 44% of the City residents are very likely to participate in use of hiking trails, in a natural setting, long enough for several hours of hiking, if provided by the City. Again, this was the second highest percentage of 14 programs or services surveyed.

- D. In July 1988, the Metropolitan Council research staff estimated that the proposed Burlington Northern trail corridor would receive approximately 200,000 visits annually, without a connection to the riverfront at the southern end of the trail. When a riverfront link is added, annual use could increase by as much as 25%.

These estimates compare favorably with other regional trail corridors in the Metro Area which have been surveyed in recent years, as follows:

|                                |         |
|--------------------------------|---------|
| Rice Creek Regional Trail      | 59,300  |
| North Hennepin Regional Trail  | 104,900 |
| Minnehaha Pkwy. Regional Trail | 447,600 |
| Wirth Memorial Parkway         | 319,600 |
| Mississippi River Boulevard    | 230,000 |

#### 4. DEVELOPMENT CONCEPT AND 5. CONFLICTS:

- A. The discussion of the trail corridor has been divided into several segments to better illustrate and discuss the various conditions existing along the corridor.

Throughout the trail corridor, the plan assumes the placement of a single 10 ft. wide paved bituminous bicycle and pedestrian pathway. This will easily accommodate two-way bicycle/pedestrian traffic\* at current anticipated demand. Constructing a single 10 ft. wide combined pathway on the railroad grade would be the most cost effective temporary approach to development in the case that LRT is added to the corridor in the future. However, in all cases it appears the existing corridor does have sufficient width to add another pathway if increased use requires separate bicycle and pedestrian trails.

The following is a segment by segment discussion of the corridor, beginning at the Mississippi River. Each of these segments is also illustrated on the maps which follow.

- \* From "Guide for Development of New Bike Facilities - 1981" by American Association of State Highway and Transportation Officials.

**. SEGMENT NO. 1 - MISSISSIPPI RIVER TO SEVENTH STREET** (see figures 1, 1A)

**DESCRIPTION:**

- . The trail corridor begins at the proposed Riverside Park area (presently City-owned) along the Mississippi River adjacent to the intersection of the proposed East CBD bypass and Warner Road. It would continue north along the future R.O.W. of the East CBD bypass, beneath Kellogg Boulevard; cross the East CBD bypass at a signalized intersection at Fourth Street and continue to the beginning of the 70 ft. wide B.N. corridor located here. It would then continue north on this corridor beneath the I-94 and Seventh Street bridges to Swede Hollow Park.

**CHARACTER:**

- . The grades in this area are fairly flat as this is primarily railroad yard. The area is devoid of any significant vegetation.

**OPPORTUNITIES:**

- . An excellent opportunity exists at this southern trail terminus to connect to the Mississippi River Corridor Regional Trail System which enables access to Battle Creek Regional Park and Indian Mounds Regional Park to the east and Downtown Saint Paul, Harriet Island and Lilydale Regional Parks and Hidden Falls/Crosby Farm Regional Parks to the west.
- . Recent land acquisition at the southern trail terminus for the future reconstruction of Warner Road, will provide a new park area along the river here. This will provide a great opportunity for trail access with parking, restrooms, information/orientation maps, etc.
- . The signalized at-grade crossing at 4th Street provides a great opportunity for Downtown residents in Lowertown and elsewhere to access the trail and bike to Phalen Park, White Bear Lake, Stillwater to the north or along the Mississippi River Corridor Trail system.
- . The 4th Street access also would allow connection to Indian Mounds Regional Park via Commercial Street, providing access to this extensive trail system to all Dayton's bluff and Indian Mounds Park area residents.
- . The existing used car lot south of East 7th Street at Payne Avenue, if acquired, would provide another alternate trail access point for residents of Downtown, lower Payne Avenue, Railroad Island and Dayton's Bluff areas.

#### CONFLICTS:

- Minor conflicts would exist as the trail crosses Warner Road at Riverside Park and again as it crosses the east CBD Bypass and the north-south mainline railroad tracks just north of Fourth Street. In all these cases however, a signalized intersection would, at the minimum, be provided. It is also possible that bridge or tunnel crossings might be necessary for the trail corridor, however plans have not been sufficiently developed to determine the feasibility of these options at this time.

The rebuilding of I-94 and resulting filling of the B.N. R.O.W. at this location places the trail in close proximity to the north-south mainline railroad tracks in the area beneath the I-94 bridges. At the City's insistence, MnDOT agreed to extend the bridge spans by 75 ft. in this area to better accommodate the trail. The City has paid for the additional bridge work which will provide adequate right-of-way for the trail. Careful attention to the trail alignment, grading and landscape planting in this area will minimize the adverse effects of the existing highway and rail lines.

#### X LRT IMPACT: (See figure 1A)

- If added to the trail corridor, the 27 ft. R.O.W. required by the LRT would meet the trail corridor just south of Fourth Street as it proceeds east from Downtown, and continue adjacent to the west side of the trail corridor. Its proximity would likely require continuous fencing to the Seventh Street bridge where fencing could terminate. The greatest impact would be the side by side crossing beneath the new I-94 bridges; however, the proposed width does appear to be able to accommodate both uses if LRT is placed between the trail and the existing rail lines.
- The addition of LRT would make trail access at 7th Street and 4th Street more difficult requiring controlled trail entry or bridge crossings.

#### • SEGMENT NO. 2 - SEVENTH STREET TO ARCADE STREET (see figures 2, 2A)

##### DESCRIPTION:

- The trail continues beneath a large stone arch bridge at Seventh Street along the 70 ft. wide B.N. R.O.W. adjacent to Swede Hollow Park. It would continue north along the existing railroad grade passing Stroh's Brewery where the R.O.W. narrows to 60 ft. at the north edge of Swede Hollow Park, and continue beneath the bridges at Minnehaha, Reaney Avenue and Chicago-Northwestern tracks north of Bush Avenue. At Bush Avenue the R.O.W. widens to 100 ft. (minimum). The trail begins to turn to the east after passing beneath the Chicago-Northwestern Railroad and continues in a ravine area as it passes around Stroh's property and continues to the east, toward the Arcade Street bridge.

#### CHARACTER:

- . The continuous ravine this segment passes through is one of the most scenic and interesting sections of the corridor. Proceeding north from Seventh Street, the trail's ever-changing vistas include the heavily wooded steep topography and existing clear water stream of Swede Hollow Park, the narrow two block section at Stroh's Brewery, from Minnehaha to Bush, the wooded ravine immediately north of Bush, the wide curve sweeping around to the east flanked by an industrial area to the south and residential area to the north. The trail also passes beneath a total of five bridges located within this segment, adding to the diverse sequence of experience.

#### OPPORTUNITIES:

- . The existing 8' wide bituminous bike/pedestrian trail in Swede Hollow Park provides an opportunity for a loop system connection to the B.N. Regional Trail.
- . The existing parking lot on the east side of the park provides an opportunity for trail access. This would probably be pedestrian only due to the steep slope.
- . A potential for an additional trail access and limited parking also exists on the west side of the trail corridor at Drewry Lane.
- . Wide R.O.W. 100 ft.+ between Bush Avenue and Arcade Street provides opportunities for site improvements.
- . Large available B.N. property just west of Arcade provides an opportunity for trail access, parking, etc.

#### CONFLICTS:

- . The flat grade and existing width of the B.N. corridor in this segment presents no conflicts for use as a trail corridor.
- . Illegal dumping of debris along both sides of the corridor is an ongoing problem along this segment. Extensive cleanup of adjacent slopes will be required and preventative control measures will need to be implemented.
- . Intermittent slope stabilization would be required along the corridor and Swede Hollow Park from the 7th Street bridge to Preble Street to repair existing washouts and check further slope erosion.

#### LRT IMPACT: (see figure 2A)

Placing the proposed LRT corridor within the B.N. R.O.W. along the pedestrian/bike trail would have the following impacts on this segment:

- . A multi-use corridor (LRT and trail) is not possible from Seventh Street north past Swede Hollow to approximately Drewry Lane due to severe space restrictions. The trail would have to move off the B.N. R.O.W. and utilize the park trail system.
- . LRT would need to be moved off the centerline north of Drewry Lane to Arcade, to accommodate trail alignment.
- . A trail bridge passing over the LRT near Drewry Lane would be required to allow trail and park access and to enable trail alignment to shift to a location west and north of LRT for accessibility and safety purposes.
- . Continuous safety fencing would be required from Drewry Lane to Arcade.
- . A continuous retaining wall and fill would be required from Minnehaha to Bush Avenue to gain additional flat trail grade.

X  
*retaining wall*



• **SEGMENT NO. 3 - ARCADE TO FRANK STREET** (see figures 3, 3A)

**DESCRIPTION:**

- From Arcade Street the trail would continue east adjacent to the mainline Chicago-Northwestern Railroad on the south and the new Seeger Square commercial area on the north, beneath the bridges at Forest Street and Earl Street. The R.O.W. along this section is only 60 ft. wide until Earl, where it widens to 100 ft.+ east of the Earl Street bridge. Due to the larger available R.O.W. here the trail would move away from the mainline Chicago-Northwestern tracks after Earl Street and continue along this new alignment through Frank Street.

**CHARACTER:**

- This is the most industrial appearing section of the trail corridor, heavily impacted by the adjacent mainline tracks of the Chicago-Northwestern Railroad on the south and the commercial/industrial area on the immediate north.

**OPPORTUNITIES:**

- The existing grades and large available R.O.W. just east of Earl Street and north of the mainline tracks provide the opportunity for trail access and parking at this location.
- Large 100 ft.+ R.O.W. from Earl Street east provides an opportunity to move the trail away from (north of) the mainline tracks and to enhance trail experience with site improvements.
- The existing Earl Street Bridge would allow access for a pedestrian/bike trail from the neighborhood south of the mainline tracks.

**CONFLICTS:**

- Existing Chicago-Northwestern Railroad adjacent to trail corridor would require safety fencing along the majority of the entire segment (Mendota to Frank Street). Extensive site improvements would also be needed in this area to buffer the impact of the active adjacent rail lines.

**LRT IMPACT:** (see figure 3A)

- Addition of LRT to the trail corridor would need to be on the south side of the trail corridor adjacent to the Chicago-Northwestern mainline tracks to avoid placement of the pedestrian/bike trail between two active rail uses.
- Safety fencing would be required along the entire segment due to narrow 60 ft. R.O.W. and proximity of LRT.

• **SEGMENT NO. 4 - FRANK STREET TO MARYLAND AVENUE** (See figures 4, 4A)

**DESCRIPTION:**

- From Frank Street the trail continues northeast in a sweeping curve until Magnolia where it runs north past Lake Phalen. At Frank Street the available B.N. property would allow moving the trail away from the Chicago-Northwestern tracks and possibly off the actual abandoned rail bed for greater separation from the active tracks. This alignment might continue to Case and Duluth recreation center where the trail would ease back onto the centerline of the B.N. R.O.W. and continue north, crossing both Johnson Parkway and Maryland Avenue on bridges.

*freight distance X  
freight rail to  
west of  
Forest*



**CHARACTER:**

- . From Frank Street until the southern edge of Duluth and Case playground the trail corridor is relatively level with the adjacent areas. At Duluth and Case the trail corridor grade begins to rise from the adjacent land areas and continues this way to beyond Lake Phalen. The area is light industrial, open and flat in the south portion and gradually changing to residential and recreational lands north of Duluth and Case.

**OPPORTUNITIES:**

- . Large B.N. R.O.W. on north side of the tracks offers potential for good trail and LRT separation.
- . Potential at-grade neighborhood access exists on the south side of the trail at Atlantic Street (additional acquisition may be required).
- . The location of Duluth and Case playground, with its existing parking and restroom facilities, provides a convenient trail access for the south Phalen neighborhood.
- . The existing railroad grades over Johnson Parkway and Maryland provide an excellent opportunity for pedestrian/bike trail crossing of two major roadways, although the existing bridges would have to be replaced due to their age and deteriorated condition.
- . The intersection of Johnson Parkway with the B.N. trail just north of Prosperity Avenue provides an excellent opportunity for a bike trail loop which would proceed down the B.N. trail to the 4th Street/Commercial Street intersection (south of Swede Hollow Park) and up Commercial Street to Indian Mounds Regional Park, through the park to Johnson Parkway and north up the parkway to complete the loop.

**CONFLICTS:**

- . No conflicts exist if the R.O.W. is to be developed as a pedestrian/bike trail.

**LRT IMPACT:** (See figure 4A)

- . New trail bridges would be required at both Maryland and Johnson Parkway.
- . An additional trail access bridge crossing LRT at Atlantic Street may be required if this access point is utilized.
- . Continuous safety fencing from Cook Avenue to Maryland adjacent to the LRT would be required.
- . Continuous retaining walls and fill would be required from Magnolia north to Maryland due to elevated section of the R.O.W. and need to create additional flat area for the trail corridor.

**SEGMENT NO. 5 - MARYLAND AVENUE TO HOYT AVENUE** (See figures 5, 5A)**DESCRIPTION:**

- . Crossing the bridge at Maryland Avenue, the trail would proceed north along the abandoned B.N. R.O.W. past Hoyt Avenue, as well as into Phalen Regional Park, crossing East Shore Drive and intersecting the Phalen Park trail system at the south end of Lake Phalen.

**CHARACTER:**

- . The majority of this trail section is elevated approximately 15 ft. above adjacent surrounding grades providing a commanding view of Lake Phalen. Between Maryland and Arlington Avenues, the trail corridor abuts Phalen Regional Park to the west, and residential areas to the east. From Arlington to Hoyt the trail abuts residential areas on both sides.

**OPPORTUNITIES:**

- . The trail corridor's proximity to Phalen Park provides an excellent opportunity to access the existing trail systems within Phalen/Keller Regional Park. An existing parking area at the south end of Lake Phalen will provide an ideal trail access point here, as will other parking areas within the park.
- . Access to the Phalen Park trail system here provides the additional opportunity to connect to Como Regional Park via Wheelock Parkway and then continue south from Como Park on Lexington Parkway to Summit Avenue; east along Summit toward the State Capitol, and Downtown to join the south end of the B.N. trail at 4th Street.

**CONFLICTS:**

- . The old Maryland Ave. and Arlington Ave. bridges have been removed due to their poor condition and traffic safety problems resulting from the narrow roadway width between their closely spaced supports. These bridges should be replaced with new trail bridges.

**LRT IMPACTS:** (See figure 5A)

- . Joint use of the B.N. corridor for pedestrian/bike trail and LRT within this segment has severe impacts due to the extreme 15 ft.+ elevation of the old railroad grade, steep side slopes and narrow available flat area. This will require removal of existing fill to lower this grade, which effectively widens the useable trail corridor to a minimum of 50 ft. This dimension is anticipated to be the minimum flat area required to accommodate side-by-side joint use of the B.N. corridor for trail and LRT use.
- . New bridges to handle both LRT and trail use will need to be constructed at Maryland and Arlington.
- . Required lowering of the railroad grade, however, will create an additional conflict with the new bridge required at Arlington as there may be insufficient clearance for traffic below.
- . Continuous safety fencing from Maryland to Hoyt would be required.

**SEGMENT NO. 6 - HOYT AVENUE TO RYAN AVENUE** (See figures 6, 6A)**DESCRIPTION:**

- . The trail would continue north from Hoyt Avenue on the abandoned track centerline crossing the existing Willard Munger Trail just north of Frost Avenue and continue on to Ryan Avenue in Maplewood.

**CHARACTER:**

- . This section of the trail corridor passes through residential areas to the east and west. Near Hoyt Avenue the grade begins to descend until at Idaho Avenue it meets the roadway. This level elevation then continues north past Ryan Avenue at the same grade as the surrounding residential area.

**OPPORTUNITIES:**

- . Due to the flat grades in the section north of Larpenteur Avenue, the trail becomes easily accessible to the residents along this entire section.
- . The intersection of the Willard Munger Trail north of Frost Avenue, provides an excellent opportunity for linking the B.N. trail to a statewide hiking/biking system eventually extending 235 miles to Duluth.

**CONFLICTS:**

- . At-grade crossings at Idaho, Larpenteur, Ripley and Frost Avenues provide conflicts with vehicular traffic. Signalized intersections or trail bridges may be required at some of these high traffic intersections.
- . Proximity to residential neighborhoods might be perceived as negative by neighbors whose property abuts the trail corridor.

**LRT IMPACT:**

- . Some grading on the R.O.W. from Hoyt Avenue to Idaho Avenue would be required to gain sufficient width to accommodate both LRT and trail use. X
- . Continuous safety fencing may be required.
- . A new trail bridge over the LRT and B.N. bike/pedestrian trail may be required for the Willard Munger Trail.
- . The four at-grade crossings in this segment present trail/LRT and vehicular traffic conflicts requiring further study.

**. SEGMENT NO. 7 - RYAN AVENUE TO HIGHWAY 36 (See figures 7, 7A)****DESCRIPTION:**

- . The trail would continue north from Ryan Avenue on the abandoned track centerline, crossing Highway 36 in Maplewood.

**CHARACTER:**

- . This section of trail corridor passes through primarily residential areas interspersed with some vacant property. This segment of trail is at the same grade as the adjacent areas. The area around Highway 36 has an industrial/commercial appearance.

**OPPORTUNITIES:**

- . Due to the flat existing grades in this section, the trail is easily accessible to surrounding residential areas.
- . Just south of County Road B, the trail passes between Gladstone Park and Weaver School which could provide trail access points.

**CONFLICTS:**

- . At-grade crossings at County Road B and Cope Avenue would conflict with vehicular traffic.

- . The bridge over Highway 36 is substandard by MnDOT standards for highway safety. The City of Maplewood has requested MnDOT to consider construction of a Highway 36 interchange at this location to provide access to Highway 36 frontage roads. Coordination with MnDOT in the design of this interchange will be important to insure a continuous trail corridor.

**LRT IMPACT:** (See figure 7A)

- . A new trail bridge would be required at Highway 36.
- . Continuous safety fence may be required.
- . The two at grade crossings in this segment present trail/LRT and vehicular traffic conflicts requiring further study.

**. SEGMENT NO. 8 - HIGHWAY 36 TO KOHLMAN AVENUE** (See figures 8, 8A)

**DESCRIPTION:**

- . From Highway 36, the trail would continue north, under the County Road C bridge and on to Kohlman Avenue.

**CHARACTER:**

- . In the first 800 ft. north of Highway 36, the existing grade is elevated approximately 15 ft. and passes through a light-industrial area. From that point north to 600 ft. south of County Road C, the grade is relatively close to the surrounding land. This segment is characterized by large scattered residential lots, small fields/gardens, and vacant property. Approximately 600 ft. on either side of County Road C the trail grade is 10-15 ft. lower than the adjacent property. North of County Road C, the right-of-way widens to 150 ft.

**OPPORTUNITIES:**

- . Harvest Park, owned by the City of Maplewood, is located on the east side of the corridor at Brooks Street. The park could serve as a trail access.

**CONFLICTS:**

- . County Road C, including the bridge over the trail corridor will be reconstructed in 1993. Preliminary plans for the bridge accommodate both trail and LRT uses.

**LRT IMPACT:** (See figure 8A)

- . Continuous safety fence may be required.
- . Broadening, and/or retaining walls will be required in the area just north of Highway 36 and around County Road C to widen the area for LRT and trail.

**. SEGMENT NO. 9 - KOHLMAN AVENUE TO HIGHWAY 694**

**DESCRIPTION:**

- . The trail corridor continues north from Kohlman Avenue, crosses Beam Avenue and I-694 just east of Highway 61. On the north side of Beam Avenue is the termination of that portion of the corridor which was abandoned by Burlington Northern in 1987. This entire segment is 150 ft. in width.



**CHARACTER:**

- . The trail is elevated 10-25 ft. above the surrounding area throughout this segment.
- . The adjacent property is largely vacant, however, rapid development is occurring in the area due to the proximity of Maplewood Mall. North of Beam Avenue, the trail passes a par 3 golf course and an NSP electrical sub-station.

**OPPORTUNITIES:**

- . The City of Maplewood has developed an east-west trail along Beam Avenue which would provide connection to the Maplewood Mall area.

**CONFLICTS:**

- . No conflicts exist if the R.O.W. was to be developed as a pedestrian/bike trail.
- . The City of Maplewood proposes to construct a new east-west street somewhere between Beam Avenue and I-694. A signalized intersection or trail bridge may be required.

**LRT IMPACT:** (See Figure 9A)

- . The existing bridges at Beam Avenue and I-694 cannot accommodate both uses. A new trail bridge would be required over both roads.
- . The elevated grade has only 25 ft. of flat area on top. Addition of fill would not be possible within the R.O.W. Lowering the grade to create a wider surface is possible, however, that would make the bridge approach difficult. Another option would be to place the trail at the edge of the R.O.W. at the base of the embankment.

**. SEGMENT NO. 10 - HIGHWAY 694 - COUNTY ROAD E (Highway 244)****DESCRIPTION:**

- . From I-694, the trail would proceed north to County Road E or State Highway 244, following the border between Vadnais Heights and the City of White Bear Lake.

**CHARACTER:**

- . The majority of this trail section is at the same elevation as the surrounding area. The northerly 1/4 mile is lower than the surrounding areas. A power line parallels the east edge of the R.O.W. from the NSP substation near I-694. The R.O.W. passes through commercial property, primarily automobile dealerships. Approximately 1/4 mile south of County Road E, the R.O.W. widens to 200 ft.

**OPPORTUNITIES:**

- . There are no significant opportunities in this segment.

**CONFLICTS:**

- . There is one at-grade crossing at Buerkle Road.

**LRT IMPACTS:**

- . Continuous safety fencing may be required.
- . The at-grade crossing at Buerkle Road present trail/LRT and vehicular traffic conflicts requiring further study.
- . The existing bridge at County Road E (Highway 244) provides adequate space for both uses.



. **SEGMENT NO. 11 - COUNTY ROAD E (Highway 244) TO COUNTY ROAD F (Ash St.)**

**DESCRIPTION:**

- . The trail would continue north under Highway 61 and on to Ash Street. The R.O.W. is 200 ft. in width south of Highway 61, and 100 ft. in width north of Highway 61.

**CHARACTER:**

- . This entire segment is depressed 15-20 ft. below the surrounding commercial area. The bottom area of the corridor is approximately 50 ft. in width and the side slopes are wooded. The NSP power line continues along the east edge of the R.O.W.

**OPPORTUNITIES:**

- . There are no significant opportunities within this segment. A trail access should be provided from County Road E (Highway 244).

**CONFLICTS:**

- . There are no conflicts in this segment. The Highway 61 bridge is adequate.

**LRT IMPACTS:** (See Figure 11A)

- . Continuous safety fencing may be required.

. **SEGMENT NO. 12 - COUNTY ROAD F (Ash St.) TO WHITAKER STREET**

**DESCRIPTION:**

- . From County Road F (Ash Street) the trail would continue curving northeast and parallel Hoffman Road on the east. The R.O.W. narrows from 100 ft. at Ash Street to 70 ft. on the northerly end of the segment.

**CHARACTER:**

- . This segment of the corridor is at the same grade as the surrounding area. The corridor passes between a lumber yard and railroad yard on the west side and Hoffman Road on the east.

**OPPORTUNITIES:**

- . There are no significant opportunities in this segment.

**CONFLICTS:**

- . An at-grade crossing at Scheuneman Road.
- . A portion of the R.O.W. is presently leased by the lumber yard.

**LRT IMPACT:**

- . Continuous safety fence would be required.
- . The at-grade crossing at Scheuneman Road presents trail/LRT and vehicular conflicts.
- . The narrow R.O.W. will present a problem, however, the flat grade and adjacent wide Hoffman Road R.O.W. (100 ft.) may alleviate the problem.

**SEGMENT NO. 13 - WHITAKER STREET TO 7TH STREET**

**DESCRIPTION:**

- . From Whitaker Street the trail would follow the track north to 7th Street. The 85 ft. R.O.W. lies between Highway 61 on the east and Lincoln Street on the west.

**CHARACTER:**

- . The corridor is at the same grade as the surrounding area. This segment is entirely within downtown White Bear Lake with a mixture of residential and commercial uses on the opposite sides of Highway 61 and Lincoln Streets.

**OPPORTUNITIES:**

- . The entire segment provides excellent access to all of downtown White Bear Lake.
- . This downtown segment would be an excellent location for additional site amenities and support facilities. The old depot may be suitable for uses associated with the trail.
- . A direct connection to the proposed east-west Highway 96 trail is possible.
- . A direct connection to the Lake Avenue trail which circles White Bear Lake is possible.

**CONFLICTS:**

- . There are at grade crossings at Highway 96, 2nd Street and 4th Street. These crossings can all be accomplished in the crosswalk of the Highway 61 intersections, thus there would be minimal conflict.
- . The location of the corridor between two streets may present safety concerns, however, the 85 ft. R.O.W. allows adequate space for buffers.

**LRT IMPACTS: (See figure 13A)**

- . The three at-grade street crossings present a conflict when LRT is included.
- . Somewhere in the downtown segment, the trail should switch from the east side of the LRT to the west side. Further study is required to determine how this would best be accomplished.
- . Continuous safety fencing would be required.

**SEGMENT NO. 14 - 7TH STREET TO PARK AVENUE**

**DESCRIPTION:**

- . From 7th Street, the trail would continue north out of downtown and on past Park Avenue in White Bear Township.

**CHARACTER:**

- . From 7th Street to 12th Street the corridor is in the downtown area. The trail continues north, between Highway 61 on the east and Long Avenue on the west. Much of the area east of Highway 61 is vacant and the area west of Long Avenue is residential. The trail would be at-grade or slightly higher than surrounding areas.

**OPPORTUNITIES:**

- . The trail would be readily accessible to the residential areas on the west.

**CONFLICTS:**

- . At-grade crossings on 7th and 8th Street would present a conflict, however, safe crossings could be accomplished via the crosswalks at the Highway 61 intersection.

**LRT IMPACTS:** (See figure 14A)

- . The at-grade crossings at 7th and 8th Streets present conflicts.
- . Continuous safety fencing would be required.

**. SEGMENT NO. 15 - PARK AVENUE TO BALD EAGLE LAKE****DESCRIPTION:**

- . The trail would continue north on the 100 ft. wide R.O.W. from Park Avenue to Bald Eagle Lake. The entire segment lies directly between the R.O.W. of Highway 61 and Hugo Road.

**CHARACTER:**

- . This section passes through an area which is primarily residential, however, vacant property becomes more abundant as the corridor progresses north. Most of this segment is at the grade of the adjacent areas. At the north end of the segment the grade is approximately 15 ft. above the level of Bald Eagle Lake, and an excellent view is available.

**OPPORTUNITIES:**

- . The entire segment is accessible to the residential area on the west side of the corridor.
- . Four Seasons township park at Park Avenue (Segment No. 14) will provide trail access.

**CONFLICTS:**

- . An at-grade crossing at Buffalo Street would present a conflict.
- . The corridor crosses an east-west Soo Line Railroad at Park Avenue. A safe means of crossing this railroad would have to be provided.

**LRT IMPACTS:** (See figure 15A)

- . Joint use will complicate the Soo Line Railroad crossing as well as the Buffalo Street crossing.
- . Continuous safety fencing would be required.

**. SEGMENT NO. 16 - BALD EAGLE LAKE TO NORTH COUNTY LINE****DESCRIPTION:**

- . The corridor would continue north from Bald Eagle Lake to the north Ramsey County Line. The railroad R.O.W. continues to parallel Highway 61 in Washington County and continues north to Forest Lake. The R.O.W. is 100 ft. wide throughout this segment. It is bounded by Highway 61 on the east and Hugo Road on the west.

**CHARACTER:**

- . This section of the corridor has a rural character. East of Highway 61 is comprised of predominantly vacant lands and a small airstrip. The entire west side across Hugo Road is Bald Eagle-Otter Lake Regional Park. At the southern end of the segment, adjacent to Bald Eagle Lake, the corridor R.O.W. is elevated approximately 15 ft. above Hugo Road. Throughout the remainder of the section the grade is similar to the surrounding property.

**OPPORTUNITIES:**

- . The trail would provide a direct connection to Bald Eagle-Otter Lake Regional Park which would be both a destination and starting point for trail users.
- . Potential opportunities to continue north into Washington County exist.

**CONFLICTS:**

- . No conflicts exist in this section, however, if the trail continued north into Washington County an at-grade crossing at County Road J (north County Line) would present a minimal conflict.

**LRT IMPACTS:** (See figure 16A)

- . The southern portion of the segment would require excavation to lower the grade in order to have a minimum of 50 ft. of usable trail/LRT surface.
- . If the trail terminates at the park, there would be no impact on the rest of the segment.
- . If the trail continues to the north county line, continuous safety fencing would be required.

**4&5 B. ESTIMATED DEVELOPMENT COST FOR TRAIL ONLY IN CORRIDOR (1992)**

|                                                |                  |
|------------------------------------------------|------------------|
| Segment No. 1 Mississippi River to Seventh St. | \$ 102,310.00*   |
| Segment No. 2 Seventh St. to Arcade St.        | 254,250.00       |
| Segment No. 3 Arcade St. to Frank St.          | 225,550.00       |
| Segment No. 4 Frank St. to Maryland Ave.       | 196,035.00       |
| Segment No. 5 Maryland Ave. to Hoyt Ave.       | 193,275.00       |
| Segment No. 6 Hoyt Ave. to Larpenteur Ave.     | <u>45,770.00</u> |

**Subtotal - City of Saint Paul Development Costs** **\$1,017,190.00**

|                                                              |                   |
|--------------------------------------------------------------|-------------------|
| Segment No. 6 Larpenteur Ave. to Ryan Ave.                   | 45,770.00         |
| Segment No. 7 Ryan Ave. to Highway 36                        | 70,400.00         |
| Segment No. 8 Highway 36 to Kohlman Ave.                     | 83,850.00         |
| Segment No. 9 Kohlman Ave. to Highway 694                    | 109,780.00        |
| Segment No. 10 Highway 694 to County Road E (Hwy. 244)       | 90,495.00         |
| Segment No. 11 Cty. Rd. E (Hwy. 244) to Cty. Rd. F (Ash St.) | <u>102,570.00</u> |
| Segment No. 12 Cty. Rd. F (Ash St.) to Whitaker St.          | 93,355.00         |
| Segment No. 13 Whitaker St. to 7th St.                       | 109,150.00        |
| Segment No. 14 7th St. to Park Ave.                          | 110,955.00        |
| Segment No. 15 Park Ave. to Bald Eagle Lake                  | 77,295.00         |
| Segment No. 16 Bald Eagle Lake to North County Line          | <u>124,160.00</u> |

**Subtotal - Ramsey County Development Costs** **\$1,017,780.00**

**TOTAL TRAIL (ONLY) DEVELOPMENT COSTS** **\$2,034,970.00**

\* Additional funding will be required for a bridge over railroad to Warner Road if the CBD Bypass is not constructed. Estimate \$250,000.00.

**4&5 C. ESTIMATED DEVELOPMENT COST FOR TRAIL IN JOINT USE CORRIDOR (1992)**

|                                                |                  |
|------------------------------------------------|------------------|
| Segment No. 1 Mississippi River to Seventh St. | \$ 138,620.00    |
| Segment No. 2 Seventh St. to Arcade St.        | 870,470.00       |
| Segment No. 3 Arcade St. to Frank St.          | 231,010.00       |
| Segment No. 4 Frank St. to Maryland Ave.       | 603,835.00       |
| Segment No. 5 Maryland Ave. to Hoyt Ave.       | 442,660.00       |
| Segment No. 6 Hoyt Ave. to Larpenteur Ave.     | <u>76,030.00</u> |

**Subtotal - City of Saint Paul Development Costs \$2,362,625.00**

|                                                                 |                   |
|-----------------------------------------------------------------|-------------------|
| Segment No. 6 Larpenteur Ave. to Ryan Ave.                      | 76,030.00         |
| Segment No. 7 Ryan Ave. to Highway 36                           | 330,000.00        |
| Segment No. 8 Highway 36 to Kohlman Ave.                        | 127,845.00        |
| Segment No. 9 Kohlman Ave. to Highway 694                       | 829,180.00        |
| Segment No. 10 Highway 694 to County Road E (Hwy. 244)          | 143,295.00        |
| Segment No. 11 Cty. Rd. E (Hwy. 244) to Cty. Rd. F<br>(Ash St.) | 160,870.00        |
| Segment No. 12 Cty. Rd. F (Ash St.) to Whitaker St.             | 146,155.00        |
| Segment No. 13 Whitaker St. to 7th St.                          | 154,250.00        |
| Segment No. 14 7th St. to Park Ave.                             | 338,655.00        |
| Segment No. 15 Park Ave. to Bald Eagle Lake                     | 147,695.00        |
| Segment No. 16 Bald Eagle Lake to North County Line             | <u>205,560.00</u> |

**Subtotal - Ramsey County Development Costs \$2,659,535.00**

**TOTAL TRAIL (IN JOINT USE CORRIDOR) DEVELOPMENT COSTS \$5,022,160.00**

**4&5 D. ESTIMATED DEVELOPMENT COST FOR TRAIL ONLY IN CORRIDOR - ABANDONED SECTION ONLY (1992)**

Mississippi River to Beam Avenue \$1,175,285.00

**4&5 E. ESTIMATED DEVELOPMENT COST FOR TRAIL IN JOINT USE CORRIDOR - ABANDONED SECTION ONLY (1992)**

Mississippi River to Beam Avenue \$2,832,578.00

**6. PUBLIC SERVICES:**

Although not specifically determined at this point, the primary non-recreational service/facility needs in the corridor would be bridges, as some of the existing bridges are beyond repair and all of the bridges which carry the corridor over street crossings are too narrow for combined trail-LRT use.

Additional service/facility costs would be necessary for parking areas and site improvements at trail access points. These costs would be unique to each access location.

Finally, depending upon the determination of locations for shelters or shelter/restrooms there will be costs for utilities to serve these structures. Although we should make an effort to use existing park facilities along the corridor, it appears that at least one new facility will be needed in the Saint Paul portion near the river, at an estimated cost of \$180,000.00.



7. OPERATIONS:

Since the trail corridor would be a joint city-county facility, appropriate rules, regulations and ordinances of the two governing bodies would apply. Our past experience with Phalen, Keller and Battle Creek regional parks indicate that we have no significant differences and that trail visitors will not be subject to conflicting or contradictory regulations.

The separation of operating responsibilities would be as follows:

The city would be responsible for maintenance and trail patrol from its boundary at Larpenteur Avenue to the proposed riverfront park site in downtown Saint Paul;

The county would be responsible for the northern segment from Larpenteur Avenue to the north county line at Bald Eagle/Otter Lake Regional Park.

Total operation and maintenance costs are estimated to be approximately \$132,986 (1992). This figure includes patrol of the corridor and an annualized cost for sealcoating the bituminous trail surface at seven year intervals.

Winter Ski Trail Grooming (15 weeks @ 1 day per week)

|                      |                    |
|----------------------|--------------------|
| Grooming equipment   | \$11,013.00        |
| Parks worker (1 FTE) | <u>11,748.00</u>   |
| SUBTOTAL             | <u>\$22,761.00</u> |

Summer Maintenance

|                                                            |                 |
|------------------------------------------------------------|-----------------|
| Grounds worker (1.6 FTE)                                   | \$ 61,087.00    |
| Park aide (.3 FTE)                                         | 6,857.00        |
| Truck with trailer                                         | 10,413.00       |
| Mower                                                      | 8,677.00        |
| Trash pickup (Cushman scooter)                             | 2,920.00        |
| Miscellaneous equipment (weed whips,<br>push mowers, etc.) | 1,668.00        |
| Tree trimming                                              | 5,562.00        |
| Erosion repair, seeding, sweeping                          | 2,781.00        |
| Park patrol (.3 FTE)                                       | 7,488.00        |
| Patrol vehicle                                             | <u>1,872.00</u> |

SUBTOTAL \$109,325.00

TOTAL \$132,086.00

Energy costs for the trail corridor will be the responsibility of the respective agencies, as outlined above. These costs will be minimal, primarily lighting, plus utilities at the new shelter facility in Saint Paul. All facilities and lighting will be designed consistent with current energy conservation measures. Both agencies have active recycling programs as well, and waste generated from trail use will be recycled in accordance with these programs and applicable law.

**8. CITIZEN PARTICIPATION AND 9. PUBLIC AWARENESS:**

A series of meetings have been held with the following Ramsey County suburban communities: Maplewood, Vadnais Heights, White Bear Township, City of White Bear Lake and Gem Lake. The communities all expressed strong support for the trail and also support joint use with LRT. (See Appendix, Ramsey County memorandum dated January 2, 1992.)

In Saint Paul, the corridor passes through Citizen Participation Districts 2, 4 and 5. All districts have received informational presentations concerning the project and have indicated their support. (See Appendix, letters dated May 20, 1991, May 24, 1991 and June 13, 1991.) Additional meetings will be held in these areas to discuss construction plans, prior to implementation.

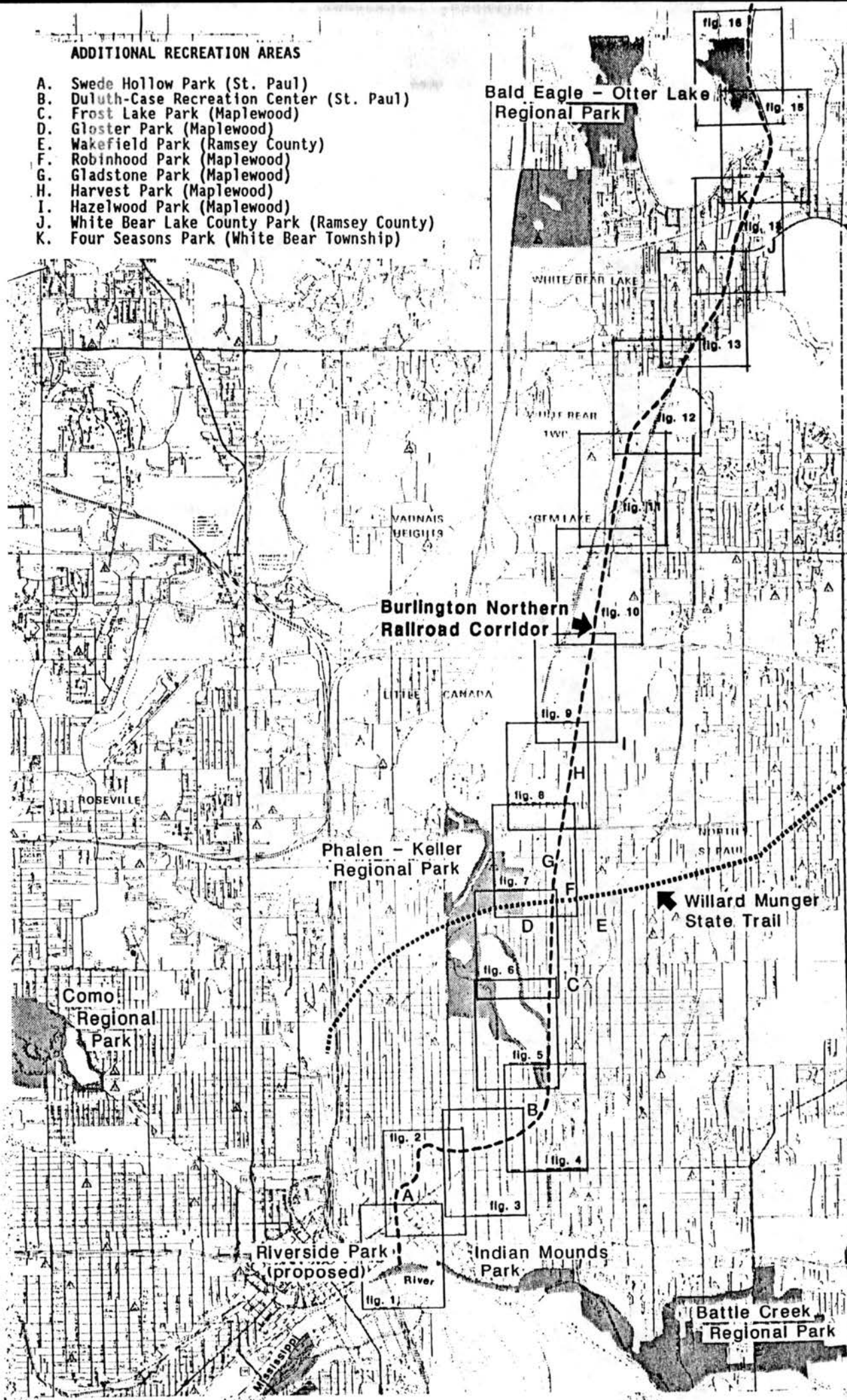
Although there is presently a great deal of public awareness of this project, additional public education efforts will be made through Metropolitan Council's programs as well as the public information maps, publications and brochures provided by the Saint Paul Division of Parks and Recreation.

The Ramsey County Parks and Recreation Department currently distributes written information regarding all its facilities. When constructed, the BN Regional Trail will be added to all publications and maps. In addition, regional facilities are currently included in the Metropolitan Council's information and maps. Ramsey County will continue to provide information and cooperate with the Metropolitan Council's awareness program.

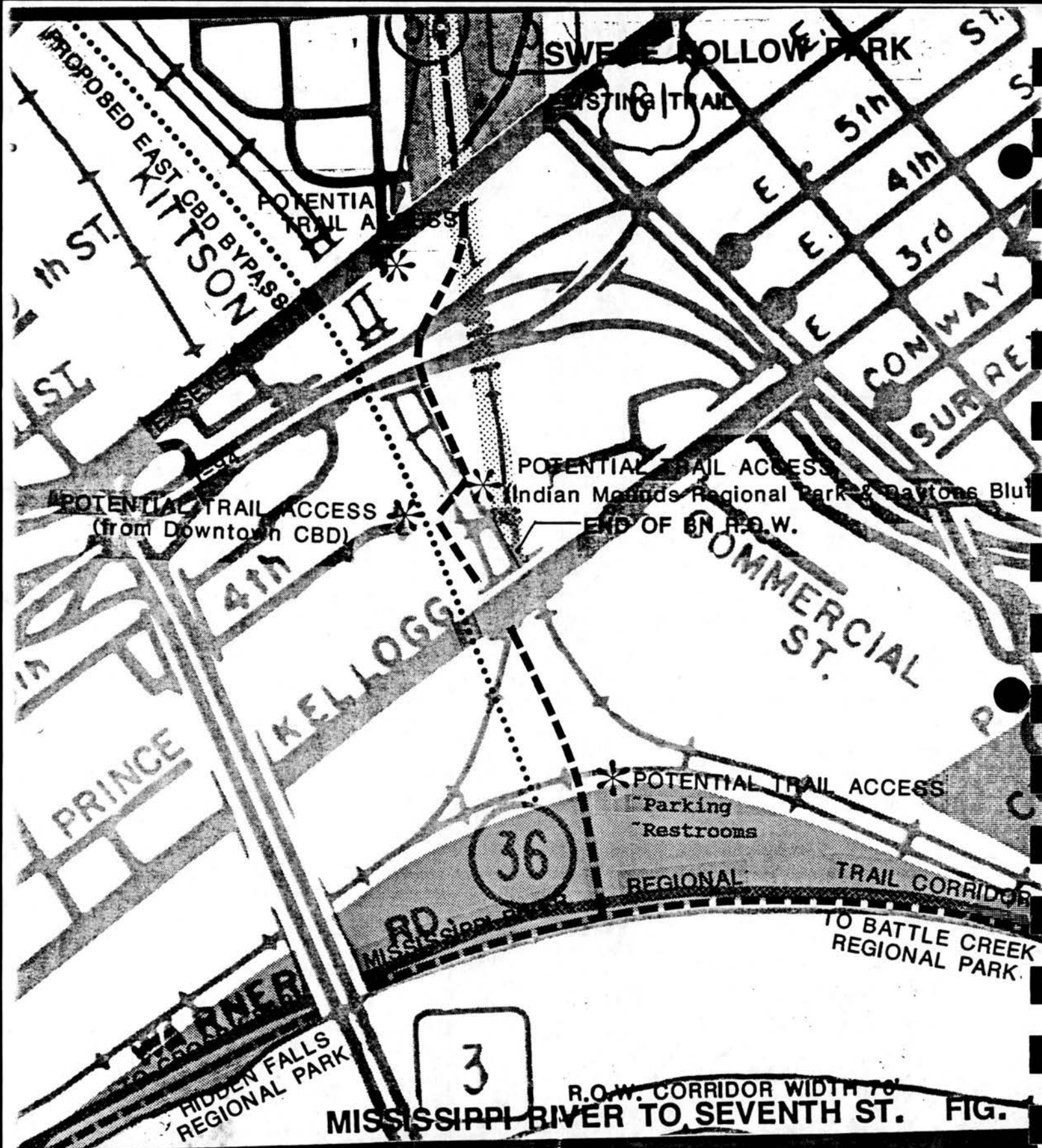
**10. SPECIAL NEEDS**

There will be no fees charged for access to or use of the trail. At parking locations, convenient, accessible parking places will be provided, with ramps to the trail.

- A. Swede Hollow Park (St. Paul)
- B. Duluth-Case Recreation Center (St. Paul)
- C. Frost Lake Park (Maplewood)
- D. Gloster Park (Maplewood)
- E. Wakefield Park (Ramsey County)
- F. Robinhood Park (Maplewood)
- G. Gladstone Park (Maplewood)
- H. Harvest Park (Maplewood)
- I. Hazelwood Park (Maplewood)
- J. White Bear Lake County Park (Ramsey County)
- K. Four Seasons Park (White Bear Township)







**BURLINGTON NORTHERN**

**LEGEND:**

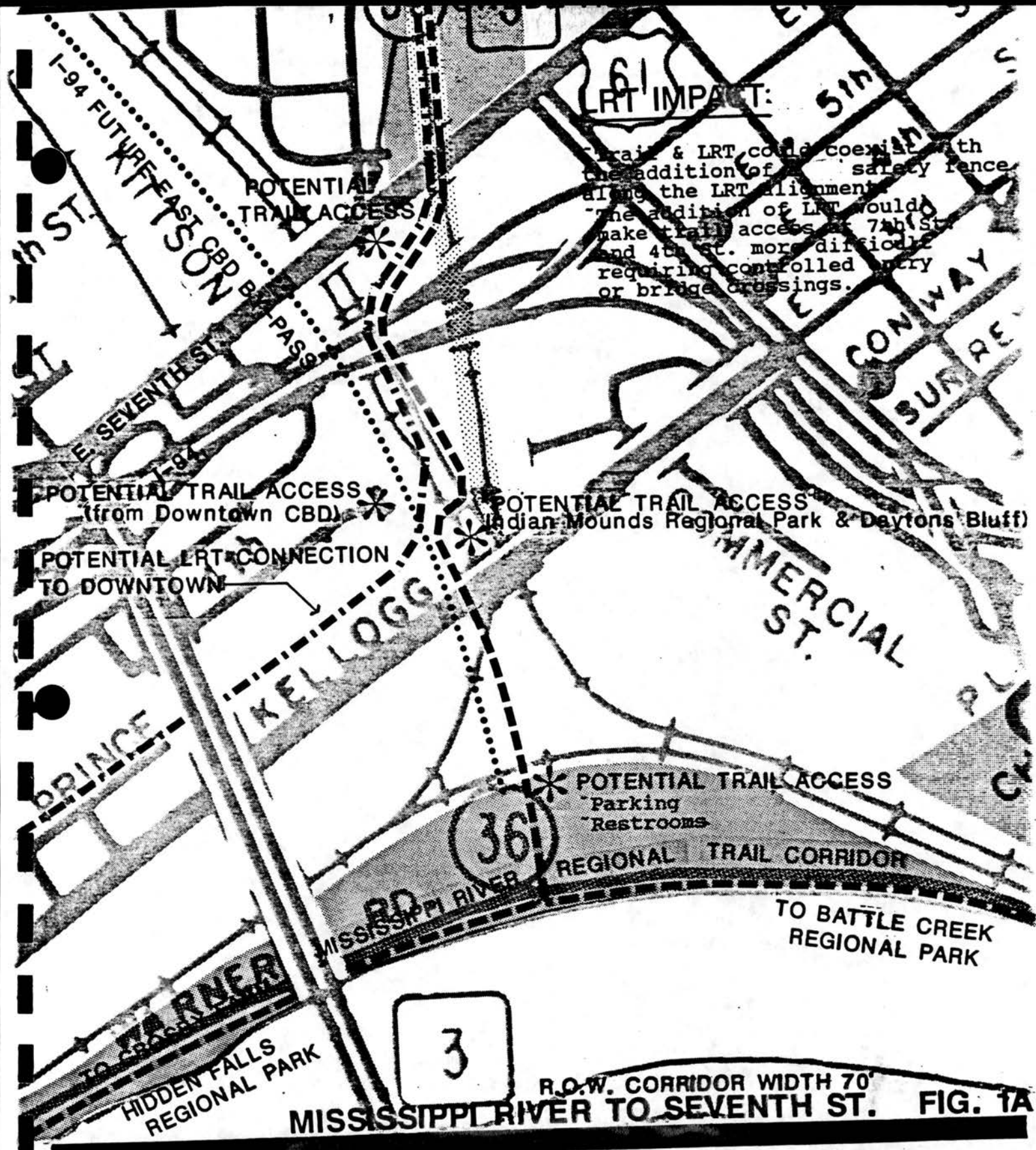
-  BIKE/PEDESTRIAN TRAIL  
 PROPOSED LRT ROUTE  
 BN R.O.W. ABANDONMENT  
 PARKLAND

## REGIONAL TRAIL CORRIDOR MASTER PLAN



SCALE: 1"=500' NORT





**BURLINGTON NORTHERN**

**LEGEND:**

- BIKE/PEDESTRIAN TRAIL
- PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

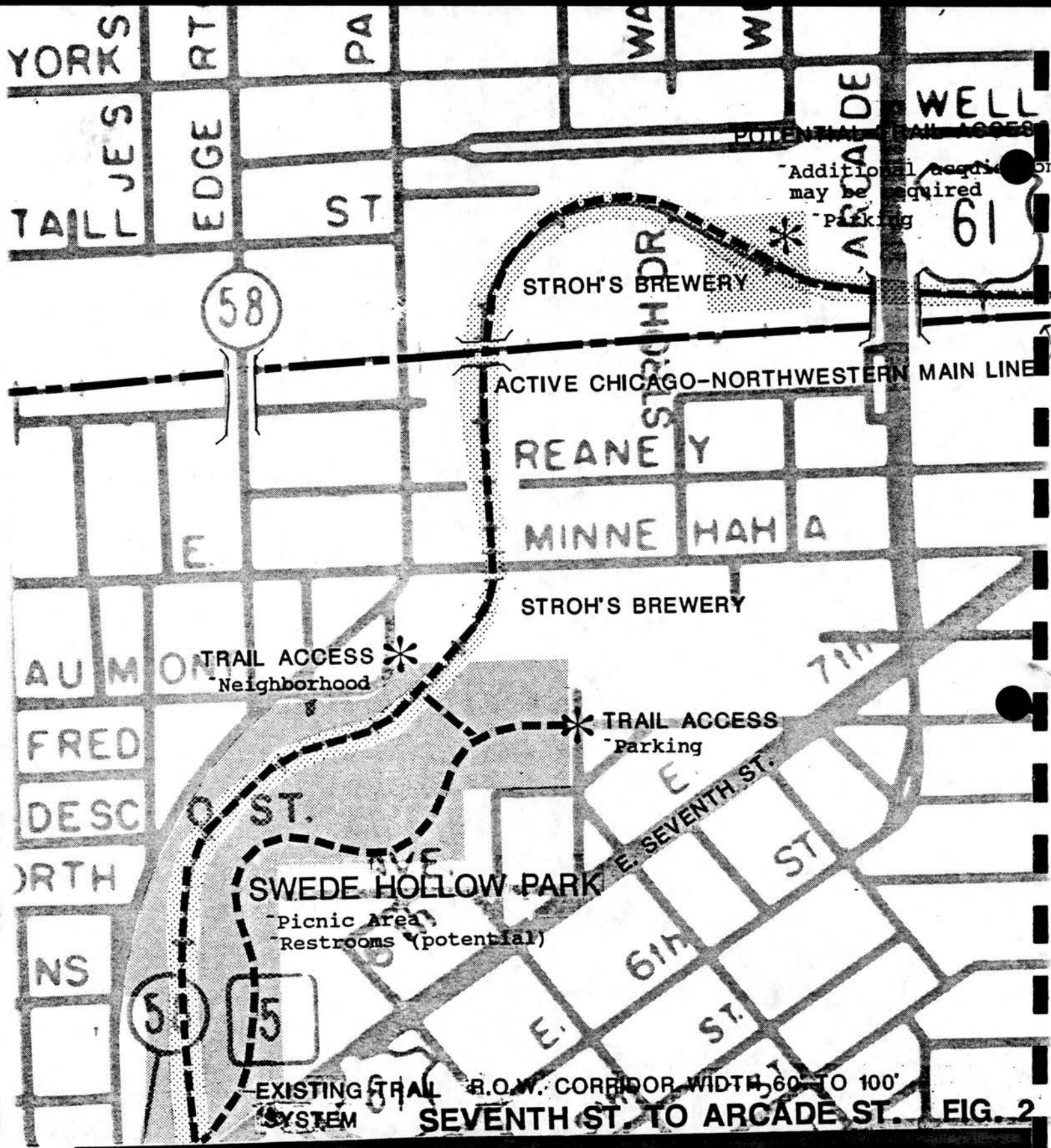
**MASTER PLAN**

0 500

SCALE: 1"=500' NORTH







# BURLINGTON NORTHERN

## LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN

- BIKE/PEDESTRIAN TRAIL
- PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

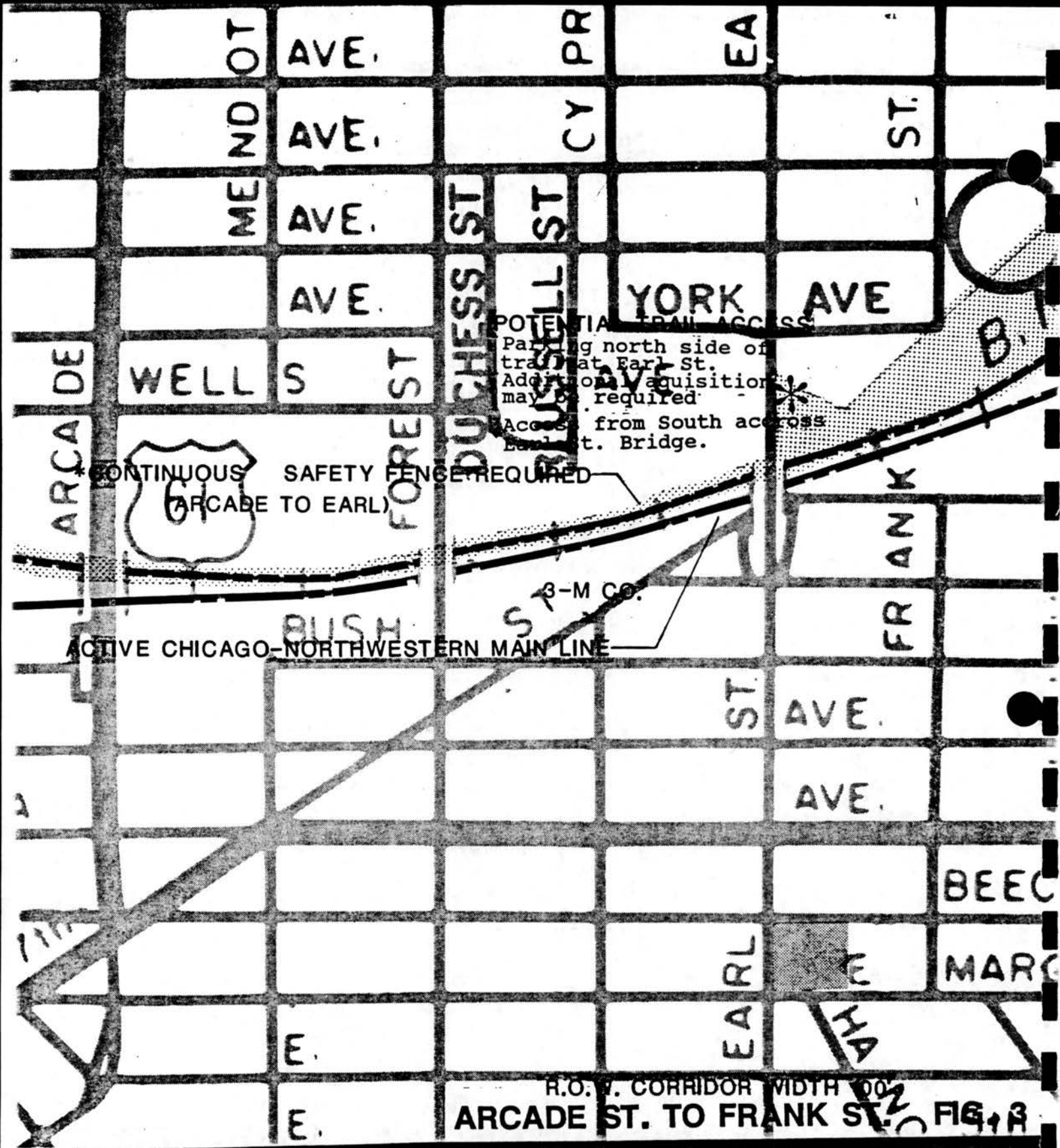
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SCALE: 1"=500' NORTH









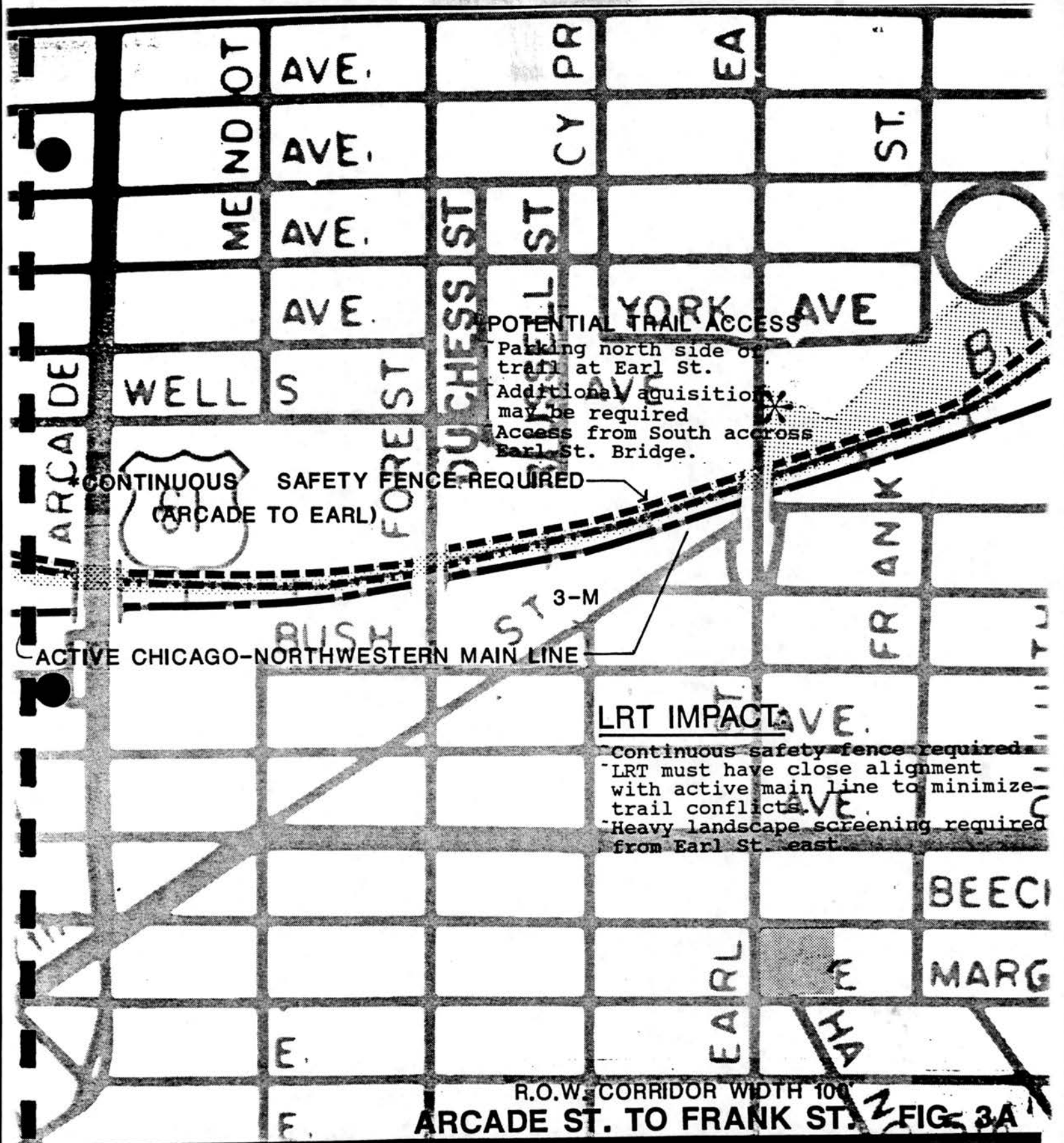
# BURLINGTON NORTHERN

## LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN

- BIKE/PEDESTRIAN TRAIL
- PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

0 500  
SCALE: 1"=500' NORTH





# BURLINGTON NORTHERN

## LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN

- BIKE/PEDESTRIAN TRAIL
- PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

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SCALE: 1"=500' NORTH





# BURLINGTON NORTHERN

## LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN

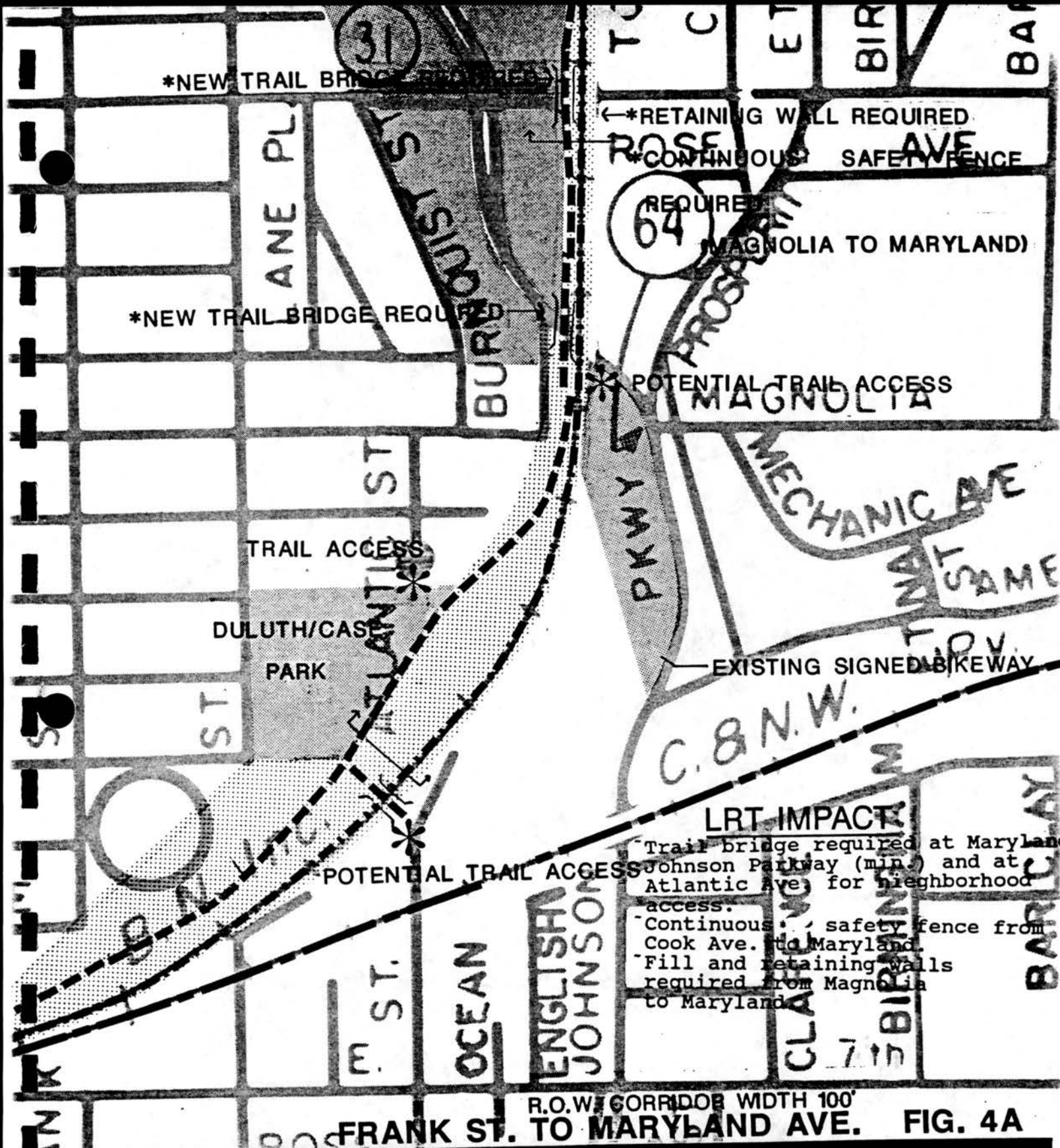
- BIKE/PEDESTRIAN TRAIL
- PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

0 500

SCALE: 1"=500' NORTH







FRANK ST. TO MARYLAND AVE. FIG. 4A

# BURLINGTON NORTHERN

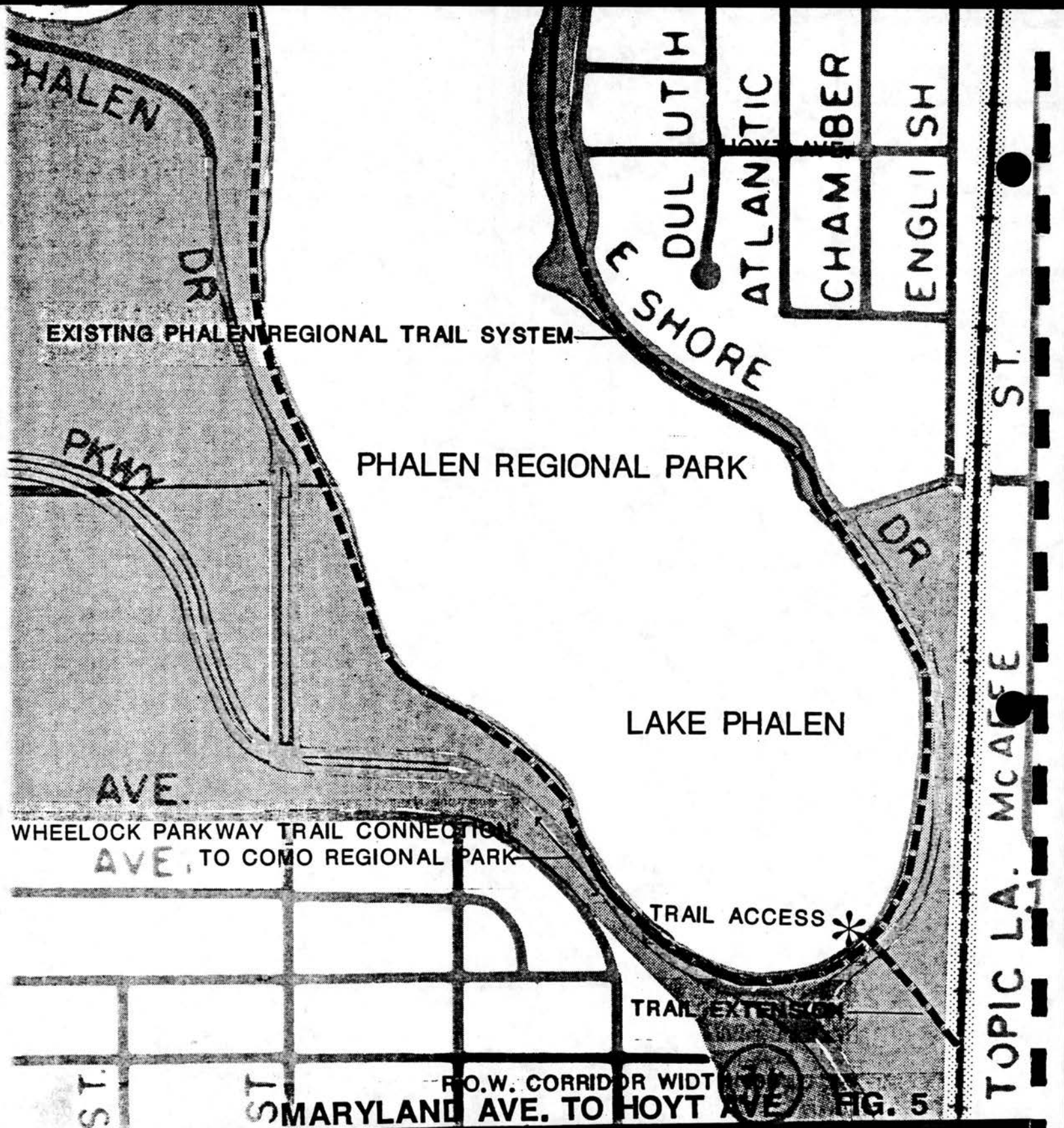
## LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN

- BIKE/PEDESTRIAN TRAIL
- PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

0 500

SCALE: 1"=500' NORTH





# BURLINGTON NORTHERN

## LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN

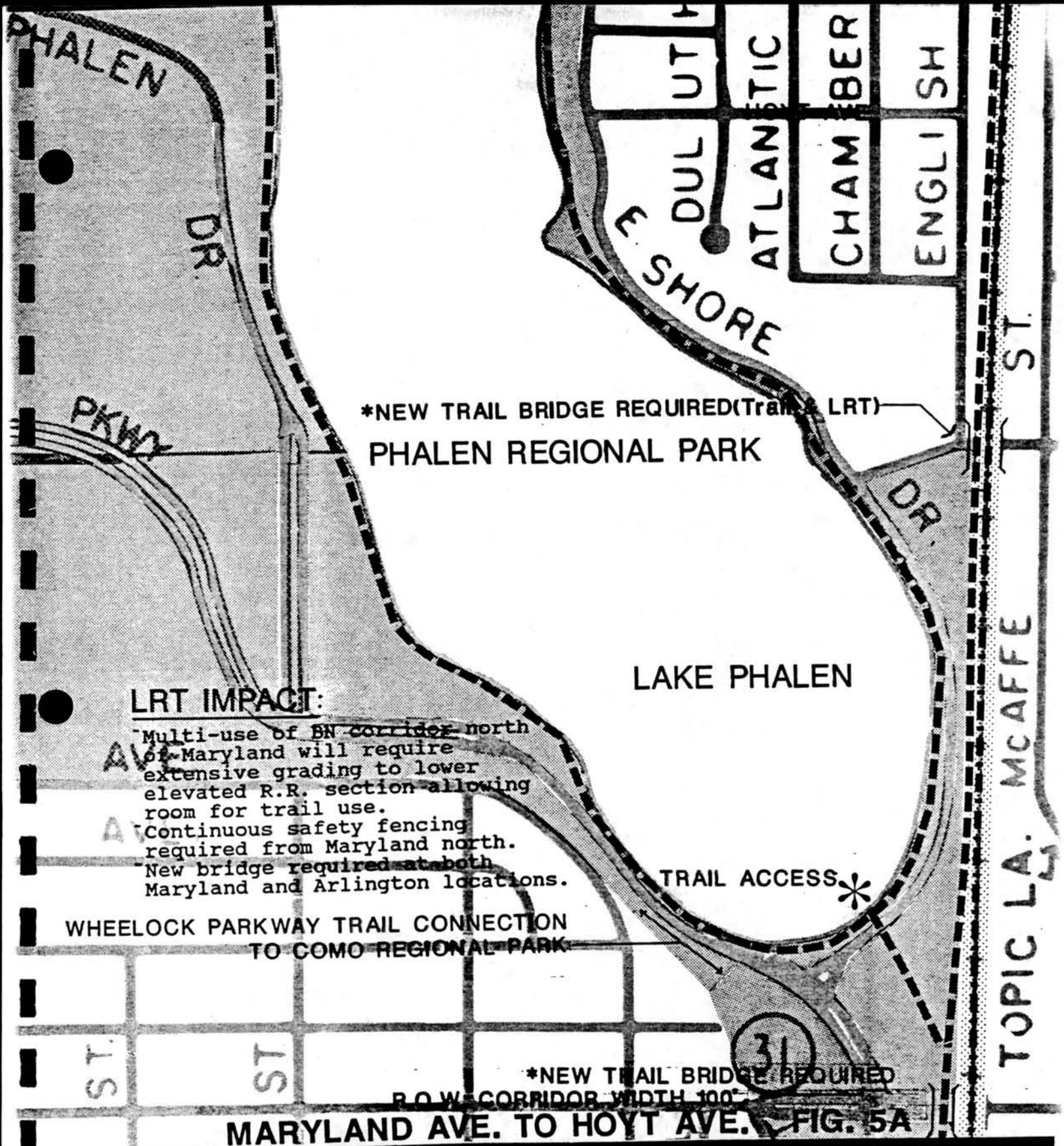
- BIKE/PEDESTRIAN TRAIL
- PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

0 500

SCALE: 1"=500' NORTH







**BURLINGTON NORTHERN**

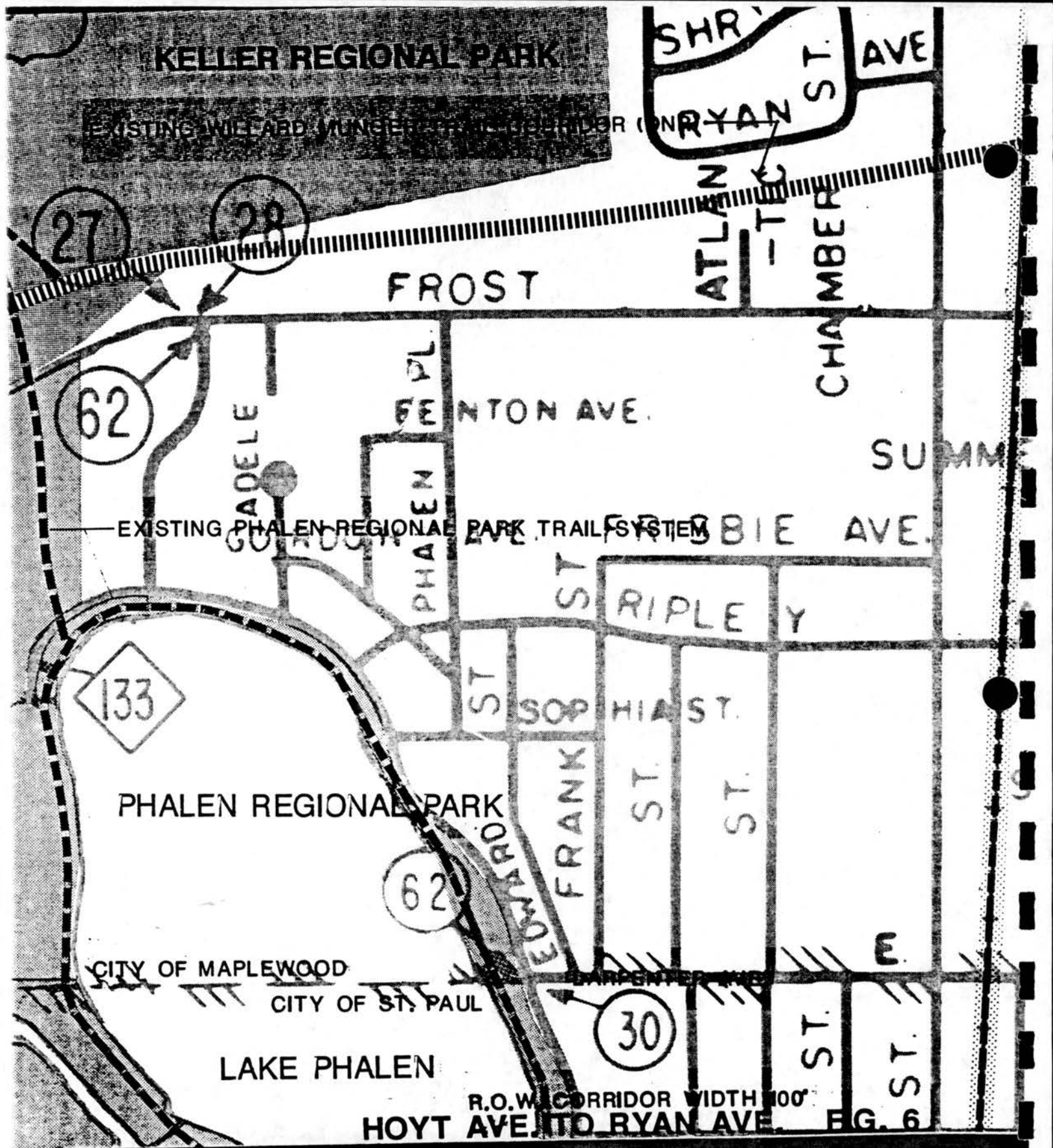
**LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN**

- BIKE/PEDESTRIAN TRAIL**
- PROPOSED LRT ROUTE**
- BN R.O.W. ABANDONMENT**
- PARKLAND**

0 500

SCALE: 1"=500' NORTH





# BURLINGTON NORTHERN

## LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN

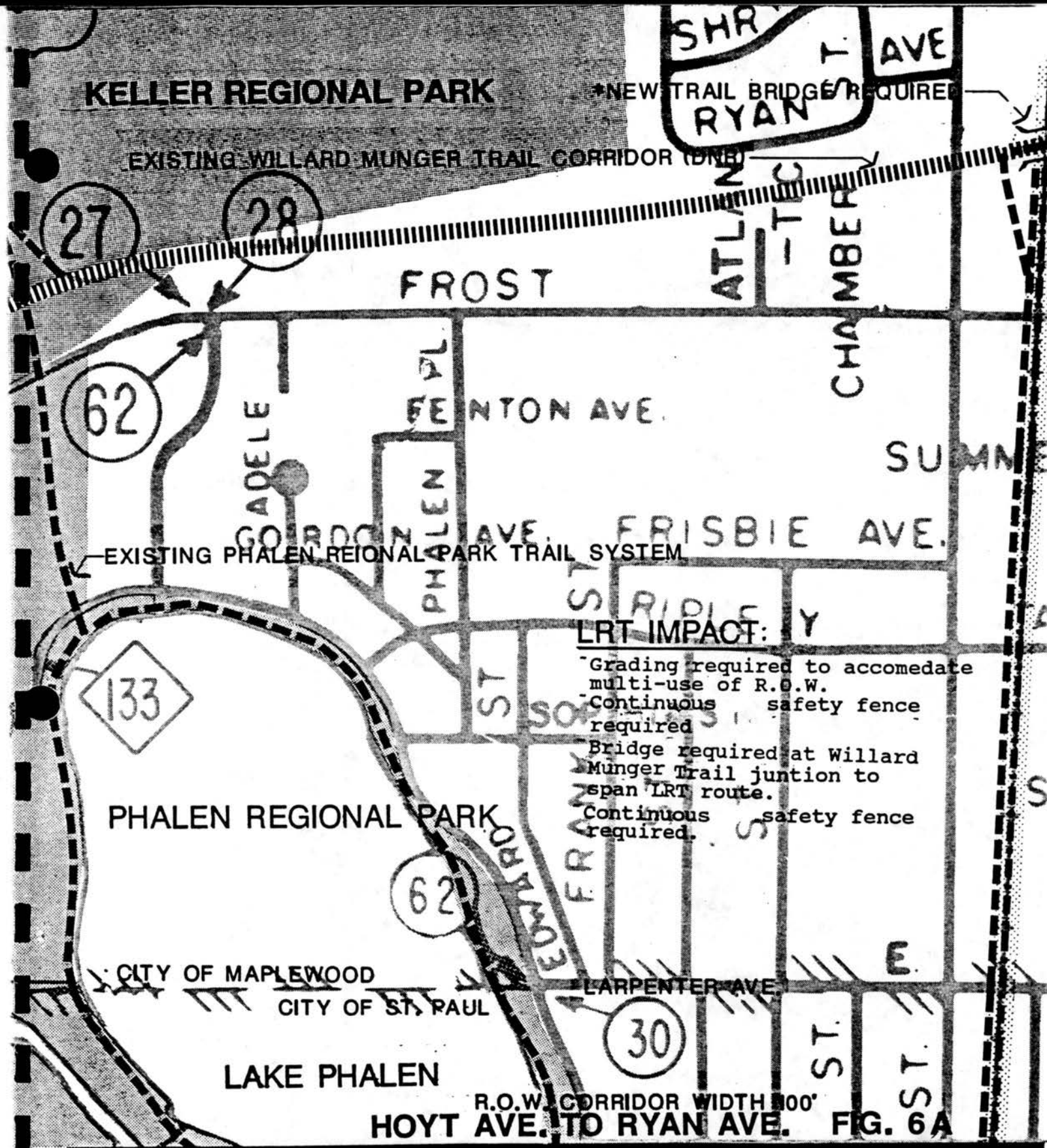
- BIKE/PEDESTRIAN TRAIL
- PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

0 500

SCALE: 1"=500' NORTH







BURLINGTON NORTHERN

# LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN

- BIKE/PEDESTRIAN TRAIL
- - - - PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

0 500

SCALE: 1"=500' NORTH







# MAPLEWOOD

GERVAIS AVE.

\*NEW TRAIL BRIDGE REQUIRED

HWY 36

## LRT IMPACT:

- Modified bridge at Hwy. 36 required.
- Continuous safety fence required

25

DULUTH CO.

LARK AVE.

AVE.

DAY RD.

LEALAND

AT

RD.

JUNCTION

AVE.

ENGLISH RD.

POTENTIAL TRAIL ACCESS \*

BURKE

GLADSTONE PARK (undeveloped)

BEL

MONT

LMAN AV.

ROW CORRIDOR WIDTH 100' RYAN AVE. TO HWY. 36



ELDRIDGE

BELMONT

FIG 7A L M

BURLINGTON NORTHERN

## LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN

- BIKE/PEDESTRIAN TRAIL
- PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

0 500

SCALE: 1"=500' NORTH



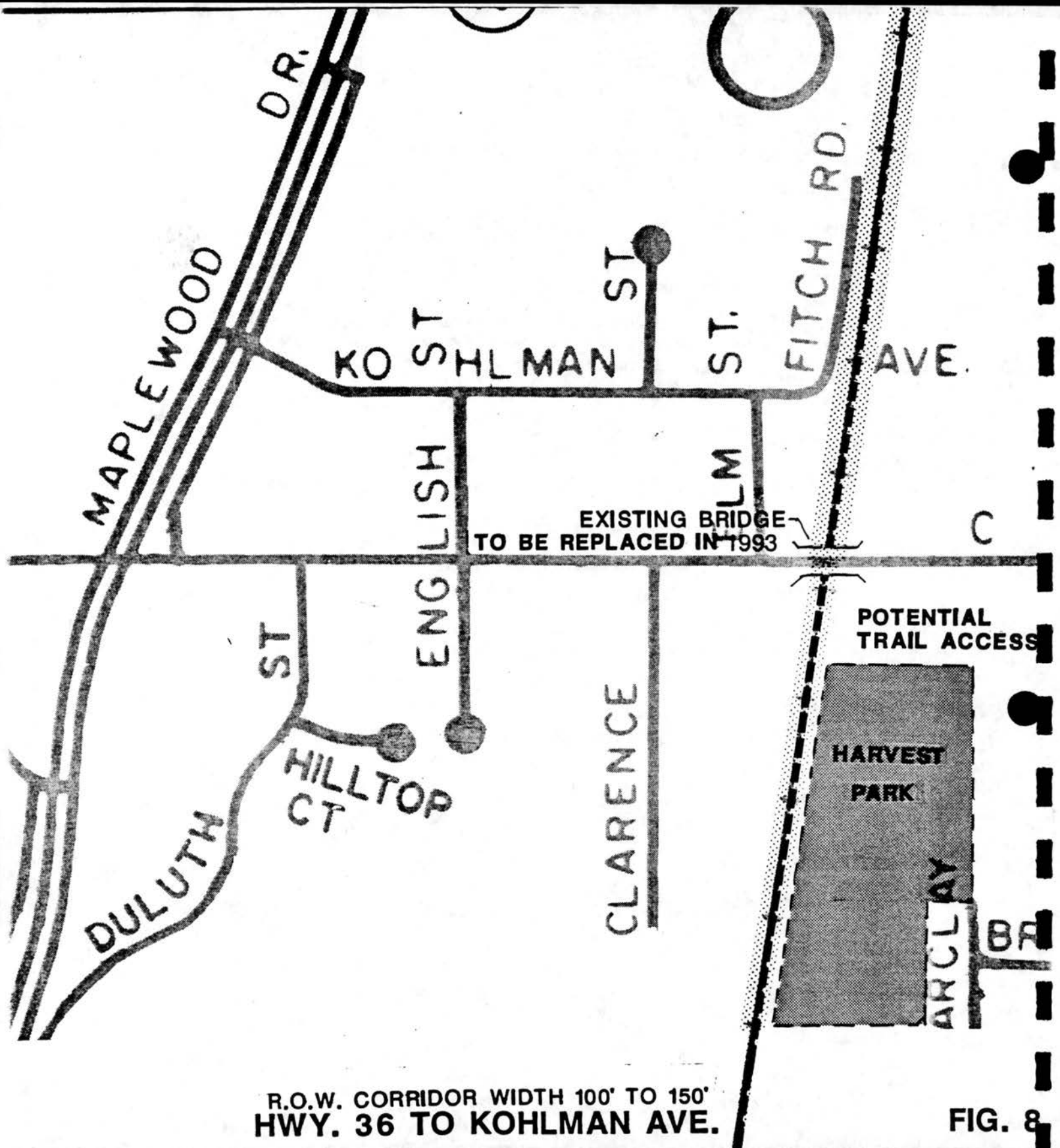


FIG. 8

# BURLINGTON NORTHERN

## LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN

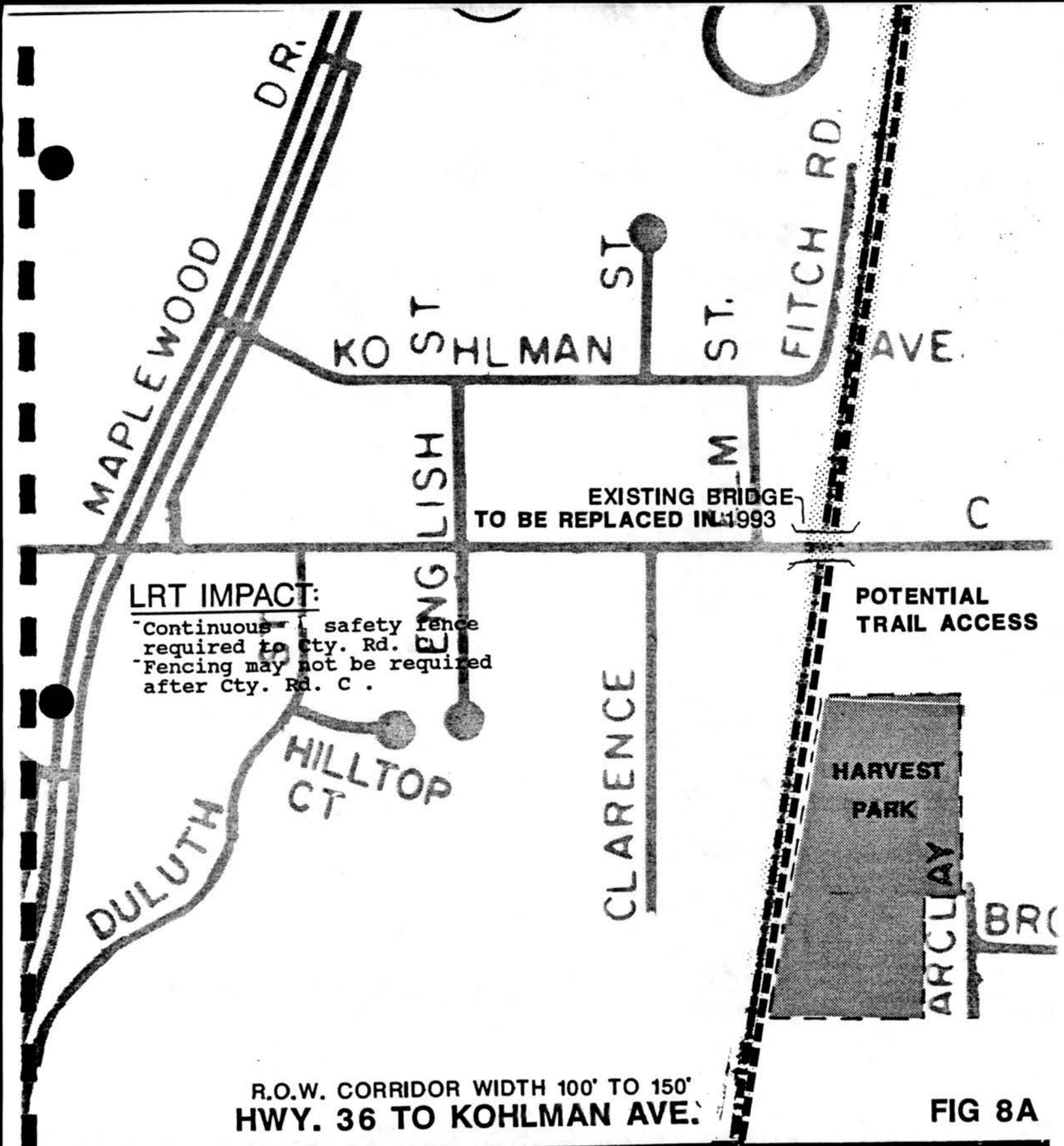
- BIKE/PEDESTRIAN TRAIL
- PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

0 500

SCALE: 1"=500' NORTH







R.O.W. CORRIDOR WIDTH 100' TO 150'  
 HWY. 36 TO KOHLMAN AVE.

FIG 8A

BURLINGTON NORTHERN

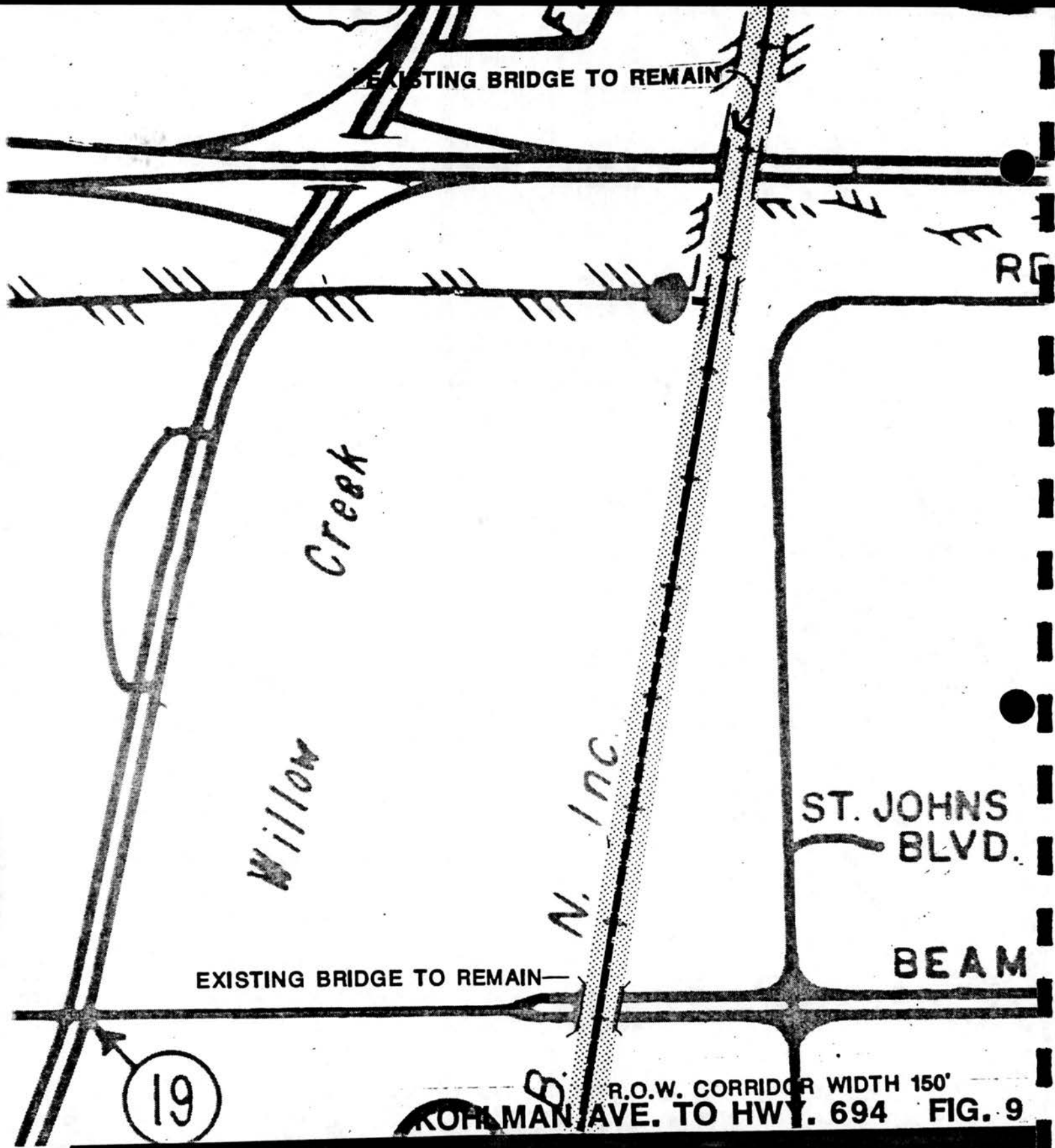
LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN

- BIKE/PEDESTRIAN TRAIL
- ... PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

0 500

SCALE: 1"=500' NORTH





# BURLINGTON NORTHERN

## LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN

- BIKE/PEDESTRIAN TRAIL
- - - PROPOSED LRT ROUTE
- ..... BN R.O.W. ABANDONMENT
- PARKLAND

0 500

SCALE: 1"=500' NORTH





NEW TRAIL BRIDGE REQUIRED

**LRT IMPACT:**

- New trail bridge required at Beam Ave.
- The elevated grade has only 25' of flat area on top.

*Creek*

*Willow*

*N. Inc.*

\*NEW TRAIL BRIDGE REQUIRED →

ST. JOHNS  
BLVD.

BEAM

19

KOHLMAN AVE.

R.O.W. CORRIDOR WIDTH 150'  
TO HWY. 694 FIG. 9A

BURLINGTON NORTHERN

**LEGEND:**

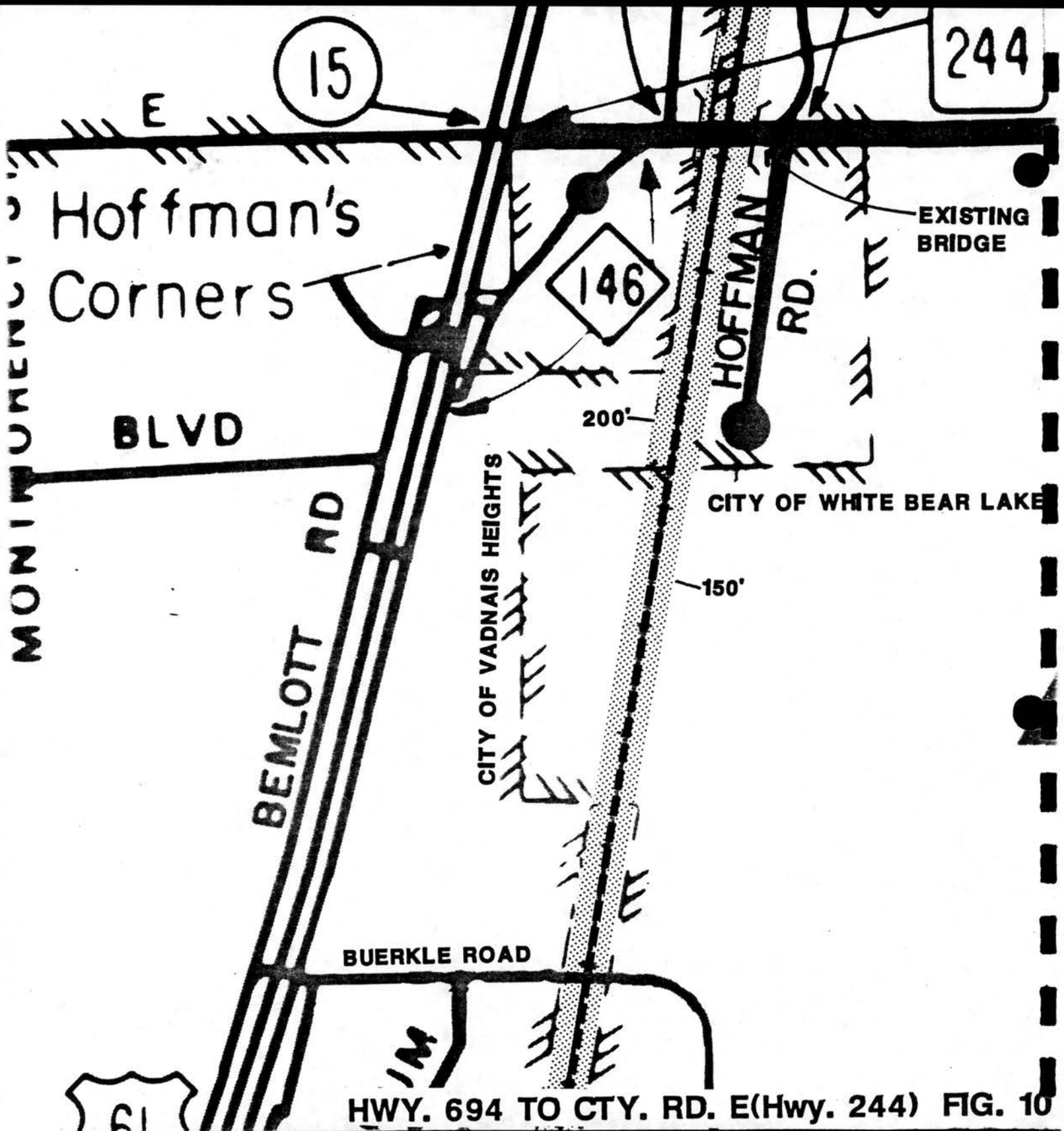
- BIKE/PEDESTRIAN TRAIL
- - - PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

**MASTER PLAN**

0 500

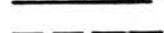
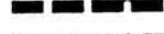
SCALE: 1"=500' NORTH





BURLINGTON NORTHERN

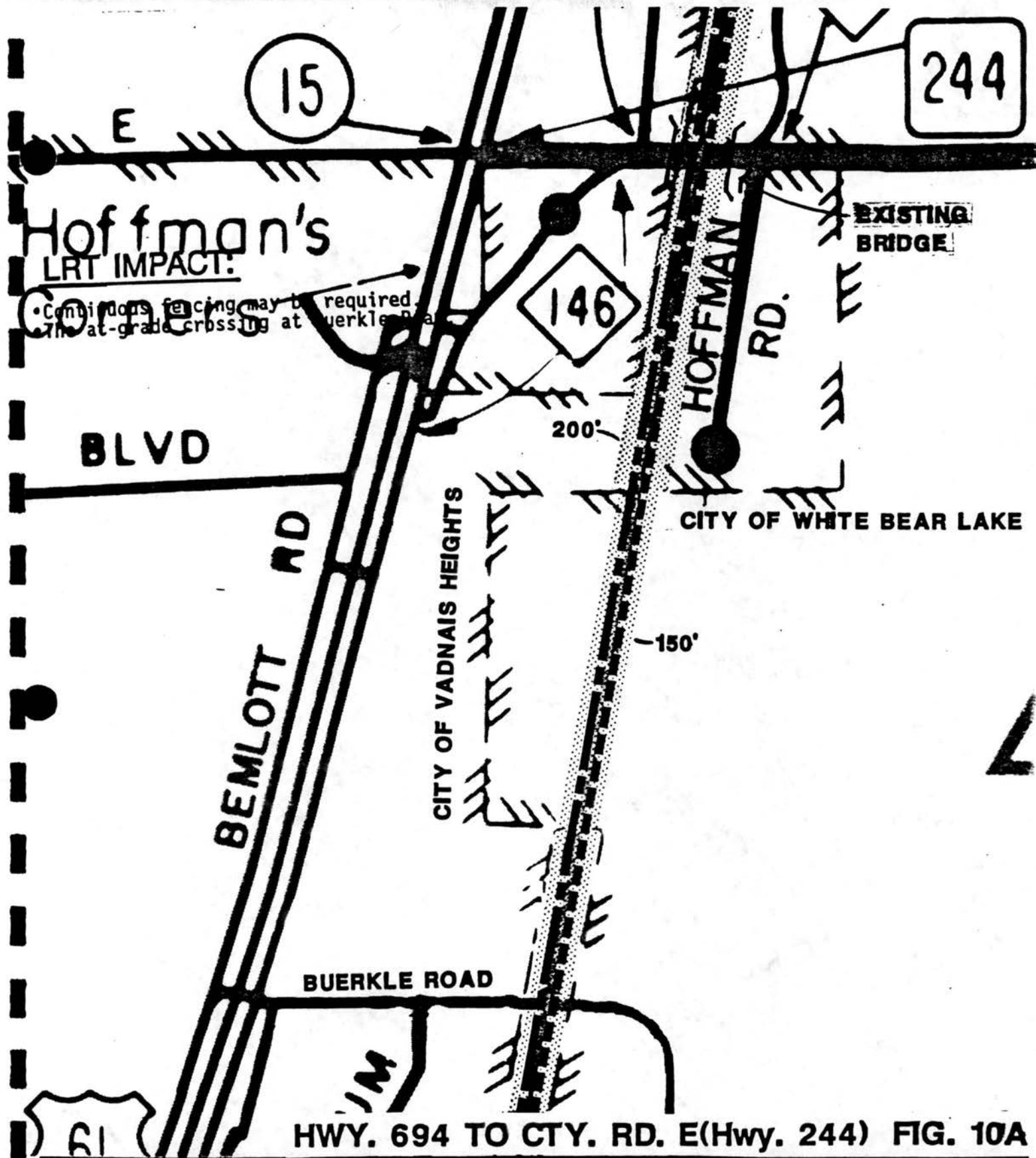
# LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN

-  BIKE/PEDESTRIAN TRAIL
-  PROPOSED LRT ROUTE
-  BN R.O.W. ABANDONMENT
-  PARKLAND

0 500

SCALE: 1"=500' NORTH





**BURLINGTON NORTHERN**

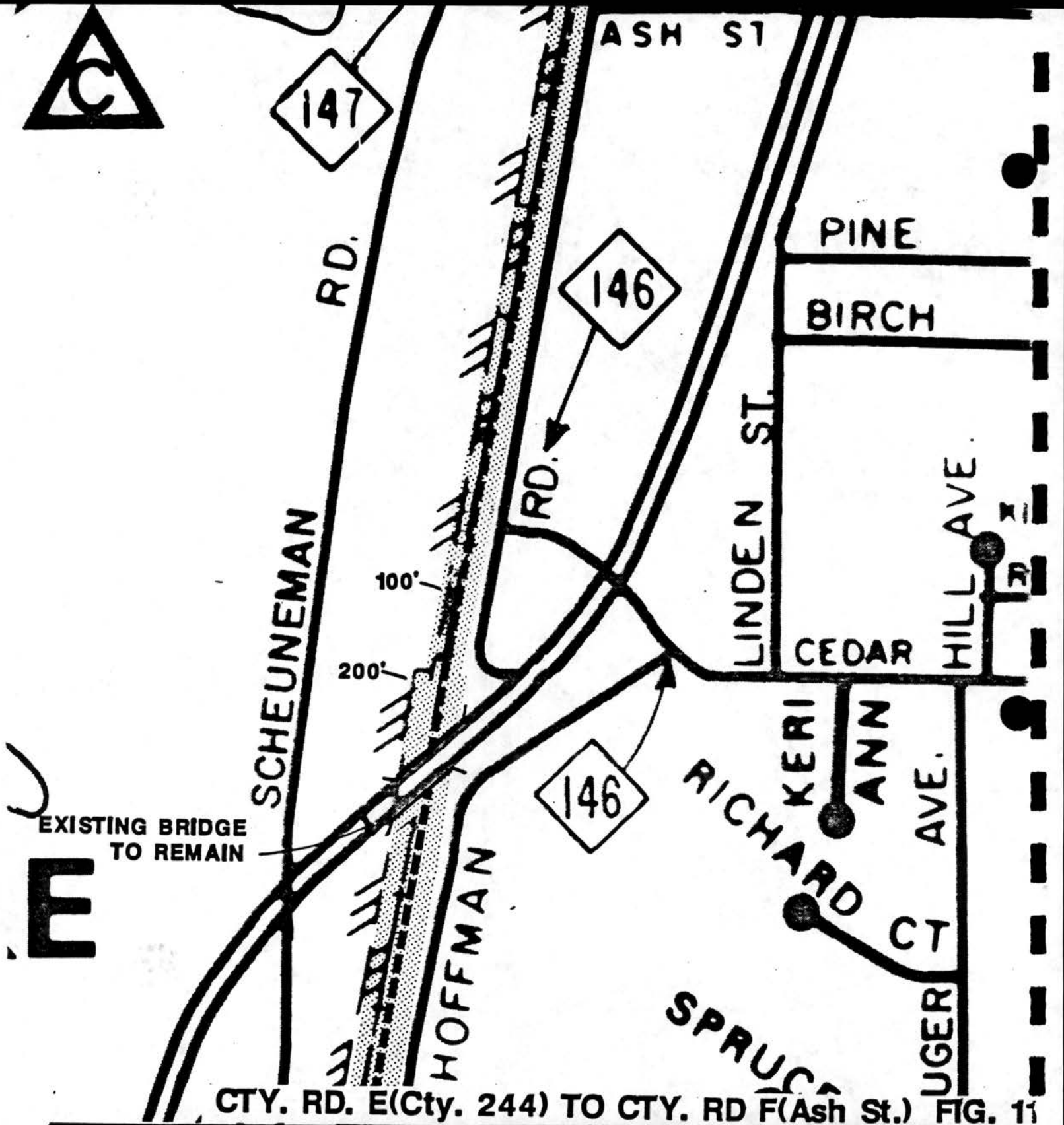
**LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN**

- BIKE/PEDESTRIAN TRAIL
- PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

0 500

SCALE: 1"=500' NORTH





# BURLINGTON NORTHERN

## LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN

- BIKE/PEDESTRIAN TRAIL
- PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

0 500

SCALE: 1"=500' NORTH





**LRT IMPACT:**

Continuous fence may be required.



SCHEUNEMAN RD.

100'  
200'

HOFFMAN RD.

ASH ST

LINDEN ST.

PINE

BIRCH

CEDAR

HILL AVE.

RICHARD CT

KERI ANN

AVE.

JUGER

SPRUCE

EXISTING BRIDGE TO REMAIN

CTY. RD. E (Cty. 244) TO CTY. RD F (Ash St.) FIG. 11A

BURLINGTON NORTHERN

**LEGEND:**

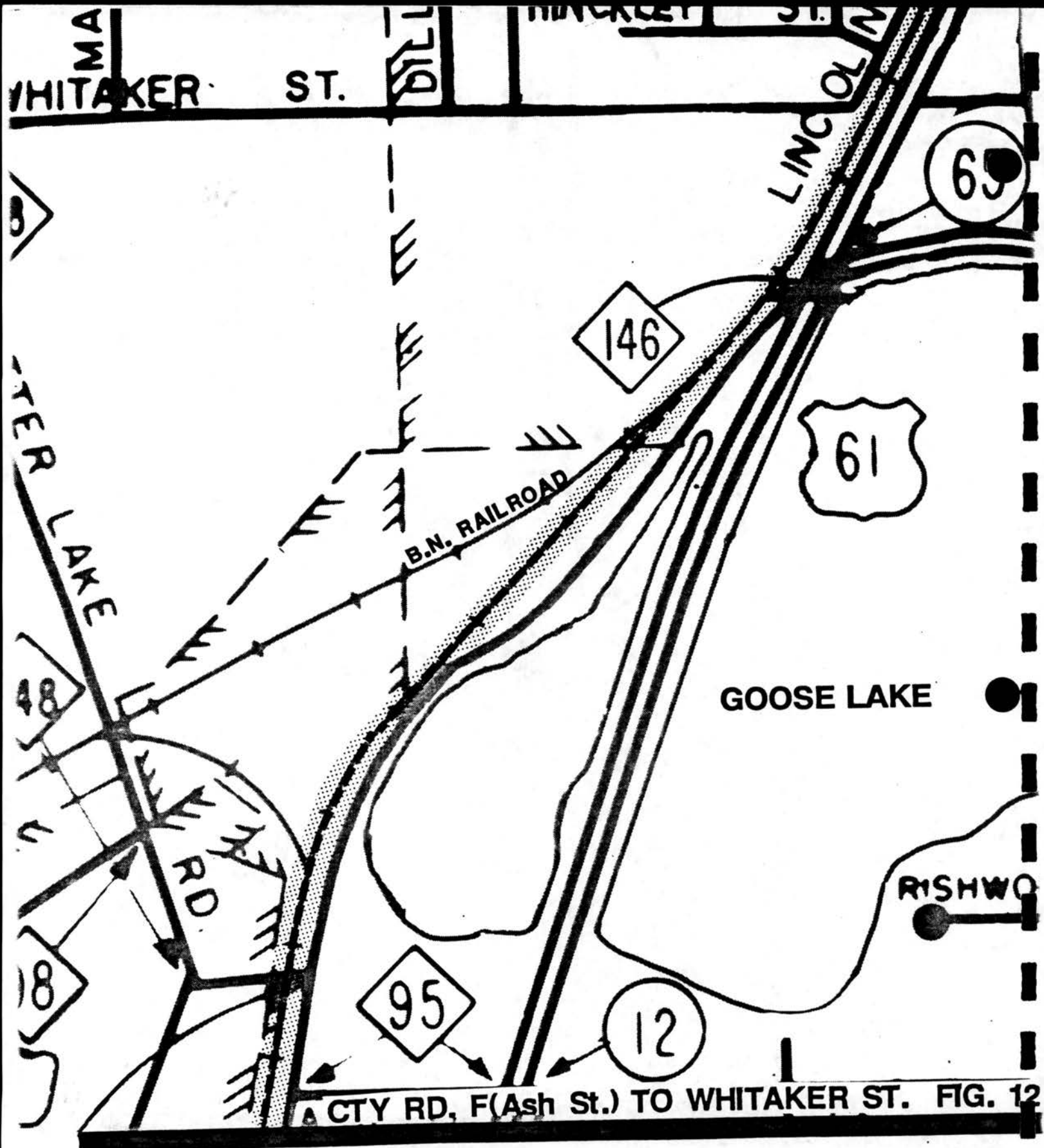
- BIKE/PEDESTRIAN TRAIL
- PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

0 500  
SCALE: 1"=500'



NORTH



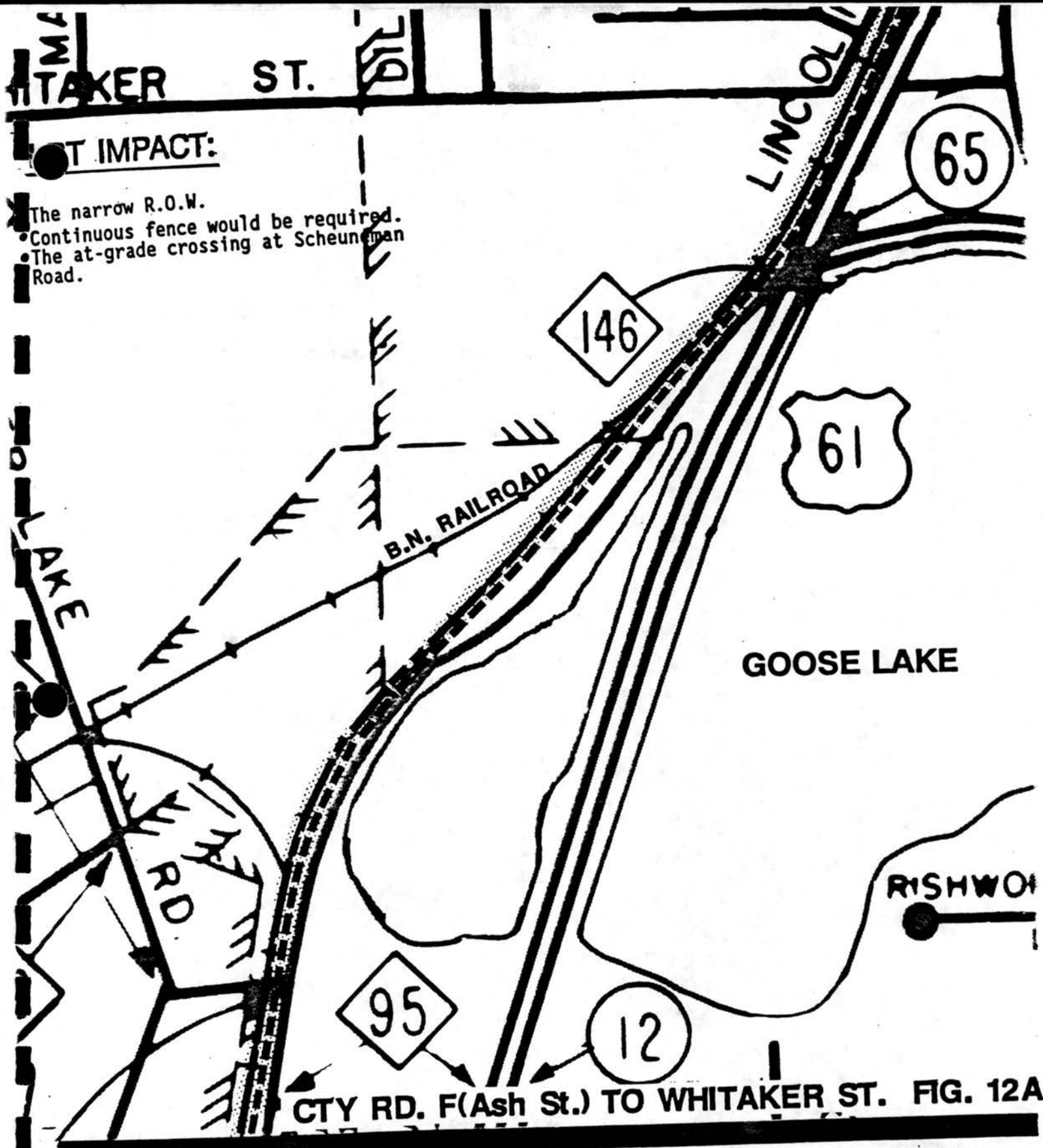


# BURLINGTON NORTHERN

## LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN

- BIKE/PEDESTRIAN TRAIL
- PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

0 500  
SCALE: 1"=500' NORTH



# BURLINGTON NORTHERN

## REGIONAL TRAIL CORRIDOR MASTER PLAN

- LEGEND:**
- BIKE/PEDESTRIAN TRAIL
  - PROPOSED LRT ROUTE
  - BN R.O.W. ABANDONMENT
  - PARKLAND

0 500  
SCALE: 1"=500'



NORTH

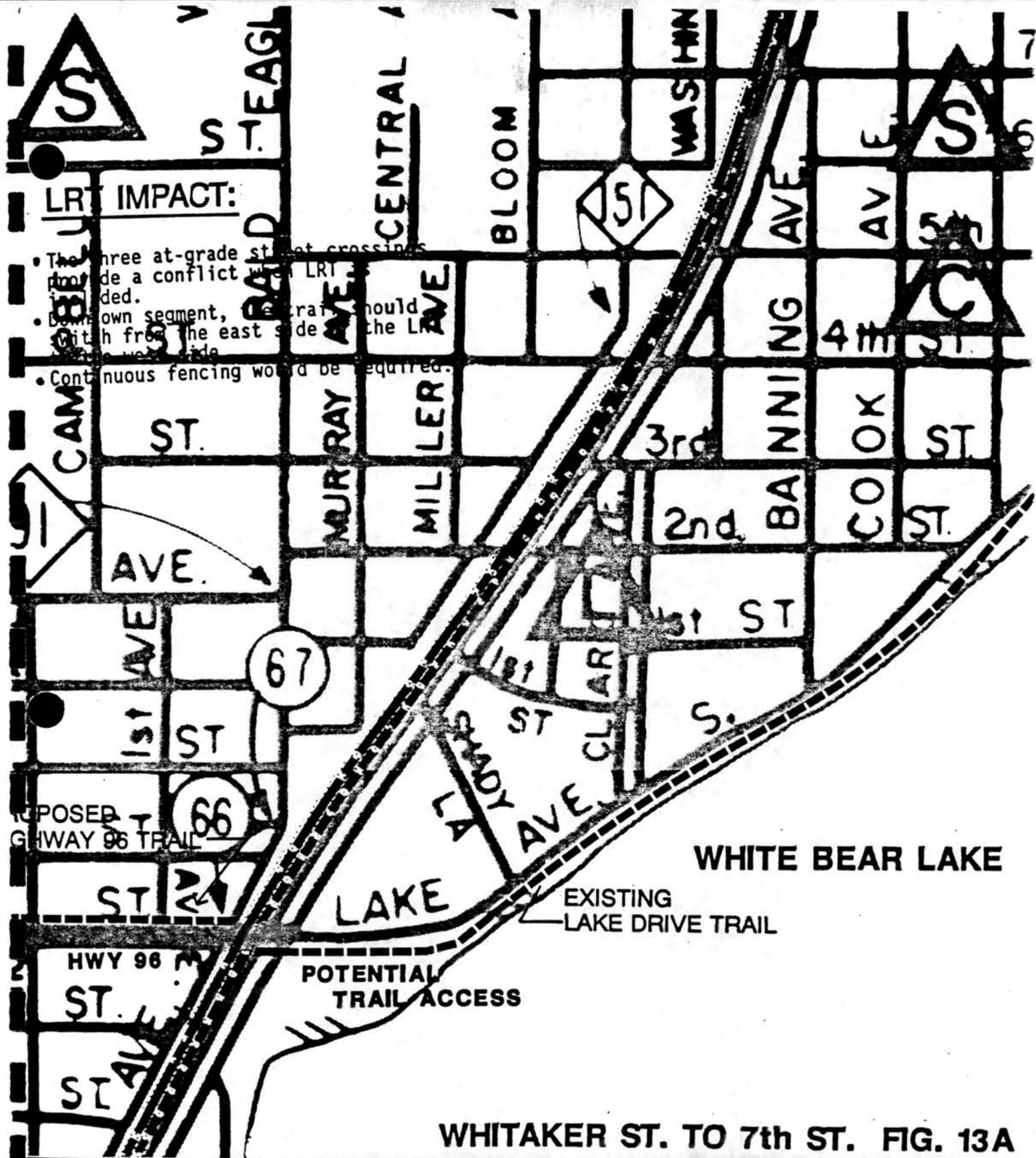


**LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN**

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SCALE: 1"=500'







WHITAKER ST. TO 7th ST. FIG. 13A

BURLINGTON NORTHERN

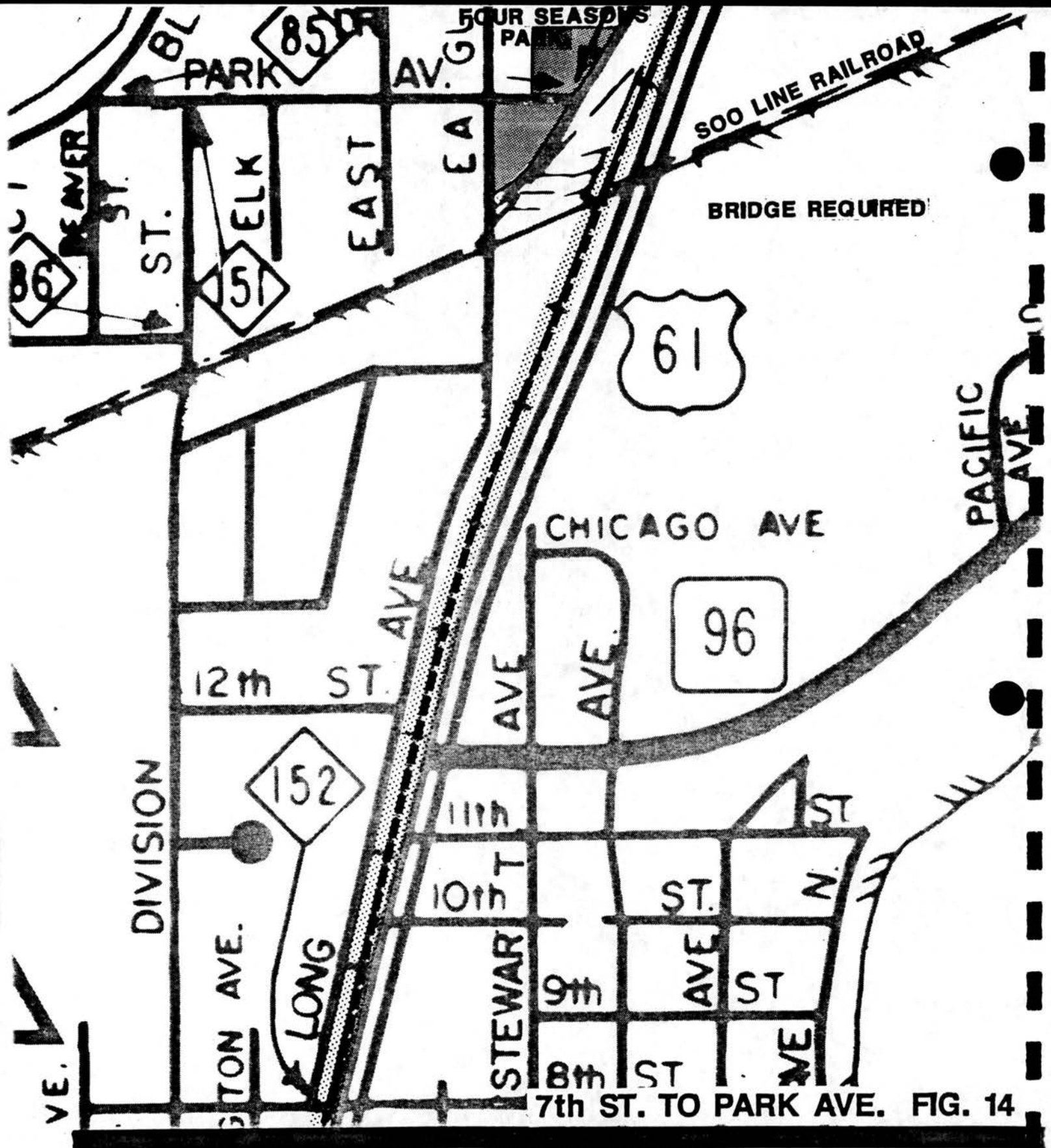
**LEGEND:** REGIONAL TRAIL CORRIDOR **MASTER PLAN**

- BIKE/PEDESTRIAN TRAIL
- PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

0 500

SCALE: 1"=500' NORTH





# BURLINGTON NORTHERN

## LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN

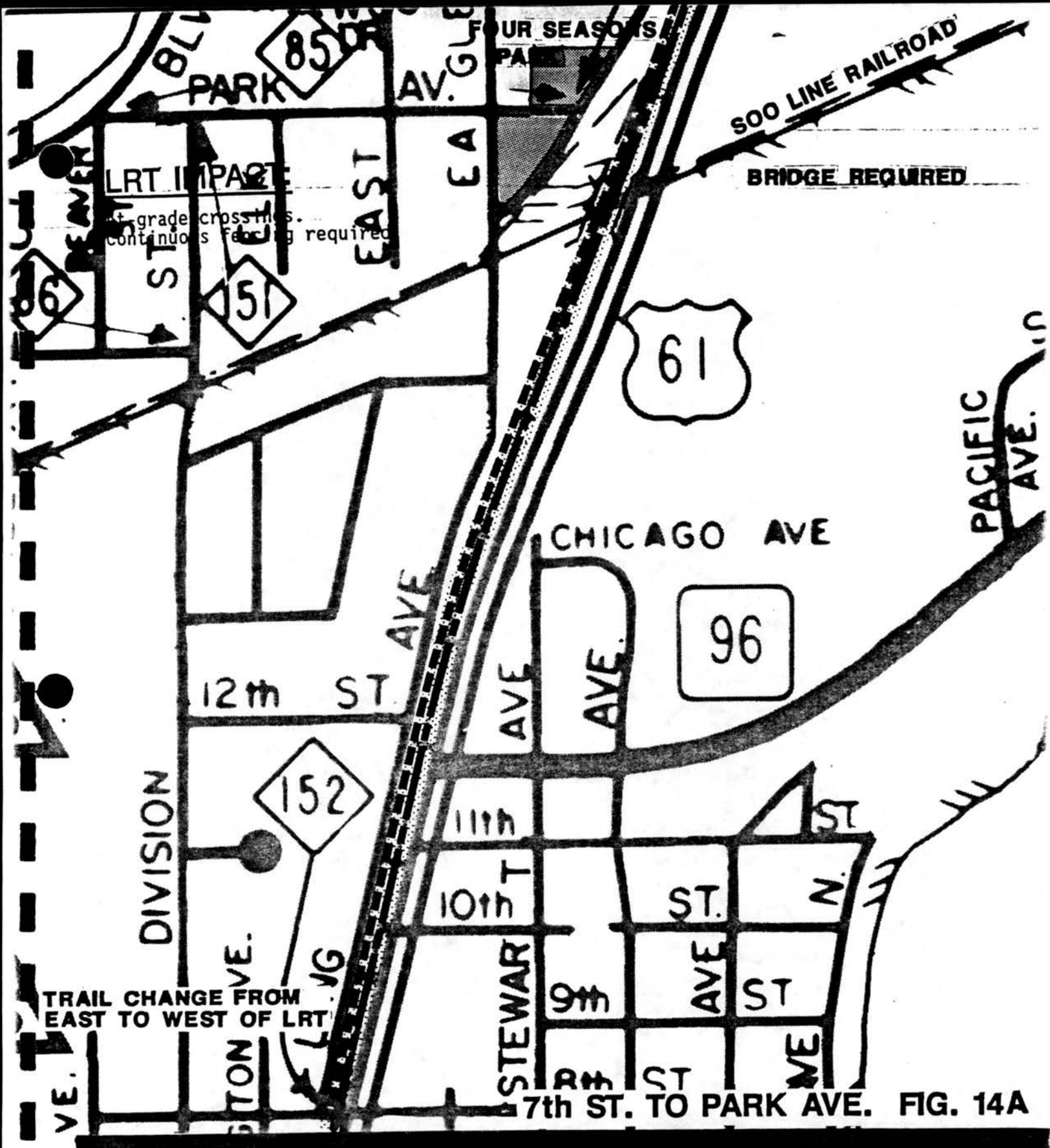
- BIKE/PEDESTRIAN TRAIL
- PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

0 500  
SCALE: 1"=500'



NORTH





BURLINGTON NORTHERN

LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN

- BIKE/PEDESTRIAN TRAIL
- PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

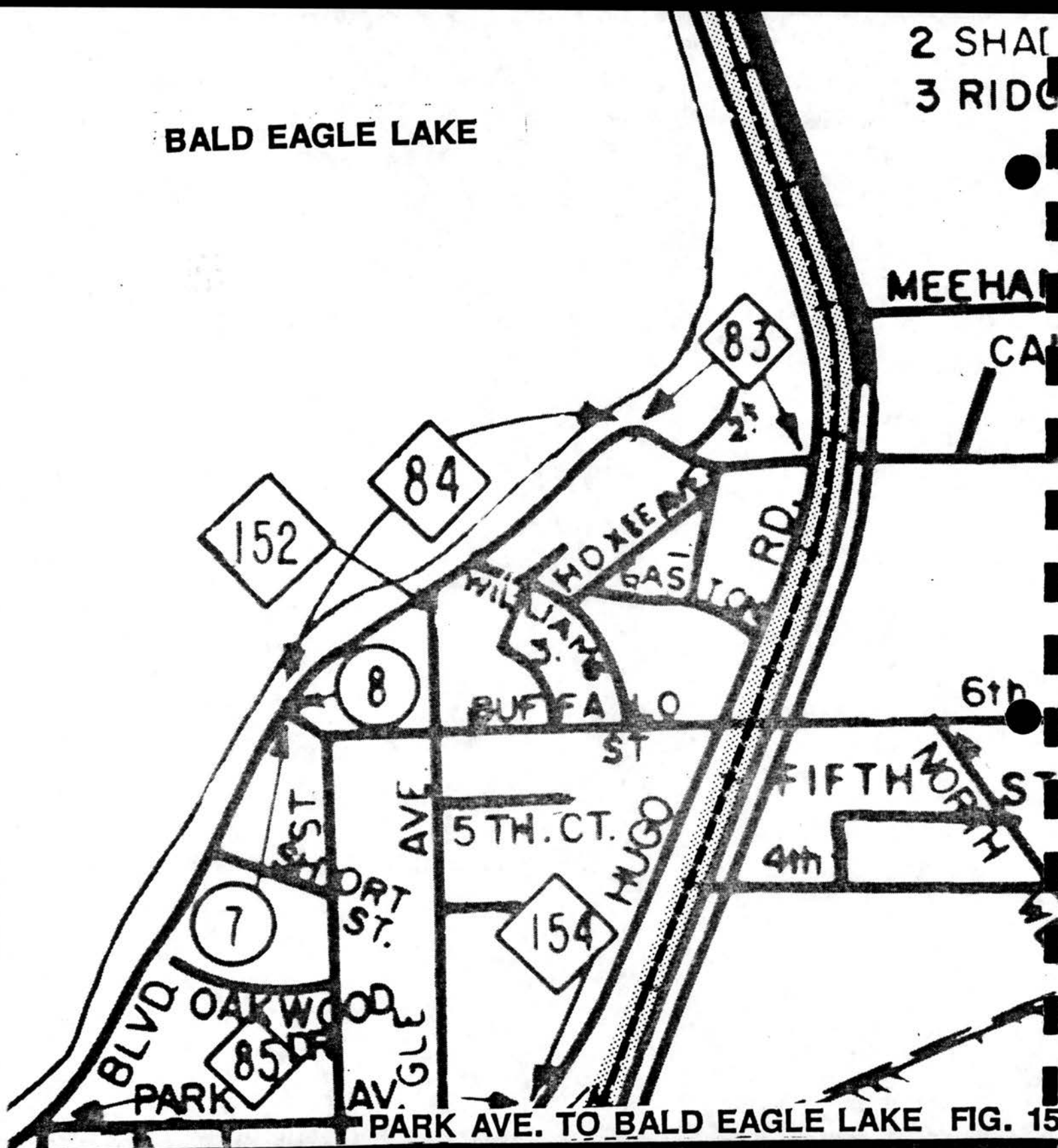
0 500

SCALE: 1"=500' NORTH



BALD EAGLE LAKE

2 SHAL  
3 RIDG



PARK AVE. TO BALD EAGLE LAKE FIG. 15

BURLINGTON NORTHERN

LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN

- BIKE/PEDESTRIAN TRAIL
- - - PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

0 500  
SCALE: 1"=500'



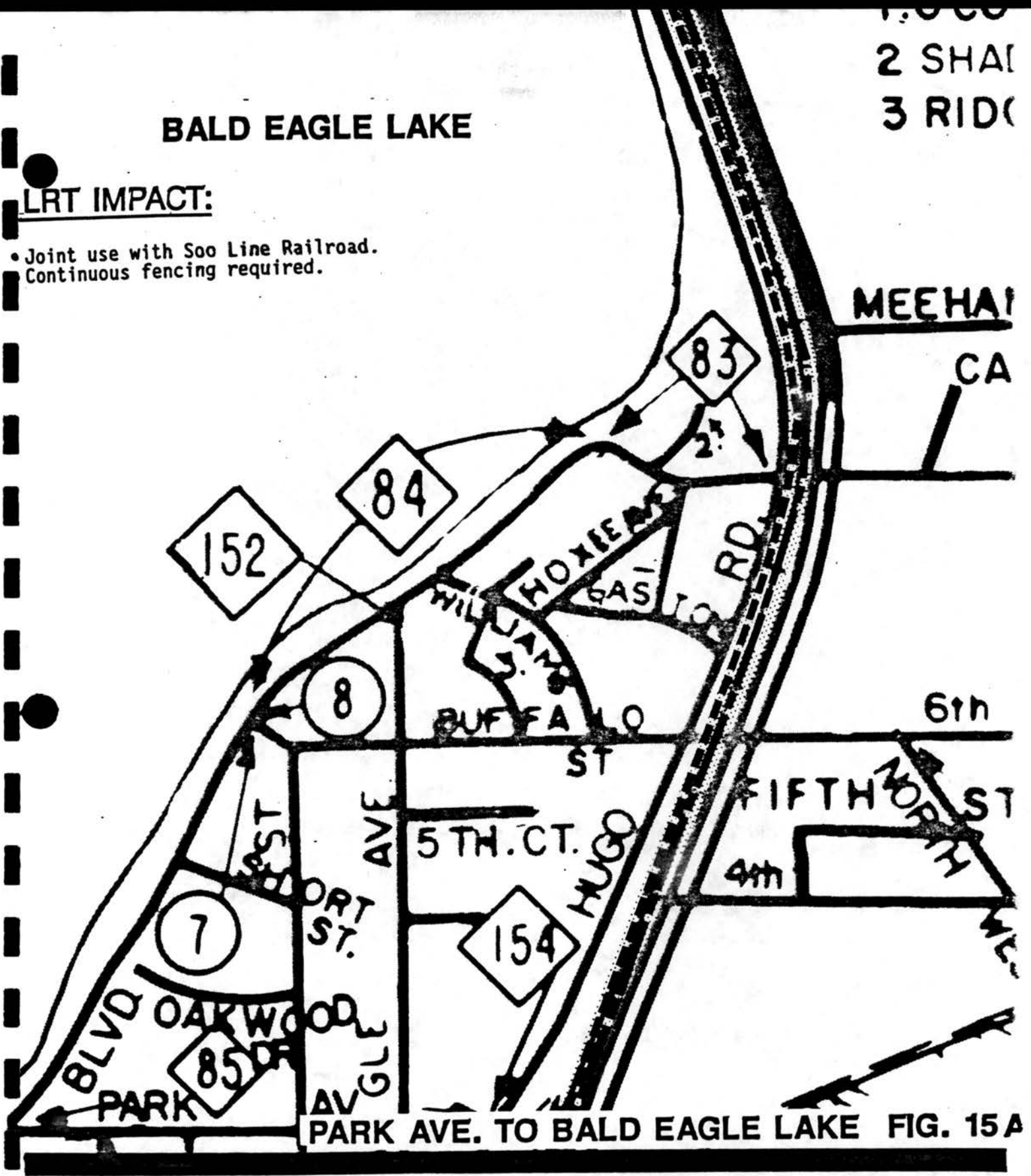
NORTH

# BALD EAGLE LAKE

1.000  
2 SHA  
3 RIDC

## LRT IMPACT:

- Joint use with Soo Line Railroad.
- Continuous fencing required.



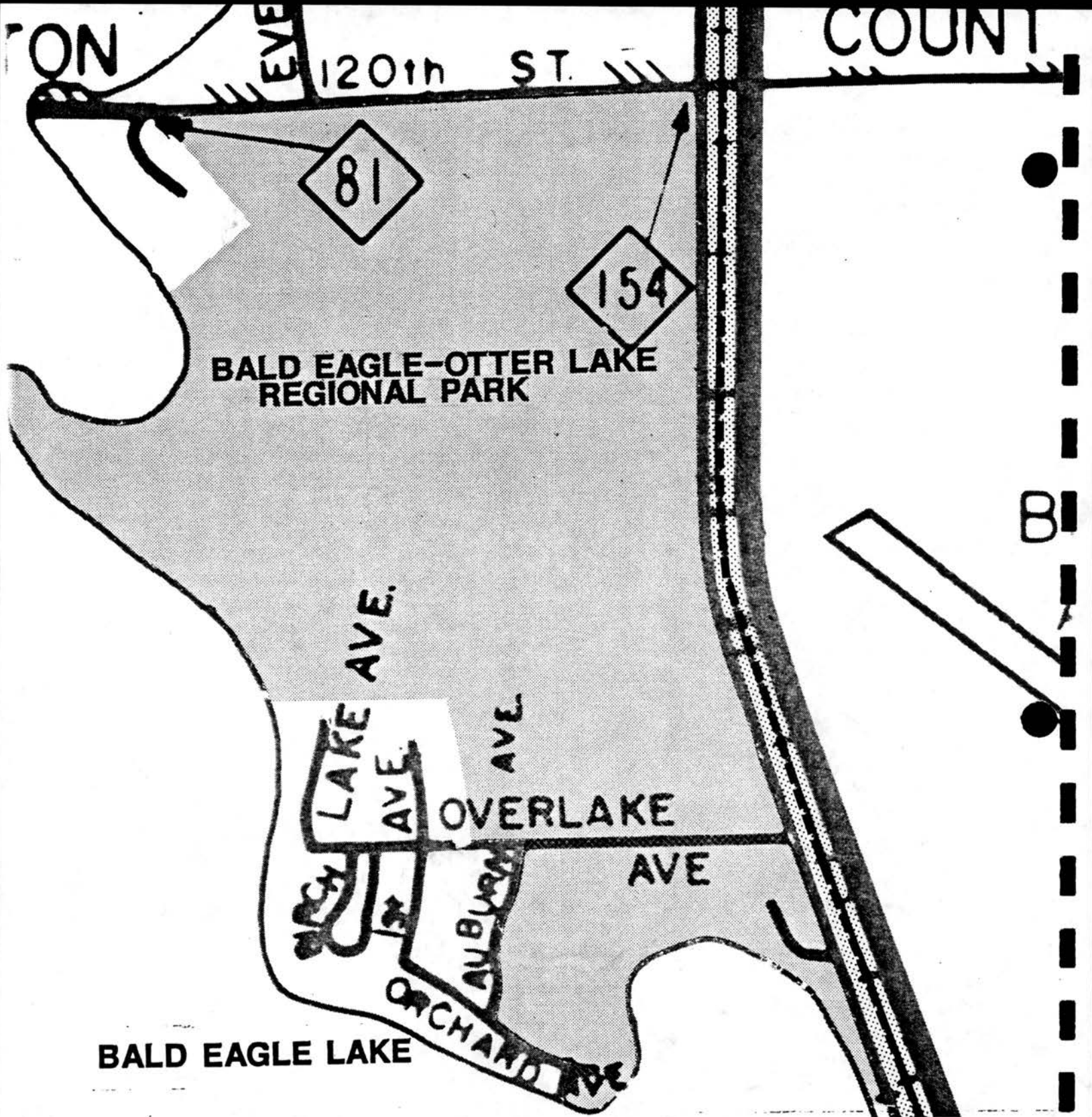
BURLINGTON NORTHERN

## REGIONAL TRAIL CORRIDOR MASTER PLAN

- LEGEND:
- BIKE/PEDESTRIAN TRAIL
  - PROPOSED LRT ROUTE
  - BN R.O.W. ABANDONMENT
  - PARKLAND

0 500  
SCALE: 1"=500' NORTH





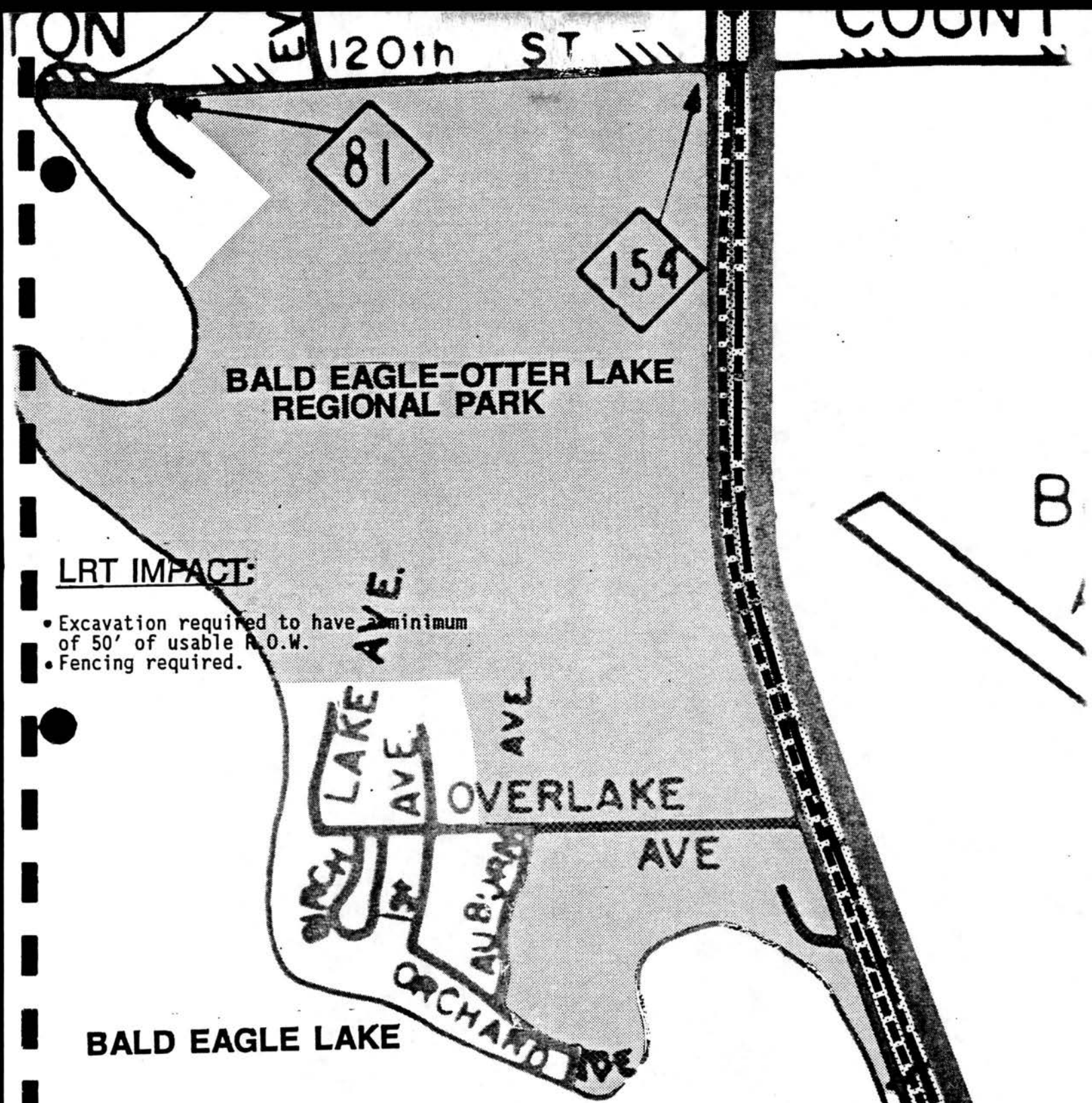
BALD EAGLE LAKE TO NORTH CTY. LINE FIG. 16

BURLINGTON NORTHERN

LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN

- BIKE/PEDESTRIAN TRAIL
- - - PROPOSED LRT ROUTE
- ..... BN R.O.W. ABANDONMENT
- PARKLAND

0 500  
SCALE: 1"=500' NORTH



### LRT IMPACT:

- Excavation required to have a minimum of 50' of usable R.O.W.
- Fencing required.

**BALD EAGLE LAKE TO NORTH CTY. LINE FIG. 16A**

**BURLINGTON NORTHERN**

## **LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN**

- BIKE/PEDESTRIAN TRAIL
- PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

0 500

SCALE: 1"=500' NORTH







## APPENDIX

Joint Powers Agreement

Resolutions

Correspondence

## JOINT POWERS AGREEMENT

This Agreement is entered into by and between the Ramsey County Regional Rail Authority (hereafter the "AUTHORITY"), the County of Ramsey (hereafter the "COUNTY"), and the City of St. Paul (hereafter the "CITY"), on this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

### WITNESSETH:

WHEREAS, the parties have authority, pursuant to Minn. Stat. § 471.59, subd. 1 and subd. 10, to enter into agreement for the joint or cooperative exercise of powers each may have; and

WHEREAS, the AUTHORITY and the COUNTY and the CITY wish to acquire the abandoned Burlington Northern Railroad right-of-way which is described in the attached Exhibit A, and hereinafter referred to as the "CORRIDOR", for purposes of joint Light Rail Transit and recreational trail use; and

WHEREAS, the CITY, COUNTY and AUTHORITY desire to work cooperatively to plan, develop, and operate the CORRIDOR for joint public transportation and recreational use; and

WHEREAS, the parties wish to enter into a joint exercise of powers agreement to provide that the AUTHORITY, if it elects to do so, may acquire the CORRIDOR for future Light Rail or other transit development and use; and

WHEREAS, if the AUTHORITY acquires the CORRIDOR, it shall permit concurrent use of the CORRIDOR by the COUNTY and CITY for a recreational trail; and

WHEREAS, the parties recognize that the Light Rail Transit alignment within the CORRIDOR has more stringent engineering, design, construction, and operational requirements than does a recreation trail,

NOW, THEREFORE, IT IS MUTUALLY AGREED between the parties as follows:

### I. DEFINITIONS

Unless otherwise required by the context in which they appear, for purposes of this agreement, the following words and phrases have the meaning ascribed to them by this section:

- A. Authority. The Ramsey County Regional Rail Authority
- B. County. The County of Ramsey

- C. City. The City of St. Paul
- D. Date of Acquisition. The date on which the Burlington Northern Railroad or any other current owner of property transfer all of its rights, title, and interest in any real or personal property to either the AUTHORITY, COUNTY or CITY
- E. Railroad. The Burlington Northern Railroad, its predecessors and subsidiaries
- F. Corridor. All that real property owned or claimed by the Railroad as described in the attached Exhibit A
- G. Transitway. Those portions of the CORRIDOR required by the AUTHORITY for tracks and lateral support thereof and passenger station or platforms, park and ride lots, signals, switches, electrical power poles and all other equipment used in propagating electrical power for operation of the transit system, and all other equipment necessary for safe, efficient operation or maintenance of a light rail transit system within the CORRIDOR
- H. Roadbed. That portion of the CORRIDOR on which the RAILROAD has placed railroad tracks, ties, and ballast over which the RAILROAD operated trains, in the condition existing as of January 2, 1990.
- I. Trail. A recreational pedestrian and bicycle trail, including access, lighting, and any other improvements necessary for safe, efficient operation, constructed and operated by the COUNTY and CITY.
- J. Temporary Trail. The recreational trail constructed by the CITY or COUNTY or both prior to the time at which the AUTHORITY constructs its transitway.

## II. CORRIDOR ACQUISITION

- A. Not later than January 1, 1990, the AUTHORITY shall enter into negotiations with the Railroad for the purchase of or lease with option to purchase the CORRIDOR. If the AUTHORITY elects not to acquire the CORRIDOR, it shall notify the CITY and COUNTY within fifteen (15) days of its decision not to do so.
- B. The AUTHORITY shall pay the purchase price for acquisition of the CORRIDOR, and title to the CORRIDOR shall be in the name of the AUTHORITY.
- C. In the event the AUTHORITY elects not to acquire the CORRIDOR, it shall have no further rights or obligations under this Agreement.

### III. DUTIES OF AUTHORITY UPON ACQUISITION OF CORRIDOR

- A. Upon acquisition of the CORRIDOR, the AUTHORITY shall grant to the CITY and the COUNTY, respectively, an easement for the construction, operation, and maintenance of a recreational trail over the CORRIDOR.
- B. The easements created pursuant to paragraph III (A) above shall be granted to the CITY for all portions of the CORRIDOR lying within the corporate limits of the CITY of St. Paul, and to the COUNTY for all portions of the CORRIDOR outside the corporate limits of the CITY of St. Paul.
- C. The easements shall include the following terms, in addition to any other terms agreed upon by the parties:
  1. That upon acquisition of the CORRIDOR, and pending development and construction of a transit system, the CITY and COUNTY may design, construct, operate, and maintain over any and all portions of the CORRIDOR a temporary recreational trail or trails.
  2. That the AUTHORITY shall be obligated at all times to provide sufficient area within the CORRIDOR to insure that the CITY and COUNTY may construct and maintain a trail. Neither the AUTHORITY or its successors or assigns may so construct or operate its transitway in such fashion as to preclude practical and safe construction and operation of the trail.
  3. That the CITY and COUNTY agree that any temporary trail shall be subject to removal upon demand by the AUTHORITY when the transitway is designed and constructed, if such design, in the opinion of the AUTHORITY, requires such removal.

Any temporary trail shall be designed in such fashion that it will not require removal or alteration of the existing roadbed. If the temporary trail is designed in a manner to require removal or alteration of the roadbed, and such design is approved by the AUTHORITY, it shall be the responsibility of the CITY and COUNTY to restore the roadbed or compensate the AUTHORITY for additional costs it may incur to restore the roadbed if such restoration is required for construction of the transitway. If the existing roadbed is found to be unsatisfactory for use for the transitway so that its utility was not diminished by the actions of the COUNTY or CITY in establishing the temporary trail, then the CITY and COUNTY shall not be liable for restoration costs under this section.

If construction of the transitway requires removal of the temporary trail, or any portion thereof, the CITY and COUNTY shall bear the expense of such removal.

Upon completion of or in conjunction with construction of the transitway, the CITY and COUNTY may construct a new recreational trail within those portions of the CORRIDOR not necessary for transitway construction, maintenance, and operation.

4. That the AUTHORITY shall have the sole, final, and exclusive right to determine when it will construct the transit system, the nature and kind of transit system to be constructed, where the transit system will be constructed within the CORRIDOR, and the nature and kind of safety features it will require for development of the trail.
5. That the AUTHORITY shall have the right to review and approve all temporary and permanent trail construction and alignment plans prepared by the CITY and COUNTY, and that no construction or reconstruction of the trail shall take place until such approval is given by the AUTHORITY to the CITY and COUNTY.
6. That the AUTHORITY shall have responsibility for security and maintenance of the CORRIDOR until such time as the CITY and COUNTY begin construction of the trail within their respective portions of the CORRIDOR. Upon commencement of construction of the trail, the respective CITY and COUNTY shall assume responsibility for maintenance and security of the CORRIDOR until such time as the AUTHORITY constructs its transitway in the CORRIDOR.
7. That the CITY and COUNTY shall, at the request of the AUTHORITY, close the trail in whole or in part, during the construction of the transitway.
8. That the CITY, COUNTY and AUTHORITY will endeavor to cooperate in the planning, design, construction, and operation of the trail and transitway to assure optimum joint use. However, should disputes arise between the CITY and COUNTY, either individually or jointly, and the AUTHORITY, the AUTHORITY shall have the final decision-making authority, and the CITY and COUNTY shall abide by such decisions.
9. That if at any time operation or maintenance of the transitway causes damage or destruction to all or any portion of the trail, the AUTHORITY shall be liable for all necessary repairs.

#### IV. DUTIES OF CITY AND COUNTY AFTER ACQUISITION OF CORRIDOR

- A. If the AUTHORITY acquires the CORRIDOR, the CITY and COUNTY shall enter into easements as described in Section III (A) and III (B) of this Agreement, and shall agree to the terms



of the easements as outlined in Section III (C) of this Agreement.

- B. If the AUTHORITY declines to acquire the CORRIDOR, then the CITY and COUNTY, either jointly or individually, may acquire the CORRIDOR or such portions thereof as they desire.
- C. The CITY and COUNTY shall cooperatively develop a Master Plan for the trail within the CORRIDOR for presentation to the AUTHORITY, as required by this Agreement, and to the Metropolitan Council. The COUNTY shall be deemed the implementing agency for all portions of the trail outside the corporate limits of the CITY, and the CITY shall be deemed the implementing agency for all portions of the trail within the corporate limits of the CITY of St. Paul. The Master Plan shall be subject to approval by the AUTHORITY, and shall not be submitted to the Metropolitan Council without such prior approval.
- D. The Master Plan shall include, but not be limited to, the following terms:
  - 1. It shall recognize the right of the AUTHORITY to use the CORRIDOR for transit purposes as defined in this Agreement.
  - 2. For master planning purposes, the CORRIDOR will be considered as the Burlington Northern line between its southern terminus near Kellogg Boulevard in the CITY of St. Paul and the northern Ramsey County line, plus that area to be acquired by the CITY between the southern terminus and the Mississippi River. Provided, however, that nothing in this section shall require the COUNTY or the AUTHORITY to acquire any property not abandoned for rail purposes by the Burlington Northern Railroad or any other railroad as of the date of this Agreement. The COUNTY and the AUTHORITY, however, either individually or jointly, may acquire any property abandoned by any railroad in the future.
  - 3. For trail development purposes, the CORRIDOR will be considered that area acquired by AUTHORITY, plus adjoining publicly owned areas where improvements will be needed for access to the trail, plus the area to be acquired by CITY (using regional funds) between the southern terminus (near Kellogg) and the Mississippi River.
  - 4. All applications to the Metropolitan Council or any other agency for development funding shall be joint CITY-COUNTY applications, and that applications for development funds shall be sufficient in amount to fully develop the CORRIDOR for trail use consistent with the adopted Master Plan.

- E. Upon commencement of trail construction, the CITY and COUNTY shall become responsible for security and maintenance of those portions of the CORRIDOR which lie within their respective jurisdictions pursuant to paragraph III (C) of this Agreement, and the AUTHORITY shall have no further responsibility for such security and maintenance until such time as it constructs a transitway in the CORRIDOR. At such time as both the transitway and recreational trail are completed, the CITY and COUNTY shall be responsible for maintenance and security of the trail system, and the AUTHORITY shall be responsible for maintenance and security of the transitway.
- F. Upon receipt of assurance that AUTHORITY is proceeding with acquisition, CITY, with COUNTY support, will request that CITY's current application for Metropolitan Council funds for acquisition be changed to a request for development funds.
- G. The CITY and COUNTY shall establish and enforce consistent rules and regulations governing public use of the trail CORRIDOR.

V. GENERAL TERMS AND CONDITIONS

- A. Indemnification. Each party to this Agreement agrees that it shall defend, indemnify, and hold harmless all other parties from its own negligent acts. No party waives any statutory limits on liability.
- B. If the AUTHORITY acquires the CORRIDOR but determines that it or any portion thereof is not needed for transitway purposes and that therefore it shall have no further need for the property, the CITY and COUNTY agree that they shall acquire the AUTHORITY's interest in the CORRIDOR by payment to the AUTHORITY of the purchase price paid by the AUTHORITY, plus the incidental costs of acquisition, such as surveys, abstract preparation, environmental assessments, and title evaluation which the AUTHORITY incurred at acquisition, plus interest from the date of acquisition by the AUTHORITY. Interest shall be computed at the rate established annually pursuant to Minn. Stat. Ch. 549.09 (1988).

If the AUTHORITY pays for acquisition of the CORRIDOR, in whole or in part, with funds not derived from the AUTHORITY's taxing power, then to the extent those funds are not required to be repaid to their grantor they shall be deducted from the purchase price.

Provided, however, that the CITY and COUNTY agree to save, defend, reimburse, and hold harmless the AUTHORITY from any repayments a grantor requires of the AUTHORITY at any time after the CORRIDOR is purchased pursuant to this section by the CITY and COUNTY.

- C. Any easements created pursuant to this Agreement shall be freely assignable by the AUTHORITY, and AUTHORITY's assignee shall be bound by the terms of said easement.
- D. Termination and Modification. Except as otherwise provided herein, this agreement and the rights and obligations of the parties hereunder may be modified or terminated only by the mutual consent of all parties. If an action or modification affects only the CITY or COUNTY'S portion of the trail easement, and not both, then the CITY or COUNTY may separately agree with the AUTHORITY to amend this agreement, and the consent of the party whose interest is not affected need not be obtained. All amendments or modifications shall be in writing and approved by the governing body of the respective parties to this agreement or their successors and assigns.
- E. Bridges. If the roadbed utilizes bridges in existence at the time the AUTHORITY acquires the CORRIDOR and roadbed, the CITY and COUNTY may use the existing bridges for any temporary trail they construct within the CORRIDOR if they desire. If the existing bridges are at any time deemed deficient, or if any unit of federal, state, or local government, including the parties to this agreement, determines that the existing bridge structures be removed, the AUTHORITY shall be responsible for such removal. The CITY and COUNTY may construct, at their expense, temporary bridges to replace any bridge structure so removed, for temporary trail use. When the transitway is constructed, all temporary bridges shall be removed if required by the AUTHORITY, for construction of the transitway. Such removal shall be at the expense of the CITY or COUNTY.

When the transitway is constructed, either new bridges will be constructed which will accommodate both trail and transitway operation, or separate bridge structures for trail and transitway will be constructed. However, if any existing structure need not be replaced, the parties may agree to its continued use.

Prior to design of the bridge structure or structures, the parties to this agreement shall decide whether to construct a joint use structure or separate structures. If the parties decide to build a joint use structure, the CITY or COUNTY shall pay for the engineering, design, and construction of the bridge to the extent the cost of such joint purpose structure exceeds the cost of engineering, design and construction of a structure for transitway only, and the AUTHORITY shall pay the remaining cost.

If the parties elect to build separate structures, each shall be responsible for all costs associated with design and construction of their structure and shall not be responsible for any costs of the other structures built.

- F. Additional Facilities. If the CITY, COUNTY or AUTHORITY acquires property, either within or outside of the CORRIDOR, which is used for the construction of automobile parking areas, the party acquiring and constructing the parking facility shall permit patrons both of the trail and transit system to use said facilities.

**EXHIBIT A**

That part of the abandoned Burlington Northern Railroad (formerly known as Northern Pacific Railroad Co., St. Paul and Duluth Railroad Co., Lake Superior and Mississippi Railroad Co.) as abandoned by the United States Department of Transportation, Order No. R4131 dated April 22, 1987, laying within SECTIONS 3, 10, 15, 21, 22, 27, 28, 29, 32 all in Township 29 north, Range 22 west of the 4th Principal Meridian; described as follows:

Laying southerly of the East/West one-quarter (1/4) line of said Section 3 and northerly of Kellogg Boulevard in the City of St. Paul, Minnesota.





# 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

# Resolution

Board of  
*Ramsey County Commissioners*

Presented By Commissioner McCarty Date October 4 1988 No. 88-547  
Attention:

Budget & Accounting  
Greg Mack - Director, Parks & Recreation  
Metro Council

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 Board of Commissioners 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.

WARREN W. SCHABER, Chairman

By

*Dorrie C. Schab*  
Chief Clerk - County Board

Council Resolution

Presented By

Referred To

Committee:

Date

Out of Committee By

Date

WHEREAS, as part of the redevelopment of Shepard Road and Warner Road, the City of Saint Paul plans to develop bicycle and pedestrian paths with the hopes that in the future these paths will be part of a recreational system that will encompass trails throughout the entire metropolitan area; and

WHEREAS, the Burlington Northern Railroad has recently abandoned its use of the railroad corridor which follows the Old Phalen Creek waterbed north through the City of White Bear Lake; and

WHEREAS, this abandoned rail corridor is necessary to provide a major connecting link between our proposed bicycle and pedestrian paths along Shepard and Warner Roads with the various Regional trail systems in the Metropolitan area; and

WHEREAS, the Burlington Northern corridor has been defined as a possible light rail transit corridor by the Transit Plan portion of the Saint Paul Comprehensive Plan, by the Metropolitan Council in its Long-Range Transit Analysis, December, 1986, and will be evaluated as a potential transit corridor by Ramsey County in its Comprehensive LRT Plan; and

WHEREAS, the Minnesota Department of Transportation (MnDOT) as part of its reconstruction of the Interstate 94 road system recently placed fill in an area of the abandoned rail corridor which will cause numerous problems for future trail use of this rail corridor; and

WHEREAS, the City through its Department of Community Services, Division of Parks and Recreation, has objected to the DOT's use of fill in this area and has developed a compromise settlement of this matter involving an increase in the planned costs for MnDOT's reconstruction of I-94 because of the need for additional bridge spans in the filled area of the rail corridor; and

WHEREAS, the proposed settlement would require the City to apply for and obtain a commitment for funds from the Metropolitan Parks and Open Space Commission of the Metropolitan Council to reimburse the MnDOT for the additional expense of providing the bridge spans in the area concerned; and

COUNCIL MEMBERS

Yeas

Nays

Dimond  
Long  
Goswitz  
Rettman  
Schelbel  
Sonnen  
Wilson

In Favor

Against

Adopted by Council:

Date

Certified Passed by Council Secretary

By

Approved by Mayor:

Date

By

Requested by Department of:

By

Form Approved by City Attorney

By

Approved by Mayor for Submission to Council

By

# Council Resolution

Presented By *George J. Starnes*

Referred To \_\_\_\_\_ Committee: \_\_\_\_\_ Date \_\_\_\_\_

Out of Committee By \_\_\_\_\_ Date \_\_\_\_\_

NOW, THEREFORE, BE IT RESOLVED, that the Saint Paul City Council directs and authorizes the Department of Community Services, Division of Parks and Recreation, to do the following:

- Proceed to meet with MnDOT and enter into an agreement that incorporates the above provisions: said agreement to be presented to the Saint Paul City Council for approval prior to its execution by City Officials; and
- Apply for and secure the necessary approval and funding from the Metropolitan Council to acquire the railroad corridor recently abandoned by the Burlington Northern and to recognize this corridor as part of the Regional Trail System; and
- Recognize that the corridor has potential as a long-range transit corridor; and
- Apply for and secure the necessary funding from the Metropolitan Council to allow the City to reimburse the MnDOT for the expenses incurred in the construction of the additional bridge spans; and
- Request that the Metropolitan Council include the funds needed to reimburse the MnDOT for construction of the additional bridge spans in the Metropolitan Council's request for funds from the 1989 legislature; and
- In development of the Master Plan for this trail corridor maintain the option for future development as a joint use corridor for both recreational and transportation purposes; and

BE IT FURTHER RESOLVED, that the Department of Community Services, Division of Parks and Recreation, meet with the affected District Councils and present the proposal for the Regional Trail Corridor to them for their review and comment.

## COUNCIL MEMBERS

Yeas \_\_\_\_\_ Nays \_\_\_\_\_

Diamond  
Long  
Goswitz  
Rettman  
Schubel  
Sonnen  
Wilson

5 In Favor

0 Against

SEP 15 1988

SEP - 3 1988

Adopted by Council: \_\_\_\_\_ Date \_\_\_\_\_

Certified Passed by Council Secretary \_\_\_\_\_

Approved by Mayor: *George J. Starnes* SEP 22 1988

By \_\_\_\_\_

Requested by Department of: \_\_\_\_\_

By \_\_\_\_\_

Form Approved by City Attorney

By *Shel* 10/6/88

Approved by Mayor for Submission to Council

By *George J. Starnes*



METROPOLITAN COUNCIL  
Mears Park Centre, 230 E. Fifth St., St. Paul, Minnesota 55101  
612-291-6359

RESOLUTION NO. 89-10

ADOPTING AN AMENDMENT TO THE  
RECREATION OPEN SPACE DEVELOPMENT GUIDE/POLICY PLAN

WHEREAS, Minnesota Statutes Section 473.147 directs the Metropolitan Council to adopt, after public hearings, a development guide/policy plan and amendments to the plan for regional recreation open space that generally identifies areas to be acquired and developed for outdoor recreation purposes; and

WHEREAS, on January 24, 1989, the Metropolitan Council held a public hearing to consider the designation of the Northeast Burlington Northern railroad corridor from Kellogg Avenue to Beam Avenue as a regional trail with potential shared light rail transit use and the need for I-94 bridge extensions over the proposed trail; and

WHEREAS, analysis of public hearing testimony and consideration by the Metropolitan Council Parks and Open Space Commission justify amending the Recreation Open Space Development Guide/Policy Plan to designate the Northeast Burlington Northern railroad corridor from Kellogg Avenue to Beam Avenue a regional trail.

NOW, THEREFORE, BE IT RESOLVED:

THAT the Metropolitan Council adopt an amendment to the Regional Recreation Open Space Development Guide/Policy Plan designating the Northeast Burlington Northern railroad corridor from Kellogg Avenue to Beam Avenue a regional trail, by adding the corridor as T9 in appropriate places throughout the Policy Plan.

Adopted this 23rd day of February, 1989.

Steve Keefe  
Steve Keefe, Chair

Sandi Lindstrom  
Sandi Lindstrom, Secretary



METROPOLITAN COUNCIL  
Mears Park Centre, 230 East 5th Street, St. Paul, Minnesota 55101

REPORT OF THE METROPOLITAN SYSTEMS COMMITTEE

DATE: February 21, 1989

TO: Metropolitan Council

SUBJECT: Response to Public Hearing: Burlington Northern Railroad Regional  
Trail Designation  
Resolution No. 89-

BACKGROUND

At its meeting on Feb. 21, 1989, the Metropolitan Systems Committee reviewed the attached report summarizing the public hearing testimony and recommended action for regional trail designation of the Burlington Northern railroad corridor from Kellogg Av. to Beam Av.

ISSUES AND CONCERNS

Since the corridor would be considered for light rail transit use, the committee asked how the concerns raised at the hearing about light rail transit would be addressed, especially the timing of light rail construction. Staff responded that recommendation 2 required the Ramsey County Regional Railroad Authority to include a time frame and/or criteria for determining when light rail transit should be constructed in the corridor as part of its comprehensive light rail transit plan.

RECOMMENDATIONS

1. That the Metropolitan Council adopt the attached resolution amending the Recreation Open Space Development Guide/Policy Plan designating the Northeast Burlington Northern railroad corridor (Kellogg Av. to Beam Av.) a regional trail.
2. That the Metropolitan Council direct the city of St. Paul and Ramsey County to prepare a joint trail acquisition and development concept master plan for the Northeast Burlington Northern railroad corridor and coordinate the trail master plan with the Ramsey County comprehensive light rail transit plan as well as the city of Maplewood plans for street crossings, storm water easements and an interchange at Hwy. 36.

The trail master plan should include the rest of the Burlington Northern railroad line (north of Beam Av. to the Ramsey/Washington County line) to provide information for designating the rest of the corridor a regional trail if it is abandoned.

The Ramsey County comprehensive light rail transit plan should include a time frame and/or criteria for determining when light rail transit should be constructed in the corridor. The city of Maplewood plan for the proposed interchange at Hwy. 36 should include a time frame and/or criteria for determining when the interchange should be constructed.

3. That the Metropolitan Council modify its restrictive covenant when regional park funds are granted to acquire the Northeast Burlington Northern railroad corridor, to permit shared use of the corridor for trail and light rail transit purposes, and to accommodate street crossings over the trail, storm water easements and a future interchange at Hwy. 36. The modified covenant shall require compensation for light rail right-of-way acquisition, highway interchange acquisition and relocating the trail treadway, including extra land to accommodate the other uses with the trail.
4. That the Metropolitan Council request that the Minn. Dept. of Transportation construct 76-ft. bridge extensions for I-94 over the Northeast Burlington Northern railroad corridor to provide a safe under-pass and that the Dept. of Transportation absorb the cost of the extensions consistent with Council Recreation Open Space Policy 6 and Transportation Policy 16.

Respectfully submitted,

Carol Flynn, Chair



# RAMSEY COUNTY

## PARKS & RECREATION DEPARTMENT

2015 N. Van Dyke Street  
Maplewood, Minnesota 55109-3796

Telephone (612) 777-1707  
Fax (612) 777-6519

Gregory A. Mack, Director

### MEMORANDUM

# RECEIVED

JAN 6 1992

DIV. OF PARKS  
& RECREATION

To: Jim Brewer  
From: Larry E. Holmberg  
Date: January 2, 1992  
Subject: BN MASTER PLAN

The following is a list of meetings with suburban Ramsey County communities relative to the BN Regional Trail Master Plan:

1) Maplewood

August 5, 1991; Planning Commission  
August 26, 1991; City Council

The City Council adopted the recommendations of the attached memo to City Manager from the Director of Community Development.

2) Vadnais Heights

August 8, 1991; Trail Committee

3) White Bear Township

August 12, 1991; Township Board of Supervisors

4) City of White Bear Lake

August 13, 1991; City Council

5) Gem Lake

August 19, 1991; City Council

All of the communities expressed strong support for the trail. They also support joint use with LRT.

White Bear Township requested consideration be given for snowmobile use from Bald Eagle Lake northward.

cc: J. Wilkes

## MEMORANDUM

TO: City Manager  
FROM: Director of Community Development  
SUBJECT: BN Corridor Trail Plan  
DATE: August 6, 1991

### INTRODUCTION

Ramsey County is requesting that the City review preliminary plans for a regional trail along the Burlington Northern Railroad Corridor. The plan contains two maps of each segment of the trail. One map shows the trail without LRT and the other map shows the trail with LRT. The plan shows the trail on the west side of the corridor if LRT is built. Since receiving the plan, the County has informed me that the trail would be on the east side of the corridor.

### BACKGROUND

The City Council, on June 10, discussed the Northeast Corridor Light Rail Transit (LRT) Alignment Study. The Council recommended that the Ramsey County Regional Railroad Authority (the County Board) encourage grade-separated crossings wherever possible. The Council also recommended that the Railroad Authority consider the potential for a bridge over a projected east-west road between Beam Avenue and County Road D.

### DISCUSSION

If there will be new bridges to separate at-grade crossings, the County should consider including the trail on these bridges. The preliminary plan does not propose to separate any existing at-grade crossings. The County is proposing to expand or change existing bridges to accommodate this trail. The County is proposing a new bridge for the Willard Munger Trail crossing. The plan does state that the traffic conflicts from the at-grade crossings require further study. This study should include the feasibility of bridging over current at-grade crossings.

The preliminary plan does not show a new east-west street, north of Beam Avenue. The City will show this road in its new land use plan. The trail plan suggests the possibility of lowering the grade north of Beam Avenue to widen the surface for a trail and LRT. This would conflict with the Council's policy that LRT should bridge over this road.

The preliminary plan notes that Maplewood is planning for an interchange at Highway 36 and the Burlington Northern Corridor. The trail plan proposes that if LRT is built, a new bridge should be built over Highway 36 for the trail. The trail plan also states that coordination in the design of this interchange will be very important to insure a continuous trail corridor. I have attached on page 19 a MnDOT study for this interchange. It

includes two alternative designs, one with an LRT crossing and one without. If LRT is built, the City may have to plan on alternative one. This would probably require a bridge at English Street and ramps on each side of the corridor. The County should plan for these ramps in designing a new bridge for the trail.

The Plan proposes a safety fence along most of the corridor. There are several concerns with this fence:

1. The text says the fence will be 4.5 feet high and the maps show it at 4 feet high. The two heights should be the same.
2. The Plan should provide a break in the fence or a pedestrian overpass for people to get to Gladstone or Harvest Parks.
3. The County should also consider whether a fence is needed. Trails and sidewalks are built next to busy streets without fences. The fence may prevent people on the LRT side from being able to cross over to the trail. They may walk along the LRT line to get to an opening in the fence. Another problem could be the long-term appearance of the fence is it rusts and deteriorates over time.

#### RECOMMENDATION

Recommend the following to Ramsey County for their trail plan:

1. If new bridges are constructed over intersections for LRT, they should be designed to include the trail.
2. The trail plan should assume there will be a planned east-west road, north of Beam Avenue. If LRT is built, there should be a bridge over this road.
3. Consider the construction of interchange ramps in the planning for a bridge over Highway 36.
4. Show Harvest Park on the two smaller-scaled maps.
5. On page 15, show the correct date for the reconstruction of the bridge over County Road C.
6. Consider whether a fence is needed. If it is going to be built, show the same fence height on the maps and text. Provide a break in the fence or a pedestrian overpass for people to get to Gladstone or Harvest Parks.

go/memo26.mem (4.3 BN Corridor Plans)

Attachments:

1. County Trail Plan
2. Interchange Study



# DISTRICT 2 COMMUNITY COUNCIL

---

2169 Stillwater Avenue  
Saint Paul, Minnesota 55119  
(612) 731-6842

June 13, 1991

Mr. Bob Piram  
Parks and Recreation Administration  
300 City Hall Annex  
Saint Paul, MN 55102

RECEIVED  
JUN 19 1991  
DIV. OF PARKS  
& RECREATION

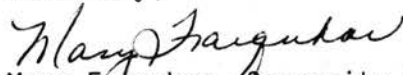
Dear Mr. Piram:

Thank you for attending District 2's Physical Committee meeting, Wednesday, June 12, 1991. The plans for the Burlington Northern R.R. Corridor sound wonderful and we wish to join the other district councils in support.

I would also like you to consider adding the Furness Linear Park Extension as a loop to the corridor. We have rated this our highest priority in CIB rounds, but have not been successful in getting funding. The district council was disappointed that the Parks Department did not rate the extension high in department priorities. I hope it can be reconsidered in light of the Burlington Northern R.R. Corridor.

Thank you again for taking the time to attend the meeting.

Sincerely,



Mary Farquhar, Community Organizer  
District 2 Community Council

MF:pak

*cc: John Wierka*



## Dayton's Bluff / District 4 Community Council

678 East Seventh Street, St. Paul, MN 55106

(612) 772-2075

May 20, 1991

RECEIVED

MAY 24 1991

DIV. OF PARKS  
& RECREATION

Mr. Bob Piram  
St. Paul Parks & Rec  
300 City Hall Annex  
25 W. 4th St.  
St. Paul, MN 55102

Dear Mr. Piram:

The motion to approve the B/N Recreation Trail as presented at the public meeting held April 22, 1991, was ratified at our May board of directors' meeting. We will also be encouraging state legislators to pursue the Willard Munger Trail connection, so long as it doesn't hold up the City of St. Paul's process.

If I recall correctly, the following recommendations were made at the public meeting:

1. Wells and Weide parcel be acquired
2. Rest areas be incorporated
3. Consideration be given for Topic/McAfee Wetlands
4. Security be considered in the isolated areas of the trail
5. Property in vicinity of Atlantic be considered for park-land expansion
6. Phalen Creek be brought above ground

Call me if you have any questions or need assistance on the project. I'd be happy to help.

Sincerely,

Susan Omoto  
Community Organizer

cc: John J. Showalter, President DBD4CC  
Tom Dimond, St. Paul City Councilmember  
Linda Holly, District 5 Council  
Karen Swenson, District 2 Council

JOHN WIRKS  
DON GALLE

# Payne / Phalen District Five Planning Council

1075 Arcade Street, Saint Paul, MN 55106

(612) 774-5234

May 24, 1991

RECEIVED

MAY 28 1991

DIV. OF PARKS  
& RECREATION

Ms. Kathryn DeSpiegelaere  
Director of LRT Planning  
Ramsey County Regional Railroad Authority  
316 Courthouse  
Saint Paul, Minnesota 55102

Dear Ms. DeSpiegelaere:

At its May 21, 1991 meeting the District Five Planning Council passed a recommendation supporting use of the Burlington Northern right-of-way exclusively for a walking and bicycling recreational trail.

Comments made during committee discussion in support of this position included:

- Access to the river that the corridor would provide a trail system, which currently doesn't exist with the Willard Munger Trail.
- The corridor ties in uniquely with the parks system.
- The feeling that LRT and a recreational trail are aesthetically incompatible for use of the corridor.
- Discussion of joint use of the corridor for a trail and LRT is delaying design of the trail, which isn't justified by the uncertain future of LRT.

If you have any questions, please contact me at 774-5234.

Sincerely,

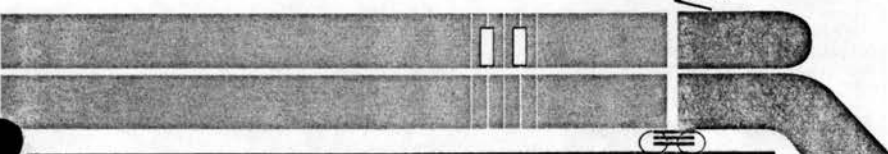
*Linda K. Holley*

Linda Holley, Community Organizer  
District Five Planning Council

cc: Commissioner Warren Schaber  
John Wirka, St. Paul Parks and Recreation

cc: BOB FRAM  
DON CANJE

file



**Ramsey County Regional Railroad Authority**

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

Kathy Despiegelaere  
Ramsey County Regional  
Railroad Authority  
Documentation

Secretary, Treasurer  
District 5

Hal Norgard  
District 7

Brenda C. Thomas  
District 2

Dick Wedell  
District 1

**AGENDA \* REVISED**

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**

**TUESDAY, APRIL 27, 1993**

**10:30 A.M. - LARGE CONFERENCE ROOM - 220**

1. \* Minutes of the Ramsey County Regional Railroad Authority Board Meeting of March 27, 1993
2. Update on legislation. Discussion only.
3. \* a) Approve maintenance agreement and temporary slope easement for County Road C bridge over RCRA right of way;  
b) Authorize The Chairman of the RCRA to sign the agreement and easement request.
4. Central Corridor AA/DEIS Progress. Discussion only.
5. \* Approve addition of staff position to provide technical services for the Northeast Corridor property.
6. \* Accept Quarterly Report of Payments for RCRA for period January through March, 1993.

\*Action is requested.

## MINUTES

### RAMSEY COUNTY REGIONAL RAILROAD

March 23, 1993

The regular meeting of the Ramsey County Regional Railroad Authority was held on Tuesday, March 23, 1993, in the Large Conference Room of 220 Court House. Chairman Finley called the meeting to order at 11:10 A.M.

MEMBERS PRESENT:

Chairman John Finley  
Commissioner Warren Schaber  
Commissioner Dick Wedell  
Commissioner Hal Norgard  
Commissioner Warren Schaber

MEMBERS ABSENT:

Commissioner Ruby Hunt  
Commissioner Diane Ahrens

Others Present:

Karen Tero, James Van Houdt, Ed Glaubitz, Hugh Faville, Andrea Schmidt Hanson, Jill Goski, Larry Holmberg, Terry Schutten, Frances Glendenning, Kathryn DeSpiegelaere

Minutes - of the Ramsey County Regional Railroad Authority Board Meeting of February 23, 1993.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting of the Board which was held on February 23, 1993, as written.

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

2. Update on Legislation

Chairman Finley addressed the Board. The reason he missed the Finance Meeting this morning was because he was at the Legislature, testifying on the bonding bill on the Central Corridor, which was before the Senate Transportation Committee, being carried by Linda Berglin in Minneapolis. He testified in behalf of the bill, with a \$235 million appropriation and the bonding bill for the Central Corridor. The reception was quite good on that part of the bill. As you know, that bill deals with the big mega project of 35W. That was not getting quite as good a reception he does not think as our portion. Senator Langseth from rural Minnesota specifically stated to him at the end of his testimony, as he said he wanted to support this, he thinks we need lrt between the two downtowns, how we get this accomplished is a concern of his, but he thought we were on the right track in that regard.



Chairman Finley had left that meeting in order to get back for our Legislative Committee. However, Ms. DeSpiegelaere stayed at the meeting, and they did not take a vote on the bill, however. She does not think they have the votes for that bill.

Chairman Finley added that at 4:00, he will be testifying on Senator Pappas bill which is a 6 1/2% gas tax.

Chairman Finley had spent some time with Representative Osthoff to make sure that the bills get heard, he talked to Paul McCarron on the governance bill as he was to be handling that with Wayne Simoneau, and the request had not been made to have an actual hearing until last Friday. One of the things that has been discussed is to get the bonding bill through, and not worry where the money comes from so that we can move on the Central Corridor. The bonds do not have to be issued until probably next year, but at least there is a source to match the Federal Funds. This may be a good way to go because of the no tax position that the Governor is taking, and it may end up that none of the taxing gets through, and maybe an authorization for the bonds could get through. On the Senate side is more of a compromise. This would be more of a bond, and how to pay for it would be left open. We would prefer to have a method of payment in place in some type of a dedication.

Ms. DeSpiegelaere added that there is certainly a lot of activity going on. Everyone asked how long can they wait.

Chairman Finley commented that the broad agenda just fits into everything, as far as the national agenda, state agenda, where they are try to go into transportation improvements, environmental concerns.

3. Authorize the Director of LRT to execute work orders with Ramsey County Public Works and Parks and Recreation Departments for right of way clean-up.

Chairman Finley had suggested that we go this direction as opposed to having it come back is that as time is fleeting we want to make sure that we can clean up the rail corridor, and get it in shape with the Parks and Recreation Department. We have money in this budget, they do not have money in their budget, so he believes this can be worked out administratively through Budgeting and Accounting. Chairman Finley feels we need to get moving on this as spring will be here very quickly.

Commissioner Wedell and Commissioner Schaber have suggested that if we start doing something out there then the people will realize that there has been a change in ownership. The faster we can get on it, so we hope to be able to handle this ourselves.

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

WHEREAS, Ramsey County Regional Railroad Authority desires to have extraneous material on the Northeast Corridor right of way from downtown St. Paul to Beam Avenue removed and disposed of by Ramsey County Parks and Recreation and Ramsey County Public Works Departments; Now, Therefore, Be It

R93-13  
RESOLVED, That the Director of Ramsey County Regional Railroad Authority is authorized to execute work orders with the two departments for the work described for an amount not to exceed \$25,000.

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

4. Ratify Partial Payment No. 16 to BRW, Inc. in the amount of \$25,047.42 for the Midway Corridor Phase II Preliminary Engineering.

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

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

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA/HCRRA 91-001, 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 December 31, 1992; and

R93-14  
WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA/HCRRA 91-001, the Ramsey County Regional Railroad Authority authorized (Resolution R91- ) the Director of Light Rail Transit Planning to process payments to BRW, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R91- requires submittal of invoice and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; and

WHEREAS, BRW, Inc. Invoice No. 67457, Partial Payment No. 16, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through December 31, 1992; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$25,047.42 for Ramsey County Regional Railroad Authority's share of services rendered through December 31, 1992, is hereby ratified.

Roll Call: Ayes - 5, 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

Minutes Will  
Follow

2

REGIONAL RAILROAD AUTHORITY

Originating Department

*K. Klespiogel* 4/16/93  
Authorized Signature Date

Board

Update on legislation.

DISCUSSION ONLY

Request Justification

A summary of legislative events will be given at the Railroad Authority meeting.

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

April 27, 1993

Board Date

*F. L. Henderson*  
Signature

4/21/93

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY

Originating Department

K. H. Spiegelauer  
Authorized Signature

4/16/93  
Date

Board Action Requested

Approve maintenance agreement and temporary slope easement for County Road C bridge over RCRRA right of way and authorize Chairman of RCRRA to sign the agreement and easement request.

ACTION IS REQUESTED

Request Justification

- See attached:
- 1) Proposed resolution
  - 2) Information from Ramsey County Department of Public Works
  - 3) Agreement
  - 4) Slope easement

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

April 27, 1993

Board Date

F. L. Glendinning  
Signature

4/21/93

Date



# Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: \_\_\_\_\_

No. \_\_\_\_\_

WHEREAS, Ramsey County plans to replace bridge 7279 on County Road C over Ramsey County Regional Railroad Authority right of way; and

WHEREAS, The replacement bridge (62563) has been designed to accommodate both light rail transit and trail under it, in accordance with current plans by Ramsey County Regional Railroad Authority and Ramsey County; and

WHEREAS, The cost of the bridge replacement will be borne by Ramsey County; and

WHEREAS, An agreement has been prepared to address the operations and maintenance of the road, bridge, and right of way under the bridge; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the agreement; and Be It Further

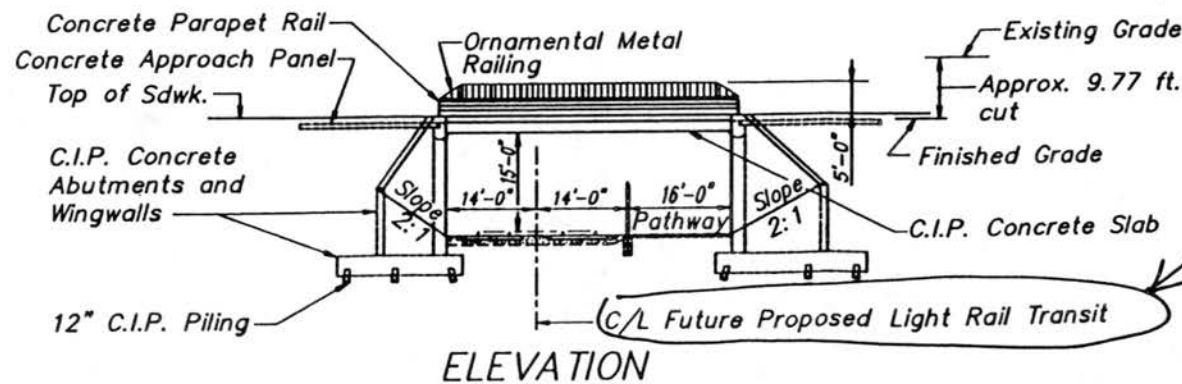
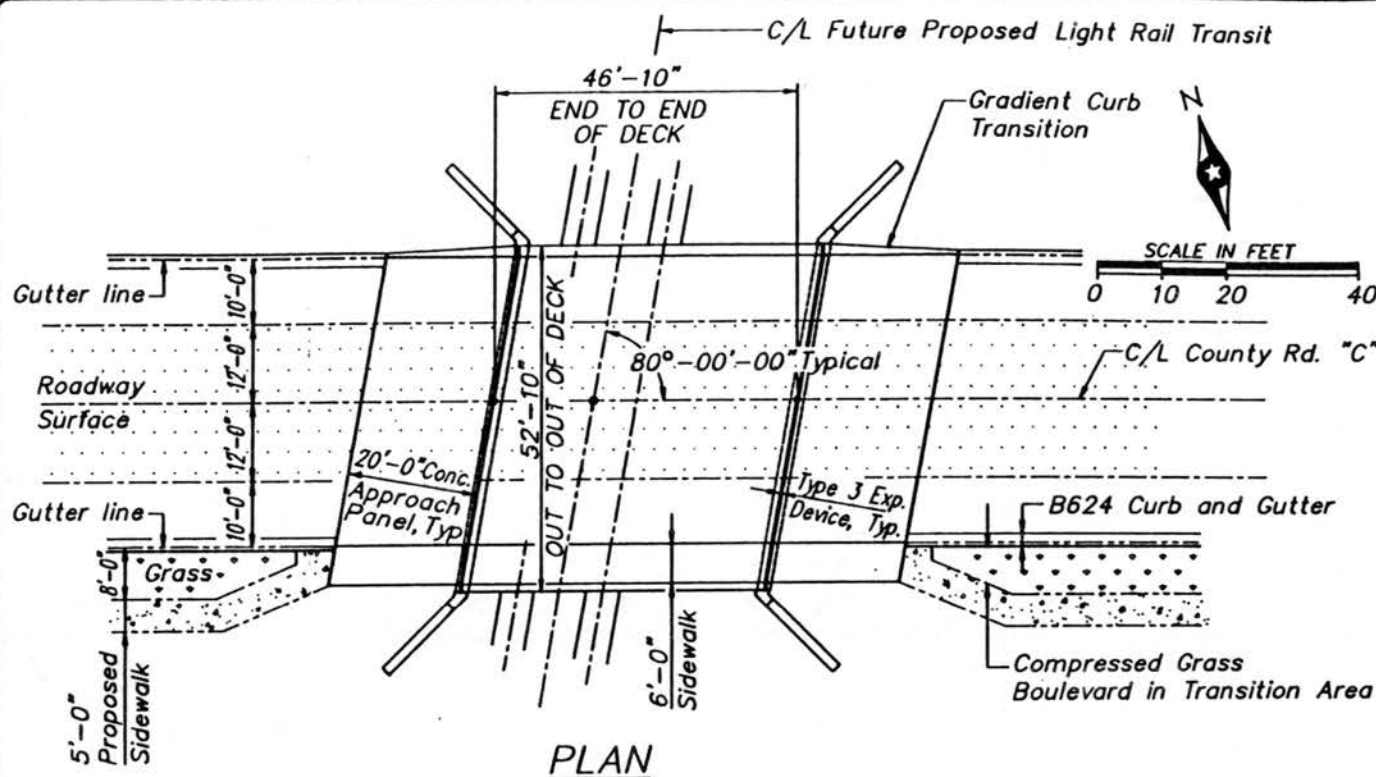
RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to execute the agreement on its behalf; and Be It Further

RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to execute the temporary slope easement necessary for construction of the new bridge over Ramsey County Regional Railroad Authority right of way.

John T. Finley, Chairman

By \_\_\_\_\_  
Warren W. Schaber, Secretary





# CAST-IN-PLACE CONCRETE SLAB BRIDGE ALTERNATE

W / 2" LOW SLUMP WEARING  
SURFACE

PROVIDES FOR: ✓

- LIGHT RAIL TRANSIT UNDER
- PEDESTRIAN PATHWAY UNDER
- MINIMUM GRADE SEPARATION = 17.23 FT.
- PROPOSED GRADE CUT = 9.77 FT.

FIGURE 6





Ramsey County Department of Public Works

Paul L. Kirkwold, P.E.  
Director and County Engineer

ADMINISTRATION / LAND SURVEY  
50 W. Kellogg Blvd., Suite 910  
St. Paul, MN 55102  
(612) 266-2600 / FAX 266-2615  
ENGINEERING / OPERATIONS  
3377 N. Rice St.  
Shoreview, MN 55126  
(612) 484-9104 / FAX 482-5232

MEMORANDUM

TO: Kathy DeSpiegelaere, Director  
Light Rail Transit

FROM: Paul L. Kirkwold *[Signature]*

SUBJECT: County Road C Bridge over RCRRA Corridor  
Agreement and Temporary Slope Easement

DATE: March 24, 1993

Enclosed are three copies of Agreement 92020 between the Ramsey County Regional Railroad Authority and Ramsey County for cooperative maintenance and operation of the bridge on County Road C over the RCRRA corridor in Maplewood. Also enclosed is one copy of a temporary slope easement for construction of a bypass.

Please obtain all necessary signatures and return all copies to me. Both of these items will be presented to the County Board on April 27. Please call if you have any questions.

mk

# ORIGINAL

Agreement 92020

RAMSEY COUNTY  
COOPERATIVE MAINTENANCE AND OPERATION AGREEMENT  
WITH RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY  
COUNTY ROAD C/RCRRA CORRIDOR-MAPLEWOOD

ESTIMATED AMOUNT RECEIVABLE: None  
S.A.P. 62-623-34 - Road  
S.A.P. 62-623-35 - Road  
SP 62-623-36 Bridge 62563  
Replaces Bridge 7279

THIS AGREEMENT, by and between the Ramsey County Regional Railroad Authority, hereinafter referred to as the "RCRRA" and the County of Ramsey, a political subdivision of the State of Minnesota, hereinafter referred to as the "County";

WITNESSETH:

WHEREAS, County Road C, County State Aid Highway 23, crosses over the RCRRA Corridor 1200 feet west of Hazelwood Street in the City of Maplewood via existing Bridge 7279; and

WHEREAS, the County proposes the reconstruction of County Road C and the removal of Bridge 7279; and

WHEREAS, the RCRRA has requested the replacement of the grade separation provided by Bridge 7279; and

WHEREAS, the County will cause to be provided a replacement structure perpetuating the grade separation; said structure is of sufficient width to accommodate the improved and reconstructed County Road C and has sufficient opening for the RCRRA purposes and a Ramsey County Parks and Recreation Department Trail and is designated as Bridge 62563; and

WHEREAS, the County shall continue to operate and maintain its roadway over Bridge 62563; and

WHEREAS, the RCRRA will operate and maintain such usage as they deem desirable through and under Bridge 62563; and

WHEREAS, right of way and easement documents, if needed, are provided under separate agreements.

NOW, THEREFORE, IT IS HEREBY MUTUALLY AGREED AS FOLLOWS:

1. Plans for and construction of Bridge 62563 and Road Project S.A.P. 62-623-34 & 35 over the bridge are hereby in all things approved.

2. The bridge and road shall be caused to be constructed at no

cost to the RCRRA. The County shall own the bridge. Any additional provisions and or improvements from those provided in the plans which may be desired by the RCRRA may be incorporated in the construction at the RCRRA's sole expense.

3. Upon completion of the bridge and the roadway over the bridge, the County will maintain the roadway and provide major maintenance of the bridge, however, nothing herein contained shall be construed to relieve either the RCRRA or the County of common law statutory liability, if any, for any damages resulting from the operation of the RCRRA, or resulting from operations of the County. It is the intent of this agreement that the County be liable for the operations over the bridge and that the RCRRA is liable for operations under the bridge.

4. In addition to the maintenance of the roadway over the bridge, the County will provide major maintenance of the crossing sufficient to assure structural integrity within the road right of way including the backslopes, slope paving, bridge and any pipe under the roadway fill in line with the RCRRA's side ditches. The County will control all drainage on its right of way so as not to damage the right of way or property of the RCRRA.

5. The County, its lessees, licensees, successors and assigns shall have the right to continue to construct, protect, maintain, operate and use any and all drainages, driveways, conduits, sewers, watermains, gas lines, electric power lines, communication lines, wires and other utilities, and easements of any kind whatsoever on the roadway over the bridge, including the repair, reconstruction and replacement thereof provided, however, that nothing in this paragraph shall be construed to permit the County, its licensees, successors and assigns to construct, maintain, or operate any drainage, driveway, conduit, sewer, watermain, gas line, electric power line, communication line, wire, or other utility or easement of any kind on, over, or under the bridge in such manner to interfere with or restrict the RCRRA's use of the opening through the bridge for either light rail transit or recreational trail.

6. The RCRRA shall have the right to construct, maintain, use, operate, relocate, reconstruct and renew such facilities as it may at any time, and from time to time, desire within the limits of the road right of way and through the bridge opening; and further the right and privilege to use said bridge opening for any and all purposes, not inconsistent with the use thereof for roadway purposes and a Ramsey County Parks and Recreation Department Trail. This right shall forever inure to the benefit of the RCRRA, its successors, lessees, licensees and assigns. Nothing in this paragraph shall authorize the RCRRA to construct, maintain, use, operate, relocate, reconstruct, or renew any such facility if such shall damage or alter the bridge structure.

7. The RCRRA will maintain, at its own expense, facilities provided under the provisions of Item 6 of this agreement.

8. The RCRRA shall be responsible, at its own expense, for the normal maintenance of the backslopes, slope paving, bridge and ditches

along the corridor provided for the RCRRA's use for which major maintenance by the County is specified in Item 4 of this agreement.

9. The RCRRA shall have the right to inspect the facilities provided both during and after construction to assure their structural adequacy in the protection of its present and future uses.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed.

RAMSEY COUNTY REGIONAL  
RAILROAD AUTHORITY

By: \_\_\_\_\_  
Chairman

By: K. Llespiegelaers  
Director 4/16/93

By: Neil Muehl  
Attorney

By: Ed Granitz  
Budgeting & Accounting

Date: 4/20/93

THE COUNTY OF RAMSEY  
Recommended for approval:

Paul L. Kirkwold  
Paul L. Kirkwold  
Director and County Engineer

Approved:

By: \_\_\_\_\_  
Chairperson  
Board of County Commissioners

Attest: \_\_\_\_\_  
Chief Clerk-County Board

Date: \_\_\_\_\_

By: Georgiana Schulte 3  
Risk Management

Date: 3/18/93

Approved as to Form:

By: Leborah Fuhl  
Assistant County Attorney

Date: \_\_\_\_\_



Ramsey County Public Works Department  
3377 North Rice Street  
Shoreview, MN 55126

TEMPORARY SLOPE EASEMENT  
S.A.P. 62-623-35

KNOW ALL MEN BY THESE PRESENTS, That Ramsey County Regional Railroad Authority, a political subdivision of the State of Minnesota, the undersigned, owner of

The North 160 feet of the Ramsey County Regional Railroad Authority (formerly owned by Burlington Northern Railroad Company) 100 feet wide railroad right of way located in the Northeast Quarter of the Northwest Quarter of Section 10, Township 29 North, Range 22 West, subject to County Road C over the North 33 feet thereof.

The South 75 feet of the Ramsey County Regional Railroad Authority (formerly owned by Burlington Northern Railroad Company) 150 feet wide, railroad right of way located in the Southeast Quarter of the Southwest Quarter of Section 3, Township 29 North, Range 22 West, subject to County Road C over the South 33 feet thereof.

in consideration of the construction of County Road C and \_\_\_\_\_ Dollars (\$\_\_\_\_\_) and the benefits to accrue to it therefrom, does hereby authorize and empower the County of Ramsey, its officers, agents and employees, to enter upon this property abutting upon County Road C to construct back slopes for cuts and slopes for fills, as designated by the County Engineer of Ramsey County, and does hereby release and forever discharge the County of Ramsey, its officers, agents, and employees, from any and all damages that may accrue from the grading of these slopes.

Special Provisions:

This easement shall expire upon completion of this project and shall not be recorded.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 1992.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

By \_\_\_\_\_

Its \_\_\_\_\_

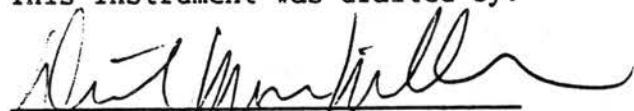
By \_\_\_\_\_

Its \_\_\_\_\_

State of Minnesota       )  
County of \_\_\_\_\_) ss

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of  
\_\_\_\_\_, 1992, by \_\_\_\_\_, its  
\_\_\_\_\_ and by \_\_\_\_\_, its  
\_\_\_\_\_ of Ramsey County Regional Railroad Authority, a  
political subdivision of the State of Minnesota, on behalf of the said subdivision.

This instrument was drafted by:

  
\_\_\_\_\_  
David MacMillan  
Assistant County Attorney  
400 Lowry Medical Arts Building  
St. Paul, Mn 55102

\_\_\_\_\_  
Notary Public, \_\_\_\_\_ County  
State of Minnesota  
My commission expires \_\_\_\_\_

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere 4/16/93  
Authorized Signature Date

Board Action Requested

Central Corridor AA/DEIS progress.

DISCUSSION ONLY

Request Justification

See attached memorandum from K. DeSpiegelaere and attachments.

Budgeting and Accounting Ed Blauzy  
County Attorney Will Moore  
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

April 27, 1993

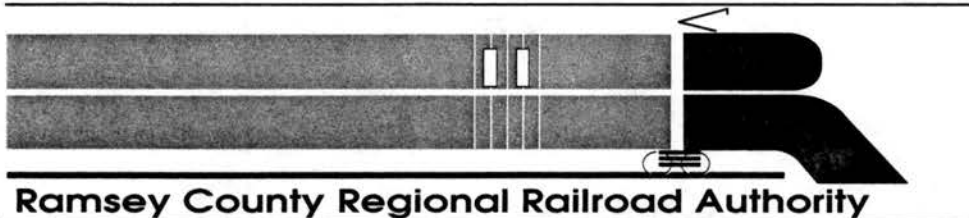
Frances L. Henderson

4/21/93

Board Date

Signature

Date



360 Ramsey County Government Center-West, 50 West Kellogg Boulevard  
St. Paul, Minnesota 55102 (612) 266-2760 / FAX (612) 266-2761

#### MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners  
Terry Schutten, County Manager

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *KD*

SUBJECT: Central Corridor Alternatives Analysis/Draft Environmental Impact Statement

DATE: April 16, 1993

The Central Corridor Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) is being prepared by the joint lead agencies of Minnesota Department of Transportation, Hennepin County Regional Railroad Authority and Ramsey County Regional Railroad Authority.

#### ALTERNATIVES

Additional work has been done on the four alternatives:

- o No-Build - Retains existing bus service and includes new service connecting the Energy Park area with downtown Minneapolis and Saint Paul, and increased local radial and peak express service. These improvements are programmed for 1993 and 1994 in the Regional Transit Board "Vision 97" five-year transit plan.
- o Transportation System Management (TSM) - All service improvements identified in the No-Build Alternative will be provided, plus greater frequency of service, route extensions, and addition of new routes.
- o Busway - All service improvements identified in the TSM Alternative, plus exclusive Busway lanes will be provided in this alternative. Some transit service will be realigned to use the Busway lanes. Those ramp meter bypasses which would result in displacements when implemented with the Busway are not included.
- o LRT - This alternative includes a Light Rail Transit (LRT) facility operating between downtown Saint Paul and Minneapolis. Most of the bus service improvements identified in the TSM Alternative are included. Corridor bus routes are rerouted to become LRT feeder bus routes and better serve transit users. In addition, feeder bus service will be provided by realigning some existing bus routes and orienting new bus service to the LRT line.

The busway alignment is illustrated in Attachment 1. The alignment has been the subject of considerable discussion and a recommendation from the Central Corridor Management Committee to discontinue the busway alignment work on I-94 west of TH 280 because of right of way constraints and impacts on adjacent neighborhoods.

In downtown Minneapolis, a surface alignment along Marquette and Second has been recommended for light rail transit (Attachment 2).

#### EVALUATION CRITERIA

Criteria for evaluating each of the four alternatives (Attachment 3) have been developed. The information to complete the matrix will be gathered during the study to assist in your decision about the "locally preferred alternative."

#### TIMELINE

A timeline for the study is attached (Attachment 4). It is an optimistic timeline, and at this time there is some uncertainty about the availability of patronage forecasts for the alternatives. The forecasts are developed by Metropolitan Council staff. Many of the work tasks are unable to be completed until the patronage forecasts are available.

#### COORDINATION WITH FEDERAL REPRESENTATIVES

The Central Corridor AA/DEIS is being done in cooperation with the Federal Transit Administration (FTA) and it is funding 80% of its cost. Staff continue to work closely with FTA staff.

Coordination with Congressional representatives is also critical and Commissioner Finley has been involved in regular contacts with Representative Sabo and others.

#### I-94 WORK

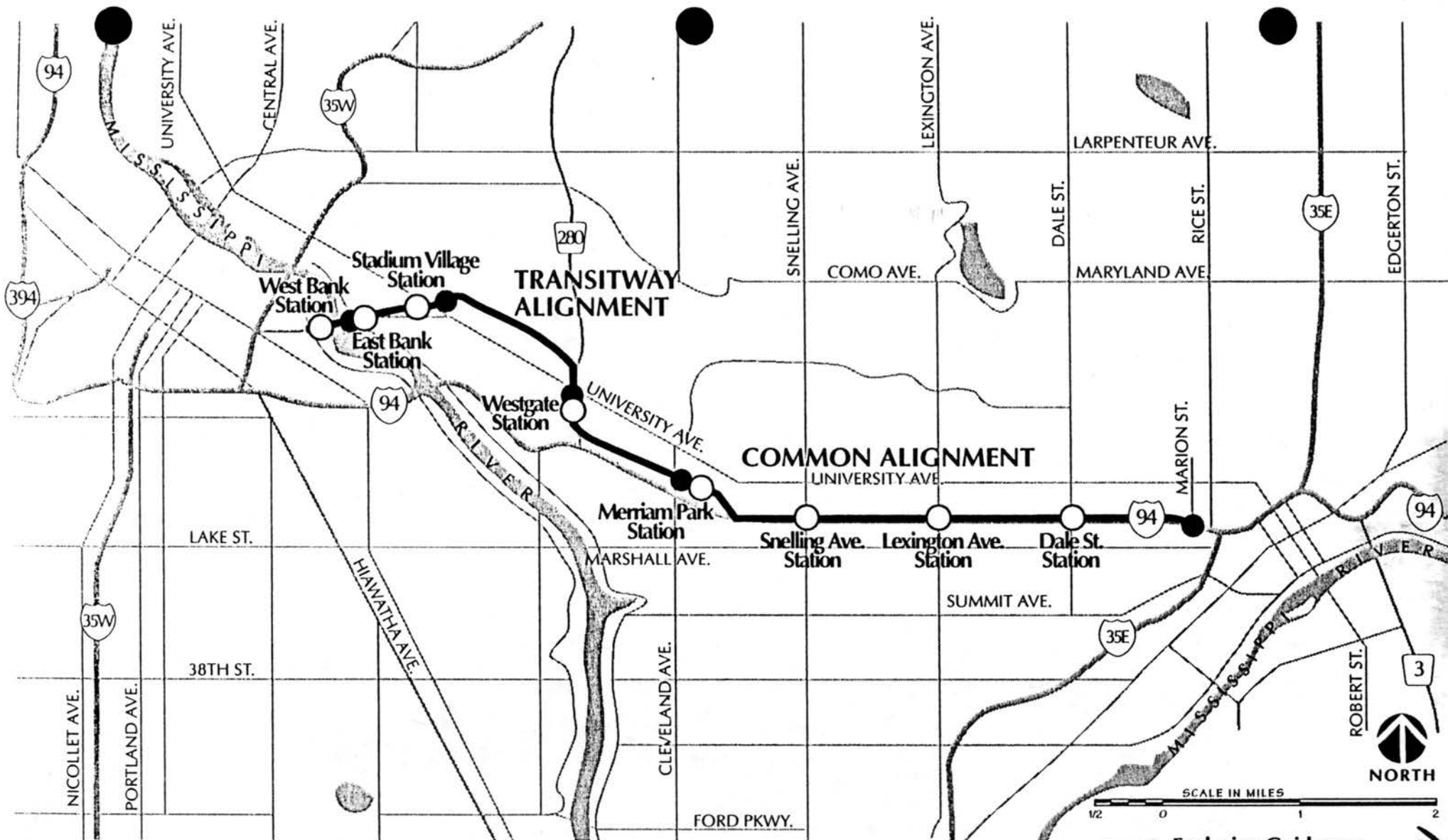
The maintenance work being done on I-94 this summer does not impact the decision to place LRT in the median of I-94 between Western and Fairview. The work has been termed a "Band-Aid" approach to do essential minimal maintenance of the road until the LRT decision is made and LRT is potentially constructed on I-94.

Recommendation:

For your information.

KD/blk  
Attachment

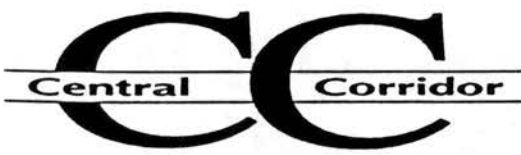
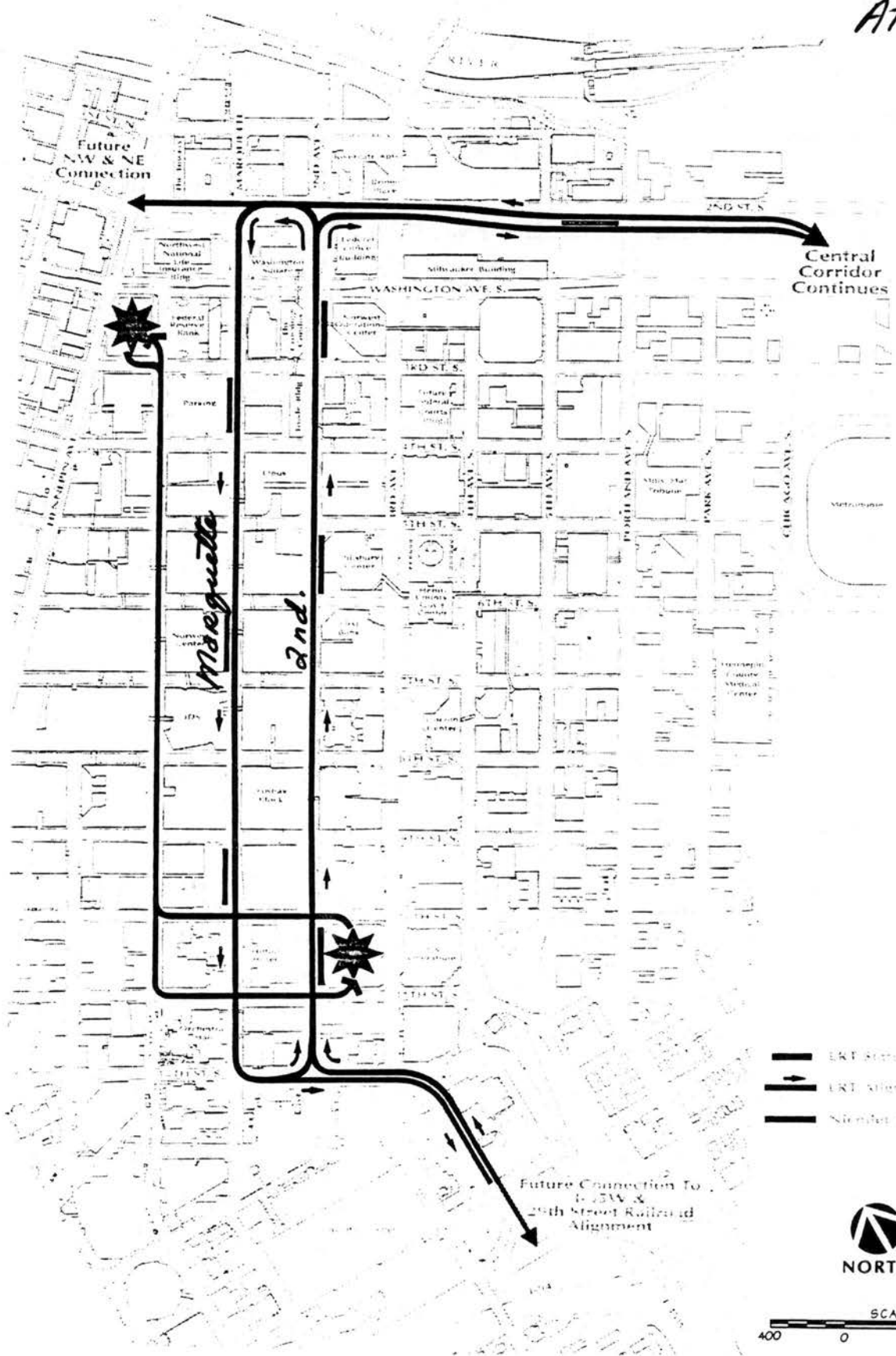




**CC**  
Central Corridor  
Mn/DOT • RCRRRA • HCRRRA

**BRW**

**BUSWAY  
ALIGNMENT**



Mn/DOT - RCRA - HCRA

Alternatives Analysis  
Environmental Impact Statement

# DOWNTOWN MINNEAPOLIS LRT ROUTE



Figure 2.19

**CENTRAL CORRIDOR  
GOALS, OBJECTIVES AND EVALUATION MEASURES**

| GOAL                                                 | OBJECTIVES                                                                                                  | EVALUATION MEASURES                                                                                                                                                                                                                                                                                                                        |
|------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Improve mobility and access in the Central Corridor. | Reduce travel delays and congestion.                                                                        | <p>Travel time savings for regional travelers.</p> <p>Relative assessment of changes in volume to capacity ratios or level of service along principal corridor roadway links during peak periods; vehicle volumes on selected links.</p> <p>Diverted-to-transit auto trips and vehicle miles travelled (VMT).</p>                          |
|                                                      | Improve service, reliability, safety, travel time, comfort.                                                 | <p>Miles of exclusive operating environment.</p> <p>Differences in total transit trip travel times for each alternative, weighted to reflect the total number of trips made by transit.</p> <p>Travel time savings of existing transit riders.</p> <p>Qualitative assessment of each alternative based on experiences in other cities.</p> |
|                                                      | Provide an attractive transit alternative to the single occupant automobile for commuters and other riders. | <p>Changes in relative travel times among selected locations in the study area.</p> <p>Differences in the number of trips made by public transit vs. those made by automobile for each of the alternatives.</p> <p>Diverted auto trips and change in auto vehicle miles travelled.</p>                                                     |

| GOAL                                                                       | OBJECTIVES                                                                                                                                                                  | EVALUATION MEASURES                                                                                                                                                                                                                                                                                                                                             |
|----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Improve mobility and access in the Central Corridor.</b><br>(continued) | Fully integrate the transit facility with existing and proposed rail, bus, highway, and local street facilities.                                                            | Qualitative assessment of degree of utilization and integration with existing and proposed facilities.                                                                                                                                                                                                                                                          |
|                                                                            | Improve circulation at major transportation generators.                                                                                                                     | Number of peak period buses or LRT vehicles entering downtown Minneapolis and St. Paul.<br><br>Differences in total transit travel time through the major transportation generators.                                                                                                                                                                            |
|                                                                            | Improve access to employment and activities in five major activity centers (downtown Minneapolis, University of Minnesota, Westgate, State Capitol, and downtown St. Paul). | Differences in total transit travel times among the five major activity centers.<br><br>Number of transit service departures during the peak and off-peak periods.                                                                                                                                                                                              |
|                                                                            | Provide for reverse commute trips on transit.                                                                                                                               | Total reverse commute trips on new transit facilities.                                                                                                                                                                                                                                                                                                          |
|                                                                            | Improve transit service for socially, economically and physically disadvantaged.                                                                                            | Connectivity of all zones and zones with known concentrations of these groups and downtown/key employment destinations.<br><br>Travel time savings of existing transit riders by subgroup.<br><br>Relative travel times by public transit and private automobile between selected areas with known concentrations of such groups and downtown/key destinations. |
| <b>Foster positive environmental impacts with transit improvements.</b>    | Improve air quality by reducing mobile source emissions, mitigate any adverse local air quality impacts, and minimize or mitigate noise impacts.                            | Summary results of air quality impact for each alternative.<br><br>Summary results of noise impact analyses for each alternative.                                                                                                                                                                                                                               |

| GOAL                                                                                | OBJECTIVES                                                                                                                     | EVALUATION MEASURES                                                                                                                                                                                              |
|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Foster positive environmental impacts with transit improvements.</b> (continued) | Reduce traffic congestion.                                                                                                     | Relative assessment of changes in volume to capacity ratios along principal roadway links.<br><br>Diverted-to-transit auto trips and auto vehicle miles travelled.                                               |
|                                                                                     | Protect sensitive areas, such as historic and cultural resources, wetlands, scenic areas, and river crossings in the Corridor. | Summary results of impact assessment for each alternative.                                                                                                                                                       |
|                                                                                     | Support non-vehicular access within the Corridor (biking and pedestrian paths, where feasible).                                | Qualitative and quantitative assessment of ability to incorporate facilities for bicycles and pedestrians.                                                                                                       |
|                                                                                     | Minimize right-of-way takings, displacement of homes and businesses and impacts during construction.                           | Right-of-way required.<br><br>Number and type of residential and commercial acquisitions and displacements.<br><br>Duration and extent of traffic detours and/or transit service disruption during construction. |
| <b>Support revitalization of the Central Cities with transit improvements.</b>      | Design transit improvements, stations, and facilities compatible with local communities.                                       | Qualitative assessment of degree to which each alternative addresses problems and preferences as expressed by local representatives at meetings, field visits, and other communications.                         |
|                                                                                     | Support redevelopment and stabilization of the Central Cities and attract jobs and businesses.                                 | Qualitative and quantitative assessment of redevelopment and new employment opportunities.                                                                                                                       |
|                                                                                     | Implement land use policies which support transit use and limit urban sprawl.                                                  | Consistency with existing and proposed land use plans and transit/redevelopment incentives.                                                                                                                      |
|                                                                                     | Reduce the need for additional parking at five major activity centers.                                                         | Change in auto versus transit ridership to activity centers.                                                                                                                                                     |

33

7



| GOAL                                                                  | OBJECTIVES                                                                           | EVALUATION MEASURES                                                                                                                                                                                            |
|-----------------------------------------------------------------------|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Optimize public investment in transportation in the Central Corridor. | Encourage private investment in the local economy and transportation infrastructure. | Qualitative assessment of each alternative.                                                                                                                                                                    |
|                                                                       | Reduce transit operating and maintenance costs and minimize capital investment.      | FTA cost effectiveness indices.<br><br>Capital, operating and maintenance costs of each alternative.                                                                                                           |
|                                                                       | Ensure that the transit improvement is a wise use of available public/private funds. | Total riders for each alternative.<br><br>Total cost effectiveness (cost per rider, cost per passenger-mile traveled).<br><br>Incremental cost effectiveness.<br><br>Diversity of revenue sources anticipated. |
|                                                                       | Identify and equitably distribute the benefits, costs, and impacts of the investment | Distribution of benefits, costs and impacts to various groups.                                                                                                                                                 |
|                                                                       | Minimize total transportation costs--public and private, capital and operating.      | Qualitative and quantitative assessment of the direct and indirect trade-offs among competing transportation investments, both public and private.                                                             |

# SUMMARY OF EVALUATION OF TRANSIT ALTERNATIVES FOR CENTRAL CORRIDOR

| EVALUATION<br>MEASURES                                                                             | TRANSIT ALTERNATIVES |     |        |     |
|----------------------------------------------------------------------------------------------------|----------------------|-----|--------|-----|
|                                                                                                    | No Build             | TSM | Busway | LRT |
| 1. Travel time savings for regional travelers                                                      |                      |     |        |     |
|                                                                                                    |                      |     |        |     |
|                                                                                                    |                      |     |        |     |
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|                                                                                                    |                      |     |        |     |
|                                                                                                    |                      |     |        |     |
|                                                                                                    |                      |     |        |     |
| 42. Qualitative & quantitative assessment of trade-offs among competing transportation investments |                      |     |        |     |

# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

5

REGIONAL RAILROAD AUTHORITY

Originating Department

*K. DeSpiegelaere* 4/16/93  
Authorized Signature Date

Board Action Requested

Approve addition of staff position to provide technical services for the Northeast Corridor property.

ACTION IS REQUESTED

Request Justification

- See attached:
- 1) Proposed resolution
  - 2) Memorandum from K. DeSpiegelaere
  - 3) Draft Class Specification

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

Board Date

Signature

Date



# Resolution

## Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: \_\_\_\_\_

No. \_\_\_\_\_

WHEREAS, Ramsey County, the Ramsey County Regional Railroad Authority, and the City of St. Paul, by resolutions of their respective governing bodies, approved the concept of joint trail and light rail transit on the Burlington Northern right-of-way; and

WHEREAS, On December 23, 1992, the Ramsey County Regional Railroad Authority purchased a portion of the Burlington Northern right-of-way lying generally between Fourth Street and 170 feet north of Beam Avenue; and

WHEREAS, On April 13, 1993, the Ramsey County Regional Railroad Authority approved a joint powers agreement that defines the roles and responsibilities of Ramsey County, Ramsey County Regional Railroad Authority, and the City of St. Paul in the planning, development, and operation of the right-of-way for regional trail and light rail transit; and

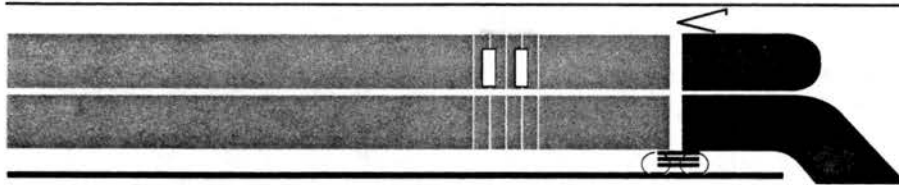
WHEREAS, The joint powers agreement specifies that the Ramsey County Regional Railroad Authority shall have responsibility for security and maintenance of the Corridor until such time as the City and County begin construction of the trail within their respective portions of the corridor and that Ramsey County Regional Railroad Authority shall be responsible for clearing the corridor of encroachments which interfere with the joint operation of the corridor for trail and transit purposes; and

WHEREAS, RCRRA has assumed responsibility for additional responsibilities related to the management of the corridor property that require diversified technical skills and there are no existing staff from RCRRA, Parks and Recreation, or Property Management currently available to perform these tasks; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority directs the Director of Light Rail Transit Planning to initiate the process for creating a position to be added to the Parks and Recreation Department staff complement based on the RCRRA need for technical management services for the Northeast Corridor property as indicated in the draft specification prepared for the position.

John T. Finley, Chairman

By \_\_\_\_\_  
Warren W. Schaber, Secretary



## **Ramsey County Regional Railroad Authority**

360 Ramsey County Government Center-West, 50 West Kellogg Boulevard  
St. Paul, Minnesota 55102 (612) 266-2760 / FAX (612) 266-2761

### **MEMORANDUM**

**TO:** Ramsey County Regional Railroad Authority Commissioners  
Terry Schutten, County Manager

**FROM:** Kathryn DeSpiegelaere, Director LRT Planning *X/S*

**SUBJECT:** Northeast Corridor Management Staff

**DATE:** April 16, 1993

On December 23, 1992, Ramsey County Regional Railroad Authority (RCRRA) purchased from Burlington Northern 6.53 miles of linear right of way extending from downtown St. Paul to Beam Avenue in Maplewood. The right of way has previously been designated for joint use as a trail and light rail transit and a joint powers agreement defining the roles and responsibilities of Ramsey County, RCRRA, and the City of St. Paul was approved by RCRRA on April 13.

The agreement specifies that RCRRA has responsibility for security and maintenance of the corridor until the City and County begin construction of the trail within their respective portions of the corridor. It also specifies that RCRRA is responsible for clearing the corridor of encroachments which interfere with the joint operation of the corridor for trail and transit purposes. In addition, there are several duties associated with managing the property that will require field reviews, research and interaction with adjacent property owners that RCRRA has assumed.

Some of the responsibilities associated with management of the NE Corridor will be performed by existing RCRRA staff. The Director of Light Rail Transit is responsible for overall management of the property, the budget, and coordination with other jurisdictions. The Community Participation Coordinator is responsible for elements of the public information and community involvement. However, there is an additional set of tasks that will require a staff person with diversified technical skills. RCRRA does not currently have a staff person to assume these responsibilities and neither Parks and Recreation nor Property Management have existing staff available to perform these tasks.



In discussion with Greg Mack, Director of Ramsey County Parks and Recreation, an alternative that has been identified to accomplish these responsibilities is to add a full time position to the Parks and Recreation staff complement that would spend approximately half time on RCRRA tasks and half time on similar tasks related to managing other park and open space property. The Personnel Department has been requested to review the position. The department will determine if the position fits within an existing classification or if a new classification is needed.

RCRRA would fully fund this position including salary and all benefits at an approximate cost of \$25,000 for 1993 (six months) and \$50,000 for 1994.

Since this would be an addition to the Parks and Recreation Department staff complement, the approval of this position, with the understanding that it is based on RCRRA need for these type of services and is approved by RCRRA, would be accomplished through the typical County Board process.

Since the RCRRA responsibilities relating to management of the Northeast Corridor property may evolve and diminish over time, it will be necessary to re-evaluate the need for this position on an annual basis or as events impacting the position occur.

A budget adjustment to fund the position will be requested when the salary is pinpointed following a review of the job characteristics by the Personnel Department.

The Ramsey County Board of Commissioners will also be asked to consider this request.

Recommendation:

Approve the attached resolution initiating the process of creating this position for addition to the Parks and Recreation Department staff complement with the understanding that the position is based on RCRRA need for these services and that the cost of the position will be billed to RCRRA.

KD/blk  
Attachment

# DRAFT

## RAMSEY COUNTY Title of Class: RIGHT OF WAY SPECIALIST

### BASIC FUNCTION:

To perform diversified technical and management services relating to the acquisition and stewardship maintenance of properties, including parks, open space lands, and right-of-way preserved for future projects, and to perform related duties as assigned.

### EXAMPLES OF WORK PERFORMED:

Assists in land acquisition activities by conducting field reviews, site searches, and records research and by compiling maps, landowner contact reports, legal documents, photographs, and related site data.

Provides technical assistance to designated county land acquisition representative in negotiations of land purchases, donations, leases, or easements by participating in discussions with property owners, corporations, public agencies, or their representatives.

In conjunction with qualified surveyors, determines and documents property boundaries and conditions by conducting field investigations and collecting data, reviewing legal descriptions of property, reading maps, and aerial photographs and checking legal records.

Plans, coordinates, and directs property clean-up and land stewardship operations and appropriate modifications to property (fencing, signage, etc.) by preparing seasonal work plans, site stewardship plans and/or contracts, scheduling and monitoring crews and/or contractors, inspecting to ensure work is properly done and within budget, and ensuring that safety concerns are addressed.

Maintains property boundaries by investigating trespass, encroachment, and other information relating to the use of property under the jurisdiction of Ramsey County and determining appropriate action.

Assists in developing and recommending policies and procedures for managing real properties by integrating county rules and regulations, applicable city ordinances, and state statutes and determining methods for enforcement so that issues can be handled in a consistent manner.

Participates in informal resolution of disputes with adjacent property owners, private citizens, businesses, or neighborhood groups by assessing the specific situation and identifying and

carrying out the appropriate course of action, consulting higher authority for direction when the situation warrants. Situations may be unique without clear guidelines for action. Solutions are frequently found by applying lessons from similar problems and adapting them to new situations.

Provides assistance in the formulation of development plans by offering insight based on land stewardship role and interaction with adjacent landowners and community groups prior to development.

Interprets and integrates applicable federal, state and local statutes, ordinances, rules, and regulations as they relate to property acquisition and management.

Participates in reviews of existing or proposed land use ordinances, land management plans, reports, correspondence, or other documents having an impact on county property.

Meets informally with citizens and staff representatives from other government agencies, contractors, and consultants to exchange information and represent the counties interests.

Keeps records and activities related to management of property.

**SUPERVISORY/MANAGEMENT RESPONSIBILITY:**

May assign work and oversee work crews or contractors.

**INTERNAL/EXTERNAL RELATIONSHIPS:**

The interdisciplinary nature of the work requires establishing and maintaining continuous productive working relationships with a diverse set of individuals, groups, and organizations both internal and external to the county.

Daily contact with professional/technical/managerial staff from other departments and organizations including Parks and Recreation staff, Regional Railroad Authority staff, real estate specialists, engineering staff, planners, attorneys, and others to coordinate work efforts, exchange information, increase understanding of policies and priorities and discuss problems.

Daily contact with the public to provide information about property ownership and use issues, plans, proposed work, and to respond to complaints or concerns and resolve disputes.

These contacts include private citizens, landowners, neighborhood or civic groups and associations, economic interest groups, and contractors. These relationships are formal or informal in nature, can be very time consuming and can be centered on highly specific or very general issues relating to property ownership, plans, or use. Some of these may be intense and controversy centered contacts. The quality of these relationships is often

critical to accomplishing the responsibilities of the position.

**IMPACT ON SERVICES/OPERATIONS:**

Failure to properly maintain and manage county owned property may lead to dissatisfied users of property or adjacent property owners, increase of complaints or judgments, or claims against the county. Detected errors would result in waste of time and effort required to make corrections. Undetected errors would result in failure to correct or revise plans, submission to management of inaccurate information used for decision making, failure to complete projects in accordance with plans, and specifications and payment for faulty work.

**WORK ENVIRONMENT:**

Work is performed in an office or on field assignments. Field review and supervision of maintenance/construction projects are conducted outdoors. Incumbents may be required to work in swamps or drainage ditches and traverse uneven terrain and may be exposed to noise, dust, insects, and inclement weather conditions and hazards associated with heavy equipment. Activities included in this classification include lengthy periods of standing, walking, bending, or stooping. Driving is required to reach work sites. Work involves viewing a computer screen daily.

**KNOWLEDGE, SKILLS AND ABILITIES:**

This position requires diversified social, technical, and non-technical skills. The ability to integrate these skills into the demands of the unique situations encountered is fundamental to the effectiveness of the position.

Knowledge of land surveying, classifications and legal descriptions of property, and methods for search and examination of title.

General knowledge of land acquisition procedures and property valuation principles, and legal documents involved in property transactions.

General knowledge of civil engineering and landscape architecture sufficient to evaluate design plans and specifications.

Knowledge of zoning regulations and permit requirements.

Knowledge of maintenance and construction methods, equipment and procedures.

Knowledge of accounting and fiscal management procedures sufficient to manage delegated accounts.

Skill in human relations in order to properly manage interaction with citizens, individuals and other units of government including answering questions and responding to demands from landowners, business owners, policy makers who may be angry and hostile, to defuse hostile reactions, negotiate mutually acceptable solutions to conflicts with landowners or other government jurisdictions, to persuade individuals and groups disgruntled with policies or decisions to comply or find

constructive way to express their dissatisfaction.  
Skill in verbal and written communications sufficient to write reports, provide information for individuals and groups in a clear and concise way and to give clear direction to staff or contractors.  
Ability to read and explain maps and plans and to use aerial photos sufficient to use them in determining ownership and valuation.  
Ability to research, analyze and recommend solutions to problems and prepare reports of findings.  
Ability to drive a vehicle.  
Ability to operate a computer.

**MINIMUM QUALIFICATIONS:**

Education: High school graduation and two years of post secondary education or training with course work related to land and property management, civil engineering, surveying, or a related field.

Experience: Four years' experience in real property or land management, or related field.



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

REGIONAL RAILROAD AUTHORITY

Originating Department

Board Action Requested

Quarterly report of payments for RCRRA.

January through March, 1993

Authorized Signature

Date

ACTION IS REQUESTED

Request Justification

See attached: 1) Proposed resolution  
2) Memorandum from J. Van Houdt dated April 5, 1993

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

April 27, 1993

Board Date

J. L. Henderson  
Signature

4/21/93

Date



# Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: \_\_\_\_\_

No. \_\_\_\_\_

---

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period January 31, 1993, through March 31, 1993, and a record of these disbursements is attached; Now, Therefore, Be It

RESOLVED, That the report of payment is accepted by Ramsey County Regional Railroad Authority.

John T. Finley, Chairman

By \_\_\_\_\_  
Warren W. Schaber, Secretary

1



Office of  
**BUDGETING AND ACCOUNTING**

Suite 660  
50 West Kellogg Blvd.  
St. Paul, Minnesota 55102  
266-8040  
Fax: 266-8039

**M E M O R A N D U M**

**TERRY SCHUTTEN**  
County Manager

**JAMES H. VAN HOUDT**  
Director • Budgeting & Accounting

**MARLEN D. JOHNSON**  
Accounting Manager

**VERNON H. WEHLAGE**  
Budget Manager

TO: Terry Schutten, County Manager

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

SUBJECT: Ramsey County Regional Railroad Authority  
Quarterly Report of Payment: January-March, 1993

DATE: April 5, 1993

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 and report these disbursements to the Regional Railroad Authority and the condition of the Regional Railroad Authority's budget on a quarterly basis.

A summary of the payments for the period are:

|       |                                            |    |                  |
|-------|--------------------------------------------|----|------------------|
| 59101 | Regional Railroad Authority Administration | \$ | 49,668.72        |
| 59103 | Phase I - Preliminary Engr & EIS - Midway  |    | 682.81           |
| 59105 | Phase II PE-Midway Corridor                |    | 164,225.29       |
| 59106 | Right-of-Way Acquisition                   |    | 9,817.48         |
| 59109 | Northeast Corridor Maintenance             |    | 523.00           |
| 59110 | Central Corridor AA/DEIS                   |    | <u>16,508.46</u> |
| Total |                                            | \$ | 241,425.76       |

I am attaching a report of Detail Disbursements made from the Regional Railroad Authority budget for the period January through March, 1993 and a copy of the Budget Condition Report as of March 31, 1993.

JVH:EG:dmh/gcl  
Attachments

cc: K. DeSpiegelaere, Director,  
R C Regional Railroad Authority Planning

DETAIL DISBURSEMENTS BY ORG. UNIT  
ACCTING 060 03/30/93

RAMSEY COUNTY  
ACCOUNTING DEPT  
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RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| OBJECT CLAIM CLAIM<br>CODE ID NO.  | CLAIM<br>AMOUNT | WARRANT<br>NO. | WARRANT<br>AMOUNT | WARRANT<br>DATE | ENCUMBERED<br>AMOUNT | VENDOR NAME                 | CK<br>NO            |
|------------------------------------|-----------------|----------------|-------------------|-----------------|----------------------|-----------------------------|---------------------|
| CONSULTING SERVICES                |                 |                |                   |                 |                      |                             |                     |
| 020102 AA JEC096                   | 1,200.00        |                | 0.00              | 012293          | 0.00                 | TO RFC                      |                     |
| OBJECT TOTAL                       | 0.00            |                | 0.00              |                 | 0.00                 | FUND 591 APPROP 59101020603 |                     |
| LEGISLATIVE REPRESENTATIVE         |                 |                |                   |                 |                      |                             |                     |
| 020154 CA PA553                    | 0.00            | 00987769       | 3,000.00          | 021793          | 3,000.00             | ANDERSON                    | MARY E 01           |
| 020154 CA PA553                    | 0.00            | 00002143       | 3,000.00          | 031693          | 3,000.00             | ANDERSON                    | MARY E 02           |
| 020154 CA PA553                    | 12,000.00       |                | 0.00              | A               | 6,000.00             | ANDERSON                    | MARY E 03           |
| OBJECT TOTAL                       | 12,000.00       |                | 6,000.00          |                 | 12,000.00            |                             |                     |
| COUNTY ATTORNEY SERVICES           |                 |                |                   |                 |                      |                             |                     |
| 020174 IC 55413                    | 568.69          | 00003624       | 568.69            | 031993          | 568.69               | IC TRNSF PMT 400 40601      | 300908 M00274 01 01 |
| OBJECT TOTAL                       | 568.69          |                | 568.69            |                 | 568.69               |                             |                     |
| EXECUTIVE DIRECTOR-SERVICES        |                 |                |                   |                 |                      |                             |                     |
| 020176 IC 55414                    | 4,025.88        | 00003624       | 4,025.88          | 031993          | 4,025.88             | IC TRNSF PMT 400 40301      | 300908 A00600 01 01 |
| OBJECT TOTAL                       | 4,025.88        |                | 4,025.88          |                 | 4,025.88             |                             |                     |
| BUDGETING AND ACCOUNTING SERVICES  |                 |                |                   |                 |                      |                             |                     |
| 020179 IC 54940                    | 463.13          | 00988773       | 463.13            | 021993          | 463.13               | IC TRNSF PMT 400 40303      | 300908 A00593 01 01 |
| 020179 IC 55400                    | 629.85          | 00003624       | 629.85            | 031993          | 629.85               | IC TRNSF PMT 400 40303      | 300908 A00595 01 01 |
| OBJECT TOTAL                       | 1,092.98        |                | 1,092.98          |                 | 1,092.98             |                             |                     |
| COUNTY PROJECT MANAGEMENT SERVICES |                 |                |                   |                 |                      |                             |                     |
| 020193 IC 09508                    | 3,206.82        | 00000015       | 3,206.82          | 031293          | 3,206.82             | IC TRNSF PMT 400 47102      | 300434 B02107 01 01 |
| 020193 IC 09509                    | 1,154.45        | 00000015       | 1,154.45          | 031293          | 1,154.45             | IC TRNSF PMT 400 47102      | 300434 B02107 02 01 |
| 020193 IC 09509A                   | 1,218.59        | 00000015       | 1,218.59          | 031293          | 1,218.59             | IC TRNSF PMT 400 47101      | 300166 B02107 03 01 |
| 020193 IC 09510                    | 1,090.98        | 00000015       | 1,090.98          | 031293          | 1,090.98             | IC TRNSF PMT 400 47102      | 300434 B02109 01 01 |
| 020193 IC 09511                    | 392.75          | 00000015       | 392.75            | 031293          | 392.75               | IC TRNSF PMT 400 47102      | 300434 B02109 02 01 |
| 020193 IC 09511A                   | 414.57          | 00000015       | 414.57            | 031293          | 414.57               | IC TRNSF PMT 400 47101      | 300166 B02109 03 01 |
| 020193 IC 11189                    | 3,272.94        | 00007100       | 3,272.94          | 032693          | 3,272.94             | IC TRNSF PMT 400 47102      | 300434 B02117 01 01 |
| 020193 IC 11190                    | 1,178.25        | 00007100       | 1,178.25          | 032693          | 1,178.25             | IC TRNSF PMT 400 47102      | 300434 B02117 02 01 |
| 020193 IC 11190A                   | 1,234.71        | 00007100       | 1,234.71          | 032693          | 1,234.71             | IC TRNSF PMT 400 47101      | 300166 B02117 03 01 |
| OBJECT TOTAL                       | 13,164.06       |                | 13,164.06         |                 | 13,164.06            |                             |                     |
| POSTAGE                            |                 |                |                   |                 |                      |                             |                     |
| 020202 IC 55170                    | 13.00           | 00996602       | 13.00             | 030593          | 13.00                | IC TRNSF PMT 521 52104      | 350323 W01797 01 01 |
| 020202 IC 55171                    | 184.75          | 00996602       | 184.75            | 030593          | 184.75               | IC TRNSF PMT 521 52104      | 350323 W01797 02 01 |
| 020202 IC 55416                    | 5.14            | 00003624       | 5.14              | 031993          | 5.14                 | IC TRNSF PMT 521 52104      | 350323 W01826 01 01 |
| 020202 IC 55417                    | 110.07          | 00003624       | 110.07            | 031993          | 110.07               | IC TRNSF PMT 521 52104      | 350323 W01826 02 01 |
| OBJECT TOTAL                       | 312.96          |                | 312.96            |                 | 312.96               |                             |                     |
| TELEPHONE LONG DISTANCE CHARGES    |                 |                |                   |                 |                      |                             |                     |
| 020207 IC 55172                    | 9.61            | 00996602       | 9.61              | 030593          | 9.61                 | IC TRNSF PMT 578 57801      | 301601 Y00156 02 01 |
| OBJECT TOTAL                       | 9.61            |                | 9.61              |                 | 9.61                 |                             |                     |

DETAIL DISBURSEMENTS BY ORG. UNIT  
ACCTING 360 03/30/93

RAMSEY COUNTY  
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RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| OBJECT CLAIM CLAIM<br>CODE ID NO. | CLAIM<br>AMOUNT | WARRANT<br>NO. | WARRANT<br>AMOUNT | WARRANT<br>DATE | ENCUMBERED<br>AMOUNT | VENDOR NAME                                 | CK<br>NO            |
|-----------------------------------|-----------------|----------------|-------------------|-----------------|----------------------|---------------------------------------------|---------------------|
| TELEPHONE-LOCAL SERVICE           |                 |                |                   |                 |                      |                                             |                     |
| 020208 IC 05145A                  | 145.56          | 00973792       | 145.56            | 012293          | 145.56               | IC TRNSF PMT 578 57801                      | 301602 Y00129 01 01 |
| 020208 IC 55172A                  | 169.82          | 00990602       | 169.82            | 030593          | 169.82               | IC TRNSF PMT 578 57801                      | 301602 Y00156 01 01 |
| OBJECT TOTAL                      | 315.38          |                | 315.38            |                 | 315.38               |                                             |                     |
| TELEPHONE-EQUIPMENT RENTAL        |                 |                |                   |                 |                      |                                             |                     |
| 020209 CA 07848                   | 92.66           | 00994141       | 92.66             | 030293          | 92.66                | ST PAUL CITY OF<br>41-6005521               | 01                  |
| OBJECT TOTAL                      | 92.66           |                | 92.66             |                 | 92.66                |                                             |                     |
| TRANSPORTATION ALLOWANCE          |                 |                |                   |                 |                      |                                             |                     |
| 020301 CA C6766                   | 20.95           | 00988794       | 20.95             | 021993          | 20.95                | ROADRUNNER TRANSPORTATION INC<br>41-1365155 | 01                  |
| OBJECT TOTAL                      | 20.95           |                | 20.95             |                 | 20.95                |                                             |                     |
| MESSENGER SERVICE                 |                 |                |                   |                 |                      |                                             |                     |
| 020305 CA 03418                   | 53.80           | 00975659       | 53.80             | 012693          | 53.80                | ROADRUNNER TRANSPORTATION INC<br>41-1365155 | 01                  |
| 020305 CA 08617                   | 38.05           | 00998183       | 38.05             | 030993          | 38.05                | ROADRUNNER TRANSPORTATION INC<br>41-1365155 | 01                  |
| 020305 CA 10845                   | 42.70           | 00005902       | 42.70             | 032393          | 42.70                | ROADRUNNER TRANSPORTATION INC<br>41-1365155 | 01                  |
| 020305 CA 54593                   | 30.90           | 00981321       | 30.90             | 020593          | 30.90                | ROADRUNNER TRANSPORTATION INC<br>41-1365155 | 01                  |
| OBJECT TOTAL                      | 165.45          |                | 165.45            |                 | 165.45               |                                             |                     |
| PRINTING & STATIONERY             |                 |                |                   |                 |                      |                                             |                     |
| 020501 CA 03419                   | 141.33          | 00976018       | 141.33            | 012693          | 141.33               | THOLEE PRINTING<br>41-1233099               | 01                  |
| 020501 IC 55174                   | 899.47          | 00996602       | 899.47            | 030593          | 899.47               | IC TRNSF PMT 400 41202                      | 300404 H02862 01 01 |
| OBJECT TOTAL                      | 1,040.80        |                | 1,040.80          |                 | 1,040.80             |                                             |                     |
| LIABILITY & PROPERTY DAMAGE       |                 |                |                   |                 |                      |                                             |                     |
| 020611 CA 07550                   | 652.18          | 00993038       | 652.18            | 022693          | 652.18               | W A LANG<br>41-0734990                      | 01                  |
| OBJECT TOTAL                      | 652.18          |                | 652.18            |                 | 652.18               |                                             |                     |
| EQUIPMENT & MACHINERY REPAIRS     |                 |                |                   |                 |                      |                                             |                     |
| 020803 AA JEC096                  | 1,200.00        |                | 0.00              | 012293          | 0.00                 | FROM RFC FUND 591 APPROP 59101020102        |                     |
| 020803 CA 06092                   | 98.89           | 00985529       | 98.89             | 021293          | 98.89                | COPY DUPLICATING-PRODUCTS INC<br>41-1224871 | 01                  |
| 020803 CA 10709                   | 98.89           | 00005903       | 98.89             | 032393          | 98.89                | COPY DUPLICATING-PRODUCTS INC<br>41-1224871 | 01                  |
| 020803 CA 54349                   | 98.89           | 00973817       | 98.89             | 012293          | 98.89                | COPY DUPLICATING-PRODUCTS INC<br>41-1224871 | 01                  |
| OBJECT TOTAL                      | 296.67          |                | 296.67            |                 | 296.67               |                                             |                     |



DETAIL DISBURSEMENTS BY ORG. UNIT  
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RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| OBJECT CLAIM<br>CODE ID NO.                          | CLAIM<br>AMOUNT | WARRANT<br>NO. | WARRANT<br>AMOUNT | WARRANT<br>DATE | ENCUMBERED<br>AMOUNT | VENDOR NAME                          | CK<br>NO            |
|------------------------------------------------------|-----------------|----------------|-------------------|-----------------|----------------------|--------------------------------------|---------------------|
| BUILDINGS & OFFICE SPACE<br>020906 CA 07551          | 92.02           | 00992173       | 92.02             | 022693          | 92.02                | ZEHRLING & ANGLESON<br>41-1692546    | 01                  |
| 020906 IC 03146                                      | 1,073.58        | 00973792       | 1,073.58          | 012293          | 1,073.58             | IC TRNSF PMT 576 57601               | 360513 Y00136 01 01 |
| 020906 IC 54727                                      | 1,073.58        | 00981218       | 1,073.58          | 020593          | 1,073.58             | IC TRNSF PMT 576 57601               | 360513 Y00152 01 01 |
| 020906 IC 55418                                      | 1,073.58        | 00003624       | 1,073.58          | 031993          | 1,073.58             | IC TRNSF PMT 576 57601               | 360513 Y00170 01 01 |
| OBJECT TOTAL                                         | 3,312.76        |                | 3,312.76          |                 | 3,312.76             |                                      |                     |
| PARKING SPACE<br>020909 CA 00425                     | 110.00          | 00963634       | 110.00            | 010593          | 110.00               | ZEHRLING & ANGLESON<br>41-1692546    | 01                  |
| 020909 CA 04836                                      | 110.00          | 00982156       | 110.00            | 020593          | 110.00               | ZEHRLING & ANGLESON<br>41-1692546    | 01                  |
| 020909 CA 11941                                      | 110.00          | 00009414       | 110.00            | 033093          | 110.00               | ZEHRLING & ANGLESON<br>41-1692546    | 01                  |
| 020909 CA 54350                                      | 110.00          | 00974439       | 110.00            | 012293          | 110.00               | ZEHRLING & ANGLESON<br>41-1692546    | 01                  |
| OBJECT TOTAL                                         | 440.00          |                | 440.00            |                 | 440.00               |                                      |                     |
| BOOKS, PERIODICALS, SUBSCRIPTIONS<br>021101 CA 02912 | 22.90           | 00974440       | 22.90             | 012293          | 22.90                | INTERUBAN PRESS                      | 01                  |
| OBJECT TOTAL                                         | 22.90           |                | 22.90             |                 | 22.90                |                                      |                     |
| CONFERENCE & SEMINAR EXPENSES<br>021403 CA 065844    | 207.50          | 00987445       | 207.50            | 021793          | 207.50               | CARLSON TRAVEL NETWORK<br>41-1367181 | 01                  |
| 021403 CA 06803A                                     | 400.00          | 00988756       | 400.00            | 021993          | 400.00               | FINLEY                               | JOHN 01             |
| 021403 CA 08138                                      | 107.00          | 00994093       | 107.00            | 030293          | 107.00               | WASHINGTON FLY IN                    | 01                  |
| 021403 CA 09049                                      | 60.00           | 00998659       | 60.00             | 030993          | 60.00                | DESPIEGELAERE                        | KATHRYN 01          |
| OBJECT TOTAL                                         | 774.50          |                | 774.50            |                 | 774.50               |                                      |                     |
| CEC MEETING EXPENSES ACCOUNT<br>021409 CA 07837      | 26.50           | 00994513       | 26.50             | 030293          | 26.50                | DESPIEGELAERE                        | KATHRYN 01          |
| 021409 CA 06364                                      | 59.30           | 00997330       | 59.30             | 030593          | 59.30                | GLADSTONE CATERING                   | 01                  |
| 021409 CA 54352                                      | 14.90           | 00974441       | 14.90             | 012293          | 14.90                | DESPIEGELAERE                        | KATHRYN 01          |
| OBJECT TOTAL                                         | 100.70          |                | 100.70            |                 | 100.70               |                                      |                     |
| MAJ OBJ TOTAL                                        | 38,409.13       |                | 32,409.13         |                 | 38,409.13            |                                      |                     |
| OFFICE SUPPLIES<br>030101 CA 02913                   | 125.68          | 00974442       | 125.68            | 012293          | 125.68               | SILHOUETTE IMAGING<br>41-1706821     | 01                  |
| 030101 CA 06726                                      | 62.84           | 00989110       | 62.84             | 021993          | 62.84                | SILHOUETTE IMAGING<br>41-1706821     | 01                  |
| 030101 CA 07653                                      | 287.41          | 00992178       | 287.41            | 022693          | 287.41               | ST PAUL CITY OF<br>41-6005521        | 01                  |

DETAIL DISBURSEMENTS BY ORG. UNIT  
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RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| OBJECT CLAIM CODE ID NO.                                              | CLAIM AMOUNT | WARRANT NO. | WARRANT AMOUNT | WARRANT DATE | ENCUMBERED AMOUNT | VENDOR NAME                                     | CK NO               |
|-----------------------------------------------------------------------|--------------|-------------|----------------|--------------|-------------------|-------------------------------------------------|---------------------|
| OFFICE SUPPLIES<br>030101 CA 10853                                    | 38.23        | 00005547    | 38.23          | 032393       | 38.23             | ST PAUL CITY OF<br>41-6005521                   | 01                  |
| 030101 CA 54594                                                       | 32.26        | 00962157    | 32.26          | 020593       | 32.26             | ST PAUL STAMP WORKS INC<br>41-0686863           | 01                  |
| 030101 IC 54726                                                       | 10.00        | 00981218    | 10.00          | 020593       | 10.00             | IC TRNSF PMT 400 40503                          | 350304 K01159 01 01 |
| SUBJECT TOTAL                                                         | 556.42       |             | 556.42         |              | 556.42            |                                                 |                     |
| RAW DJJ TOTAL                                                         | 556.42       |             | 556.42         |              | 556.42            |                                                 |                     |
| 1993 - REGIONAL RAILROAD AUTHORITY - ADMINISTRATION<br>ORG.UNIT TOTAL | 36,965.55    |             | 32,965.55      |              | 38,965.55         | REG TRANSACTIONS = 57<br>PAYROLL TRANSACTIONS = | TRANSFERS = 2       |

DETAIL DISBURSEMENTS BY ORG. UNIT  
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RAMSEY COUNTY  
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RFC 892 FUND 591, ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| OBJECT CLAIM                              | CLAIM    | WARRANT  | WARRANT  | WARRANT | ENCUMBERED | VENDOR NAME                                    | CK |
|-------------------------------------------|----------|----------|----------|---------|------------|------------------------------------------------|----|
| CODE ID NO.                               | AMOUNT   | NO.      | AMOUNT   | DATE    | AMOUNT     |                                                | NO |
| <b>COUNTY ATTORNEY SERVICES</b>           |          |          |          |         |            |                                                |    |
| 020174 IC 03137                           | 145.85   | 00973792 | 145.85   | 012293  | 145.85     | IC TRNSF PMT 400 40601 ACC 300908 M00255 01 01 |    |
| 020174 IC 03173                           | 250.02   | 00976602 | 250.02   | 030593  | 250.02     | IC TRNSF PMT 400 40601 ACC 300908 M00263 01 01 |    |
| OBJECT TOTAL                              | 395.87   |          | 395.87   |         | 395.87     |                                                |    |
| <b>EXECUTIVE DIRECTOR-SERVICES</b>        |          |          |          |         |            |                                                |    |
| 020176 IC 02348                           | 664.65   | 00968894 | 664.65   | 011593  | 664.65     | IC TRNSF PMT 400 40301 ACC 300908 A00588 01 01 |    |
| 020176 IC 02349                           | 1,756.04 | 00968894 | 1,756.04 | 011593  | 1,756.04   | IC TRNSF PMT 400 40301 ACC 300908 A00589 01 01 |    |
| 020176 IC 02349A                          | 1,436.76 | 00968894 | 1,436.76 | 011593  | 1,436.76   | IC TRNSF PMT 400 40301 ACC 300908 A00589 02 01 |    |
| 020176 IC 02350                           | 1,404.83 | 00968894 | 1,404.83 | 011593  | 1,404.83   | IC TRNSF PMT 400 40301 ACC 300908 A00589 03 01 |    |
| 020176 IC 03138                           | 1,367.28 | 00973792 | 1,367.28 | 012293  | 1,367.28   | IC TRNSF PMT 400 40301 ACC 300908 A00592 01 01 |    |
| OBJECT TOTAL                              | 6,629.56 |          | 6,629.56 |         | 6,629.56   |                                                |    |
| <b>BUDGETING AND ACCOUNTING SERVICES</b>  |          |          |          |         |            |                                                |    |
| 020179 IC 02351                           | 703.95   | 00968894 | 703.95   | 011593  | 703.95     | IC TRNSF PMT 400 40303 ACC 300908 A00591 01 01 |    |
| OBJECT TOTAL                              | 703.95   |          | 703.95   |         | 703.95     |                                                |    |
| <b>DATA PROCESSING SERVICES-MTCE</b>      |          |          |          |         |            |                                                |    |
| 020185 IC 54750                           | 7.80     | 00981218 | 7.80     | 020593  | 7.80       | IC TRNSF PMT 574 57401 ACC 301385 C03461 01 01 |    |
| 020185 IC 54751                           | 44.86    | 00981218 | 44.86    | 020593  | 44.86      | IC TRNSF PMT 574 57401 ACC 301385 C03461 02 01 |    |
| 020185 IC 54752                           | 1.00     | 00981218 | 1.00     | 020593  | 1.00       | IC TRNSF PMT 574 57401 ACC 301385 C03333 01 01 |    |
| 020185 IC 54753                           | 119.32   | 00981218 | 119.32   | 020593  | 119.32     | IC TRNSF PMT 574 57401 ACC 301385 C03540 02 01 |    |
| OBJECT TOTAL                              | 172.98   |          | 172.98   |         | 172.98     |                                                |    |
| <b>COUNTY PROJECT MANAGEMENT SERVICES</b> |          |          |          |         |            |                                                |    |
| 020193 IC 00946                           | 256.72   | 00965220 | 256.72   | 010893  | 256.72     | IC TRNSF PMT 400 47102 ACC 300434 B02033 01 01 |    |
| 020193 IC 00947                           | 92.42    | 00965220 | 92.42    | 010893  | 92.42      | IC TRNSF PMT 400 47102 ACC 300434 B02033 02 01 |    |
| 020193 IC 00947A                          | 97.55    | 00965220 | 97.55    | 010893  | 97.55      | IC TRNSF PMT 400 47101 ACC 300166 B02033 03 01 |    |
| 020193 IC 03139                           | 137.28   | 00973792 | 137.28   | 012293  | 137.28     | IC TRNSF PMT 400 47109 300434 B02060 01 01     |    |
| 020193 IC 03141                           | 2,422.80 | 00973792 | 2,422.80 | 012293  | 2,422.80   | IC TRNSF PMT 400 47102 ACC 300434 B02061 01 01 |    |
| 020193 IC 03142                           | 872.21   | 00973792 | 872.21   | 012293  | 872.21     | IC TRNSF PMT 400 47102 ACC 300434 B02061 02 01 |    |
| 020193 IC 03142A                          | 920.66   | 00973792 | 920.66   | 012293  | 920.66     | IC TRNSF PMT 400 47101 ACC 300166 B02061 03 01 |    |
| 020193 IC 54755                           | 899.29   | 00981218 | 899.29   | 020593  | 899.29     | IC TRNSF PMT 400 40801 ACC 300908 A00046 01 01 |    |
| 020193 IC 54756                           | 992.32   | 00981218 | 992.32   | 020593  | 992.32     | IC TRNSF PMT 400 40801 ACC 300908 A00046 02 01 |    |
| OBJECT TOTAL                              | 6,691.25 |          | 6,691.25 |         | 6,691.25   |                                                |    |
| <b>POSTAGE</b>                            |          |          |          |         |            |                                                |    |
| 020202 CA 54592A                          | 14.00    | 00982158 | 14.00    | 020593  | 14.00      | DESPIEGELAERE-PETTY CASH KATHRYN 01            |    |
| 020202 IC 03143                           | 5.42     | 00973792 | 5.42     | 012293  | 5.42       | IC TRNSF PMT 521 52104 ACC 350323 W01757 01 01 |    |
| 020202 IC 03144                           | 85.78    | 00973792 | 85.78    | 012293  | 85.78      | IC TRNSF PMT 521 52104 ACC 350323 W01757 02 01 |    |
| OBJECT TOTAL                              | 105.20   |          | 105.20   |         | 105.20     |                                                |    |
| <b>TELEPHONE LONG DISTANCE CHARGES</b>    |          |          |          |         |            |                                                |    |
| 020207 IC 02352A                          | 0.25     | 00968894 | 0.25     | 011593  | 0.25       | IC TRNSF PMT 578 57801 ACC 301601 Y00085 02 01 |    |
| 020207 IC 03145                           | 2.96     | 00973792 | 2.96     | 012293  | 2.96       | IC TRNSF PMT 578 57801 ACC 301601 Y00130 01 01 |    |
| 020207 IC 04284D                          | 6.73     | 00981218 | 6.73     | 020593  | 6.73       | IC TRNSF PMT 578 57801 ACC 301601 Y00072 02 01 |    |
| OBJECT TOTAL                              | 9.94     |          | 9.94     |         | 9.94       |                                                |    |

DETAIL DISBURSEMENTS BY ORG. UNIT  
ACCTING 020 03/30/93

RAMSEY COUNTY  
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RFC 892 FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| OBJECT CLAIM CLAIM<br>CODE ID NO.<br>TELEPHONE-LOCAL SERVICE | CLAIM<br>AMOUNT  | WARRANT<br>NO. | WARRANT<br>AMOUNT | WARRANT<br>DATE | ENCUMBERED<br>AMOUNT | VENDOR NAME                                    | CK<br>NO |
|--------------------------------------------------------------|------------------|----------------|-------------------|-----------------|----------------------|------------------------------------------------|----------|
| 020208 IC 02552<br>SUBJECT TOTAL                             | 145.56<br>145.56 | 00968894       | 145.56<br>145.56  | 011593          | 145.56<br>145.56     | IC TRNSF PMT 578 57801 ACC 301602 Y00085 01 01 |          |
| TRANSPORTATION ALLOWANCE                                     |                  |                |                   |                 |                      |                                                |          |
| 020301 MC 094686                                             | 63.56            | 00982159       | 63.56             | 020593          | 63.56                | GOSKI<br>475581830<br>JILL                     | 01       |
| 020301 AC 004881                                             | 94.00            | 00982159       | 94.00             | 020593          | 94.00                | GOSKI<br>475581830<br>JILL                     | 01       |
| 020301 MC 004882                                             | 76.96            | 00982159       | 76.96             | 020593          | 76.96                | GOSKI<br>475581830<br>JILL                     | 01       |
| 020301 MC 004883                                             | 100.15           | 00982159       | 100.15            | 020593          | 100.15               | GOSKI<br>475581830<br>JILL                     | 01       |
| 020301 MC 004884                                             | 84.04            | 00982159       | 84.04             | 020593          | 84.04                | GOSKI<br>475581830<br>JILL                     | 01       |
| 020301 MC 004885                                             | 42.84            | 00982159       | 42.84             | 020593          | 42.84                | GOSKI<br>475581830<br>JILL                     | 01       |
| 020301 MC 004886                                             | 48.72            | 00982159       | 48.72             | 020593          | 48.72                | GOSKI<br>475581830<br>JILL                     | 01       |
| 020301 MC 004887                                             | 52.64            | 00982159       | 52.64             | 020593          | 52.64                | GOSKI<br>475581830<br>JILL                     | 01       |
| 020301 MC 004888                                             | 34.16            | 00982159       | 34.16             | 020593          | 34.16                | GOSKI<br>475581830<br>JILL                     | 01       |
| 020301 MC 004889                                             | 41.16            | 00982159       | 41.16             | 020593          | 41.16                | GOSKI<br>475581830<br>JILL                     | 01       |
| 020301 MC 004890                                             | 65.80            | 00982159       | 65.80             | 020593          | 65.80                | GOSKI<br>475581830<br>JILL                     | 01       |
| 020301 MC 004891                                             | 54.64            | 00982159       | 54.64             | 020593          | 54.64                | GOSKI<br>475581830<br>JILL                     | 01       |
| OBJECT TOTAL                                                 | 760.67           |                | 760.67            |                 | 760.67               |                                                |          |
| MESSENGER SERVICE                                            |                  |                |                   |                 |                      |                                                |          |
| 020305 CA 00754                                              | 13.05            | 00965317       | 13.05             | 010893          | 13.05                | ROADRUNNER TRANSPORTATION INC<br>99-9999999    | 01       |
| OBJECT TOTAL                                                 | 13.05            |                | 13.05             |                 | 13.05                |                                                |          |
| PRINTING & STATIONERY                                        |                  |                |                   |                 |                      |                                                |          |
| 020501 CA 54592                                              | 1.00             | 00982158       | 1.00              | 020593          | 1.00                 | DESPIEGELAERE-PETTY CASH KATHRYN               | 01       |
| 020501 IC 00945                                              | 851.00           | 00965220       | 851.00            | 010893          | 851.00               | IC TRNSF PMT 400 40301 ACC 300130 A00584 01 01 | 01       |
| 020501 IC 03148                                              | 82.88            | 00973792       | 82.88             | 012293          | 82.88                | IC TRNSF PMT 400 41202 ACC 300404 H02804 01 01 | 01       |
| OBJECT TOTAL                                                 | 934.88           |                | 934.88            |                 | 934.88               |                                                |          |
| CELEBRATION MEETING EXPENSES                                 |                  |                |                   |                 |                      |                                                |          |
| 021409 CA 54351                                              | 48.80            | 00974441       | 48.80             | 012293          | 48.80                | DESPIEGELAERE KATHRYN                          | 01       |
| OBJECT TOTAL                                                 | 48.80            |                | 48.80             |                 | 48.80                |                                                |          |
| MAJ OBJ TOTAL                                                | 16,611.71        |                | 16,611.71         |                 | 16,611.71            |                                                |          |

DETAIL DISBURSEMENTS BY URG. UNIT  
ACCTING 360 03/30/93

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RFC X92 FUND 591 URG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| OBJECT CLAIM CLAIM<br>CODE ID NO.                                  | CLAIM<br>AMOUNT | WARRANT<br>NO. | WARRANT<br>AMOUNT | WARRANT<br>DATE | ENCUMBERED<br>AMOUNT | VENDOR NAME                                                 | CK<br>NO |
|--------------------------------------------------------------------|-----------------|----------------|-------------------|-----------------|----------------------|-------------------------------------------------------------|----------|
| OFFICE SUPPLIES<br>030101 CA 01059                                 | 45.33           | 00965219       | 45.33             | 010893          | 45.33                | ST PAUL CITY OF<br>41-6005521                               | 01       |
| 030101 CA 545928                                                   | 36.13           | 00962158       | 36.13             | 020593          | 36.13                | DESPIEGELAERE-PETTY CASH KATHRYN                            | 01       |
| 030101 IC 03147                                                    | 10.00           | 00973792       | 10.00             | 012293          | 10.00                | IC TRNSF PMT 400 40503 ACC 350304 K01118 01 01              | 01       |
| OBJECT TOTAL                                                       | 91.46           |                | 91.46             |                 | 91.46                |                                                             |          |
| MAJ OBJ TOTAL                                                      | 91.46           |                | 91.46             |                 | 91.46                |                                                             |          |
| R92 - REGIONAL RAILROAD AUTHORITY ADMINISTRATION<br>URG.UNIT TOTAL | 16,703.17       |                | 16,703.17         |                 | 16,703.17            | REG TRANSACTIONS = 48 TRANSFERS =<br>PAYROLL TRANSACTIONS = |          |
| TOTAL REGIONAL RAILROAD AUTHORITY ADMINISTRATION:                  |                 |                | 49,668.72         |                 |                      |                                                             |          |



DETAIL DISBURSEMENTS BY ORG. UNIT  
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RFC FUND 591 ORG. UNIT 59103 RCRA - PHASE I PRELIMINARY ENGINEERING

| OBJECT<br>CODE                              | CLAIM<br>ID | CLAIM<br>NO. | CLAIM<br>AMOUNT | WARRANT<br>NO. | WARRANT<br>AMOUNT | WARRANT<br>DATE | ENCUMBERED<br>AMOUNT | VENDOR NAME                              | CK<br>NO            |
|---------------------------------------------|-------------|--------------|-----------------|----------------|-------------------|-----------------|----------------------|------------------------------------------|---------------------|
| 020102                                      | CA          | PABCO        | 52,298.98       |                | 0.00              | A               | 52,298.98            | BRW INC                                  | 01                  |
|                                             |             | OBJECT TOTAL | 52,298.98       |                | 0.00              |                 | 52,298.98            |                                          |                     |
| DATA PROCESSING SERVICES-MTCE               |             |              |                 |                |                   |                 |                      |                                          |                     |
| 020185                                      | IC          | 54753A       | 6.04            | 00981218       | 6.04              | 020593          | 6.04                 | IC TRNSF PMT 574 57401 ACC 301385 C03540 | 01 01               |
|                                             |             | OBJECT TOTAL | 6.04            |                | 6.04              |                 | 6.04                 |                                          |                     |
| COUNTY PROJECT MANAGEMENT SERVICES          |             |              |                 |                |                   |                 |                      |                                          |                     |
| 020193                                      | IC          | 03149        | 320.90          | 00973792       | 320.90            | 012293          | 320.90               | IC TRNSF PMT 400 47102                   | 300434 802062 01 01 |
| 020193                                      | IC          | 03150        | 115.51          | 00973792       | 115.51            | 012293          | 115.51               | IC TRNSF PMT 400 47102                   | 300434 802062 02 01 |
| 020193                                      | IC          | 03150A       | 10.27           | 00973792       | 10.27             | 012293          | 10.27                | IC TRNSF PMT 400 47101                   | 300166 802062 03 01 |
| 020193                                      | IC          | 11191        | 230.09          | 00007100       | 230.09            | 032693          | 230.09               | IC TRNSF PMT 400 47102                   | 300434 802118 01 01 |
|                                             |             | OBJECT TOTAL | 676.77          |                | 676.77            |                 | 676.77               |                                          |                     |
| MAJ OBJ TOTAL                               |             |              | 52,981.79       |                | 682.81            |                 | 52,981.79            |                                          |                     |
| ORG. UNIT TOTAL                             |             |              | 52,981.79       |                | 682.81            |                 | 52,981.79            | REG TRANSACTIONS = 6 TRANSFERS =         |                     |
| RCRA-PHASE I PRELIMINARY ENGINEERING TOTAL: |             |              |                 |                | 682.81            |                 |                      | PAYROLL TRANSACTIONS =                   |                     |

DETAIL DISBURSEMENTS BY ORG. UNIT  
ACCTING 060 03/30/93

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RFC FUND 591 ORG. UNIT 59105

PHASE II PE-MIDWAY CORRIDOR

| OBJECT CLAIM CLAIM<br>CODE ID NO.  | CLAIM<br>AMOUNT | WARRANT<br>NO. | WARRANT<br>AMOUNT | WARRANT<br>DATE | ENCUMBERED<br>AMOUNT | VENDOR NAME                | CK<br>NO            |
|------------------------------------|-----------------|----------------|-------------------|-----------------|----------------------|----------------------------|---------------------|
| CONSULTING SERVICES                |                 |                |                   |                 |                      |                            |                     |
| 020102 CA PA270                    | 0.00            | 00967572       | 46,917.85         | 011293          | 46,917.85            | BRW INC                    | 01                  |
| 020102 CA PA270                    | 0.00            | 00969975       | 40,383.29         | 011593          | 40,383.28            | 41-1625272<br>BRW INC      | 02                  |
| 020102 CA PA270                    | 37,200.00       |                | 0.00              | P               | 0.00                 | BRW INC                    | 03                  |
| 020102 CA PA270                    | 0.00            | 00002144       | 25,047.42         | 031693          | 25,047.42            | 41-1625272<br>BRW INC      | 04                  |
| 020102 CA PA270                    | 0.00            | 00007701       | 43,845.84         | 032693          | 43,845.84            | 41-1625272<br>BRW INC      | 05                  |
| 020102 CA PA270                    | 1,398,720.17    |                | 0.00              | A               | 1,279,725.78         | BRW INC                    | 06                  |
| OBJECT TOTAL                       | 1,435,920.17    |                | 156,194.39        |                 | 1,435,920.17         |                            |                     |
| EXECUTIVE DIRECTOR-SERVICES        |                 |                |                   |                 |                      |                            |                     |
| 020176 IC 02348A                   | 1,405.26        | 00968894       | 1,405.26          | 011593          | 1,405.26             | IC TRNSF PMT 400 40301     | 300908 A00588 02 01 |
| 020176 IC 03138A                   | 1,367.28        | 00973792       | 1,367.28          | 012293          | 1,367.28             | IC TRNSF PMT 400 40301     | 300908 A00592 02 01 |
| 020176 IC 55414A                   | 341.82          | 00003624       | 341.82            | 031993          | 341.82               | IC TRNSF PMT 400 40301     | 300908 A00600 02 01 |
| OBJECT TOTAL                       | 3,114.36        |                | 3,114.36          |                 | 3,114.36             |                            |                     |
| DATA PROCESSING SERVICES-MTCE      |                 |                |                   |                 |                      |                            |                     |
| 020185 IC 54751A                   | 69.83           | 00981218       | 69.83             | 020593          | 69.83                | IC TRNSF PMT 574 57401 ACC | 301385 C03461 02 01 |
| 020185 IC 54753B                   | 1.76            | 00981218       | 1.76              | 020593          | 1.76                 | IC TRNSF PMT 574 57401 ACC | 301385 C03540 01 01 |
| 020185 IC 54754                    | 62.46           | 00981218       | 62.46             | 020593          | 62.46                | IC TRNSF PMT 574 57401 ACC | 301385 C03540 02 01 |
| OBJECT TOTAL                       | 134.05          |                | 134.05            |                 | 134.05               |                            |                     |
| COUNTY PROJECT MANAGEMENT SERVICES |                 |                |                   |                 |                      |                            |                     |
| 020193 IC 00950                    | 545.53          | 00965220       | 545.53            | 010893          | 545.53               | IC TRNSF PMT 400 47102 ACC | 300434 B02043 01 01 |
| 020193 IC 00951                    | 196.39          | 00965220       | 196.39            | 010893          | 196.39               | IC TRNSF PMT 400 47102 ACC | 300434 B02043 02 01 |
| 020193 IC 00951A                   | 207.30          | 00965220       | 207.30            | 010893          | 207.30               | IC TRNSF PMT 400 47101 ACC | 300166 B02043 03 01 |
| 020193 IC 03139A                   | 4.25            | 00973792       | 4.25              | 012293          | 4.25                 | IC TRNSF PMT 400 47109     | 300434 B02060 01 01 |
| 020193 IC 03140                    | 50.94           | 00973792       | 50.94             | 012293          | 50.94                | IC TRNSF PMT 400 47109     | 300434 B02060 02 01 |
| 020193 IC 03140A                   | 116.42          | 00973792       | 116.42            | 012293          | 116.42               | IC TRNSF PMT 400 47101     | 300166 B02060 03 01 |
| 020193 IC 03151                    | 545.53          | 00973792       | 545.53            | 012293          | 545.53               | IC TRNSF PMT 400 47102     | 300434 B02063 01 01 |
| 020193 IC 03152                    | 196.39          | 00973792       | 196.39            | 012293          | 196.39               | IC TRNSF PMT 400 47102     | 300434 B02063 02 01 |
| 020193 IC 03152A                   | 207.30          | 00973792       | 207.30            | 012293          | 207.30               | IC TRNSF PMT 400 47101     | 300166 B02063 03 01 |
| 020193 IC 09512                    | 100.50          | 00000015       | 100.50            | 031293          | 100.50               | IC TRNSF PMT 400 47101     | 300166 B02108 03 01 |
| 020193 IC 09512A                   | 95.21           | 00000015       | 95.21             | 031293          | 95.21                | IC TRNSF PMT 400 47102     | 300434 B02108 02 01 |
| 020193 IC 09513                    | 264.48          | 00000015       | 264.48            | 031293          | 264.48               | IC TRNSF PMT 400 47102     | 300434 B02108 01 01 |
| 020193 IC 11193                    | 198.36          | 00007100       | 198.36            | 032693          | 198.36               | IC TRNSF PMT 400 47102     | 300434 B02119 01 01 |
| 020193 IC 11194                    | 71.40           | 00007100       | 71.40             | 032693          | 71.40                | IC TRNSF PMT 400 47102     | 300434 B02119 02 01 |
| 020193 IC 11194A                   | 75.37           | 00007100       | 75.37             | 032693          | 75.37                | IC TRNSF PMT 400 47101     | 300166 B02119 03 01 |
| 020193 IC 54757                    | 1,007.83        | 00981218       | 1,007.83          | 020593          | 1,007.83             | IC TRNSF PMT 400 40801 ACC | 300908 A00047 01 01 |
| 020193 IC 54758                    | 899.29          | 00981218       | 899.29            | 020593          | 899.29               | IC TRNSF PMT 400 40801 ACC | 300908 A00047 02 01 |
| OBJECT TOTAL                       | 4,782.49        |                | 4,782.49          |                 | 4,782.49             |                            |                     |
| MAJ OBJ TOTAL                      | 1,443,951.07    |                | 164,225.29        |                 | 1,443,951.07         |                            |                     |
| ORG. UNIT TOTAL                    | 1,443,951.07    |                | 164,225.29        |                 | 1,443,951.07         |                            |                     |
| PHASE II PE-MIDWAY CORRIDOR TOTAL: |                 |                | 164,225.29        |                 |                      |                            |                     |
|                                    |                 |                |                   |                 |                      | REG TRANSACTIONS = 29      | TRANSFERS =         |
|                                    |                 |                |                   |                 |                      | PAYROLL TRANSACTIONS =     |                     |

RFC FUND 591 DRG. UNIT 59106 RIGHT-OF-WAY ACQUISITION

| OBJECT CLAIM                       | CLAIM    | WARRANT  | WARRANT  | WARRANT | ENCUMBERED | VENDOR NAME                                    | CK |
|------------------------------------|----------|----------|----------|---------|------------|------------------------------------------------|----|
| CODE IC NO.                        | AMOUNT   | NO.      | AMOUNT   | DATE    | AMOUNT     |                                                | NO |
| COUNTY ATTORNEY SERVICES           |          |          |          |         |            |                                                |    |
| 020174 IC 03137A                   | 1,479.29 | 00973792 | 1,479.29 | 012293  | 1,479.29   | IC TRNSF PMT 400 40601 ACC 300908 M00255 02 01 |    |
| 020174 IC 55173A                   | 1,645.97 | 00996602 | 1,645.97 | 030593  | 1,645.97   | IC TRNSF PMT 400 40601 ACC 300908 M00263 02 01 |    |
| 020174 IC 55413A                   | 409.46   | 00003624 | 409.46   | 031993  | 409.46     | IC TRNSF PMT 400 40601 300908 M00274 02 01     |    |
| OBJECT TOTAL                       | 3,534.72 |          | 3,534.72 |         | 3,534.72   |                                                |    |
| DATA PROCESSING SERVICES-MTCE      |          |          |          |         |            |                                                |    |
| 020135 IC 54754A                   | 1.51     | 00981218 | 1.51     | 020593  | 1.51       | IC TRNSF PMT 574 57401 ACC 301385 C03540 02 01 |    |
| OBJECT TOTAL                       | 1.51     |          | 1.51     |         | 1.51       |                                                |    |
| SURVEYING SERVICE                  |          |          |          |         |            |                                                |    |
| 020192 AA JE0100                   | 1,324.82 |          | 0.00     | 012293  | 0.00       | FROM RFC FUND 591 APPROP 59106020193           |    |
| 020192 CA 06727                    | 336.50   | 00969111 | 336.50   | 021993  | 336.50     | HANSEN THORP PELLINEN OLSON 01                 |    |
| 020192 CA 54353                    | 1,190.00 | 00974443 | 1,190.00 | 012293  | 1,190.00   | 41-1387509 HANSEN THORP PELLINEN OLSON 01      |    |
| 020192 IC 03153                    | 867.84   | 00973792 | 867.84   | 012293  | 867.84     | IC TRNSF PMT 400 47110 300188 B01989 01 01     |    |
| 020192 IC 03154                    | 161.52   | 00973792 | 161.52   | 012293  | 161.52     | IC TRNSF PMT 400 47110 300188 B01989 02 01     |    |
| 020192 IC 03155                    | 261.45   | 00973792 | 261.45   | 012293  | 261.45     | IC TRNSF PMT 400 47110 300188 B01989 03 01     |    |
| 020192 IC 03156                    | 464.70   | 00973792 | 464.70   | 012293  | 464.70     | IC TRNSF PMT 400 47110 300188 B01989 04 01     |    |
| 020192 IC 03156A                   | 1,061.92 | 00973792 | 1,061.92 | 012293  | 1,061.92   | IC TRNSF PMT 400 47101 300166 B01989 05 01     |    |
| 020192 IC 03157                    | 38.30    | 00973792 | 38.30    | 012293  | 38.30      | IC TRNSF PMT 400 47110 300188 B02032 01 01     |    |
| 020192 IC 03157A                   | 23.17    | 00973792 | 23.17    | 012293  | 23.17      | IC TRNSF PMT 400 47101 300166 B02032 02 01     |    |
| 020192 IC 03158                    | 325.44   | 00973792 | 325.44   | 012293  | 325.44     | IC TRNSF PMT 400 47110 300188 B01987 01 01     |    |
| 020192 IC 03159                    | 209.16   | 00973792 | 209.16   | 012293  | 209.16     | IC TRNSF PMT 400 47110 300188 B01987 02 01     |    |
| 020192 IC 03160                    | 49.83    | 00973792 | 49.83    | 012293  | 49.83      | IC TRNSF PMT 400 47110 300188 B01987 03 01     |    |
| 020192 IC 03161                    | 210.39   | 00973792 | 210.39   | 012293  | 210.39     | IC TRNSF PMT 400 47110 300188 B01987 04 01     |    |
| 020192 IC 03161A                   | 480.78   | 00973792 | 480.78   | 012293  | 480.78     | IC TRNSF PMT 400 47101 300166 B01987 05 01     |    |
| 020192 IC 54759                    | 26.92    | 00981218 | 26.92    | 020593  | 26.92      | IC TRNSF PMT 400 47110 ACC 300188 B02059 01 01 |    |
| 020192 IC 54760                    | 91.52    | 00981218 | 91.52    | 020593  | 91.52      | IC TRNSF PMT 400 47110 ACC 300188 B02059 02 01 |    |
| 020192 IC 54761                    | 42.63    | 00981218 | 42.63    | 020593  | 42.63      | IC TRNSF PMT 400 47110 ACC 300188 B02059 03 01 |    |
| 020192 IC 54761A                   | 97.43    | 00981218 | 97.43    | 020593  | 97.43      | IC TRNSF PMT 400 47101 ACC 300166 B02059 04 01 |    |
| OBJECT TOTAL                       | 5,939.50 |          | 5,939.50 |         | 5,939.50   |                                                |    |
| COUNTY PROJECT MANAGEMENT SERVICES |          |          |          |         |            |                                                |    |
| 020193 AA JE0100                   | 1,324.82 |          | 0.00     | 012293  | 0.00       | TO RFC FUND 591 APPROP 59106020192             |    |
| 020193 IC 03150B                   | 111.66   | 00973792 | 111.66   | 012293  | 111.66     | IC TRNSF PMT 400 47101 300166 B02062 03 01     |    |
| 020193 IC 11191A                   | 34.39    | 00007100 | 34.39    | 032693  | 34.39      | IC TRNSF PMT 400 47102 300434 B02118 01 01     |    |
| 020193 IC 11192                    | 95.20    | 00007100 | 95.20    | 032693  | 95.20      | IC TRNSF PMT 400 47102 300434 B02118 02 01     |    |
| 020193 IC 11192A                   | 100.50   | 00007100 | 100.50   | 032693  | 100.50     | IC TRNSF PMT 400 47101 300166 B02118 03 01     |    |
| OBJECT TOTAL                       | 341.75   |          | 341.75   |         | 341.75     |                                                |    |
| MAJ OBJ TOTAL                      | 9,817.48 |          | 9,817.48 |         | 9,817.48   |                                                |    |
| DRG. UNIT TOTAL                    | 9,817.48 |          | 9,817.48 |         | 9,817.48   | REG TRANSACTIONS = 26 TRANSFERS = 2            |    |
| RIGHT-OF-WAY ACQUISITION TOTAL:    |          |          | 9,817.48 |         |            | PAYROLL TRANSACTIONS =                         |    |

DETAIL DISBURSEMENTS BY ORG. UNIT  
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RFC FUND 591 ORG. UNIT 59109 RCRA - NORTHEAST CORRIDOR MAINTENANCE

| OBJECT CLAIM CLAIM<br>CODE ID NO.             | CLAIM<br>AMOUNT | WARRANT<br>NO. | WARRANT<br>AMOUNT | WARRANT<br>DATE | ENCUMBERED<br>AMOUNT | VENDOR NAME                                                | CK<br>NO |
|-----------------------------------------------|-----------------|----------------|-------------------|-----------------|----------------------|------------------------------------------------------------|----------|
| PUBLIC LIABILITY INSURANCE<br>020618 CA 07550 | 47.00           | 00994514       | 47.00             | 030293          | 47.00                | W A LANG<br>41-0734990                                     | 01       |
| OBJECT TOTAL                                  | 47.00           |                | 47.00             |                 | 47.00                |                                                            |          |
| GROUNDS-REPAIRS<br>020804 CA 08378            | 476.00          | 00997331       | 476.00            | 030593          | 476.00               | ST PAUL CITY OF<br>41-6005521                              | 01       |
| OBJECT TOTAL                                  | 476.00          |                | 476.00            |                 | 476.00               |                                                            |          |
| MAJ OBJ TOTAL                                 | 523.00          |                | 523.00            |                 | 523.00               |                                                            |          |
| ORG.UNIT TOTAL                                | 523.00          |                | 523.00            |                 | 523.00               | REG TRANSACTIONS = 2 TRANSFERS =<br>PAYROLL TRANSACTIONS = |          |
| RCRA - NORTHEAST CORRIDOR MAINTENANCE TOTAL:  |                 |                | 523.00            |                 |                      |                                                            |          |

RFC FUND 591 ORG. UNIT 59110

CENTRAL CORRIDOR AA/DEIS

| OBJECT CLAIM CLAIM<br>CODE ID NO.                | CLAIM<br>AMOUNT | WARRANT<br>NO. | WARRANT<br>AMOUNT | WARRANT<br>DATE | ENCUMBERED<br>AMOUNT | VENDOR NAME                                    | CK<br>NO            |
|--------------------------------------------------|-----------------|----------------|-------------------|-----------------|----------------------|------------------------------------------------|---------------------|
| CONSULTING SERVICES                              |                 |                |                   |                 |                      |                                                |                     |
| 020102 AA JEO101                                 | 20,000.00       |                | 0.00              | 012293          | 0.00                 | TO RFC FUND 591 APPROP 59110020193             |                     |
| 020102 AA JEO101                                 | 0.00            |                | 0.00              |                 | 0.00                 |                                                |                     |
| EXECUTIVE DIRECTOR-SERVICES                      |                 |                |                   |                 |                      |                                                |                     |
| 020176 IC 023488                                 | 3,095.37        | 00966894       | 3,095.37          | 011593          | 3,095.37             | IC TRNSF PMT 400 40301                         | 300908 A00588 03 01 |
| 020176 IC 031385                                 | 2,734.56        | 00973792       | 2,734.56          | 012293          | 2,734.56             | IC TRNSF PMT 400 40301                         | 300908 A00592 03 01 |
| 020176 IC 55415                                  | 1,405.26        | 00903624       | 1,405.26          | 031993          | 1,405.26             | IC TRNSF PMT 400 40301                         | 300908 A00600 03 01 |
| 020176 IC 55415                                  | 7,235.19        |                | 7,235.19          |                 | 7,235.19             |                                                |                     |
| DATA PROCESSING SERVICES-MTCE                    |                 |                |                   |                 |                      |                                                |                     |
| 020165 IC 547518                                 | 122.89          | 00981218       | 122.89            | 020593          | 122.89               | IC TRNSF PMT 574 57401 ACC 301385 C03461 02 01 |                     |
| 020165 IC 547548                                 | 99.13           | 00981218       | 99.13             | 020593          | 99.13                | IC TRNSF PMT 574 57401 ACC 301385 C03540 02 01 |                     |
| 020165 IC 547548                                 | 222.02          |                | 222.02            |                 | 222.02               |                                                |                     |
| COUNTY PROJECT MANAGEMENT SERVICES               |                 |                |                   |                 |                      |                                                |                     |
| 020193 AA JEO101                                 | 20,000.00       |                | 0.00              | 012293          | 0.00                 | FROM RFC FUND 591 APPROP 59110020102           |                     |
| 020193 IC 11195                                  | 1,057.92        | 00007100       | 1,057.92          | 032693          | 1,057.92             | IC TRNSF PMT 400 47102                         | 300434 802120 01 01 |
| 020193 IC 11196                                  | 380.85          | 00007100       | 380.85            | 032693          | 380.85               | IC TRNSF PMT 400 47102                         | 300434 802120 02 01 |
| 020193 IC 11196A                                 | 402.00          | 00007100       | 402.00            | 032693          | 402.00               | IC TRNSF PMT 400 47101                         | 300166 802120 03 01 |
| 020193 IC 54729                                  | 1,203.38        | 00981218       | 1,203.38          | 020593          | 1,203.38             | IC TRNSF PMT 400 47102 ACC 300434 802035 01 01 |                     |
| 020193 IC 54730                                  | 433.22          | 00981218       | 433.22            | 020593          | 433.22               | IC TRNSF PMT 400 47102 ACC 300434 802035 02 01 |                     |
| 020193 IC 54730A                                 | 457.28          | 00981218       | 457.28            | 020593          | 457.28               | IC TRNSF PMT 400 47101 ACC 300166 802035 03 01 |                     |
| 020193 IC 54762                                  | 1,476.14        | 00981218       | 1,476.14          | 020593          | 1,476.14             | IC TRNSF PMT 400 47102 ACC 300434 802064 01 01 |                     |
| 020193 IC 54763                                  | 531.41          | 00981218       | 531.41            | 020593          | 531.41               | IC TRNSF PMT 400 47102 ACC 300434 802064 02 01 |                     |
| 020193 IC 54763A                                 | 561.03          | 00981218       | 561.03            | 020593          | 561.03               | IC TRNSF PMT 400 47101 ACC 300166 802064 03 01 |                     |
| 020193 IC 54764                                  | 1,116.36        | 00981218       | 1,116.36          | 020593          | 1,116.36             | IC TRNSF PMT 400 40801 ACC 300908 A00048 01 01 |                     |
| 020193 IC 54765                                  | 651.21          | 00981218       | 651.21            | 020593          | 651.21               | IC TRNSF PMT 400 40801 ACC 300908 A00048 02 01 |                     |
| 020193 IC 54765                                  | 8,270.80        |                | 8,270.80          |                 | 8,270.80             |                                                |                     |
| OTHER TRAVEL                                     |                 |                |                   |                 |                      |                                                |                     |
| 021407 CA 03051                                  | 539.45          | 00974441       | 539.45            | 012293          | 539.45               | DESPIEGELAERE                                  | KATHRYN 01          |
| 021407 CA 54354                                  | 241.00          | 00974444       | 241.00            | 012293          | 241.00               | CARLSON TRAVEL NETWORK                         | 41-1367181 01       |
| 021407 CA 54354                                  | 780.45          |                | 780.45            |                 | 780.45               |                                                |                     |
| HAJ OBJ TOTAL                                    | 16,508.46       |                | 16,508.46         |                 | 16,508.46            |                                                |                     |
| CENTRAL CORRIDOR AA/DEIS                         |                 |                |                   |                 |                      |                                                |                     |
| ORG.UNIT TOTAL                                   | 16,508.46       |                | 16,508.46         |                 | 16,508.46            |                                                |                     |
| ACTIV. TOTAL                                     | 1,579,450.52    |                | 241,425.76        |                 | 1,579,450.52         |                                                |                     |
| FUNCT. TOTAL                                     | 1,579,450.52    |                | 241,425.76        |                 | 1,579,450.52         |                                                |                     |
| FUND-TOTAL                                       | 1,579,450.52    |                | 241,425.76        |                 | 1,579,450.52         |                                                |                     |
| RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY TOTAL: |                 |                | 241,425.76        |                 |                      |                                                |                     |
|                                                  |                 |                |                   |                 |                      | REG TRANSACTIONS = 18                          | TRANSFERS = 2       |
|                                                  |                 |                |                   |                 |                      | PAYROLL TRANSACTIONS =                         |                     |
|                                                  |                 |                |                   |                 |                      | REG TRANSACTIONS = 186                         | TRANSFERS = 7       |
|                                                  |                 |                |                   |                 |                      | PAYROLL TRANSACTIONS =                         |                     |
|                                                  |                 |                |                   |                 |                      | TOT CURR DISBURSEMENTS                         | 166,370.12          |
|                                                  |                 |                |                   |                 |                      | TOTAL RESERVE R92                              | 918.98              |
|                                                  |                 |                |                   |                 |                      | TOTAL DISBURSEMENTS                            | 169,289.10          |
|                                                  |                 |                |                   |                 |                      | TOTAL TRANSFERS (IC)                           | 72,136.66           |
|                                                  |                 |                |                   |                 |                      | TOTAL CREDITS                                  | .00                 |
|                                                  |                 |                |                   |                 |                      | ADJUSTED TOTAL                                 | 241,425.76          |



RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION<br>NO. | ADJ. CURRENT<br>APPROPRIATION             | AMOUNT<br>EXPENDED | UNPAID<br>UNCOMMITTED | BALANCE<br>UNEXPENDED | BALANCE<br>UNCOMMITTED | TRANSFER<br>IN (TO) | TRANSFER<br>OUT (FROM) | PCT-EXPD<br>YTD |
|----------------------|-------------------------------------------|--------------------|-----------------------|-----------------------|------------------------|---------------------|------------------------|-----------------|
| 59101                | RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY |                    |                       |                       |                        |                     |                        |                 |
|                      | CONSULTING SERVICES                       |                    |                       |                       |                        |                     |                        |                 |
| 020102               | 152,300.00                                | 0.00               | 0.00                  | 152,300.00            | 152,300.00             | 0.00                | 1,200.00               |                 |
| --                   |                                           |                    |                       |                       |                        |                     |                        |                 |
|                      | STATE AUDITOR                             |                    |                       |                       |                        |                     |                        |                 |
| 020122               | 3,100.00                                  | 0.00               | 0.00                  | 3,100.00              | 3,100.00               | 0.00                | 0.00                   |                 |
| --                   |                                           |                    |                       |                       |                        |                     |                        |                 |
|                      | LEGISLATIVE REPRESENTATIVE                |                    |                       |                       |                        |                     |                        |                 |
| 020154               | 25,000.00                                 | 6,000.00           | 6,000.00              | 19,000.00             | 13,000.00              | 0.00                | 0.00                   | 24.00           |
| --                   |                                           |                    |                       |                       |                        |                     |                        |                 |
|                      | COUNTY ATTORNEY SERVICES                  |                    |                       |                       |                        |                     |                        |                 |
| 020174               | 36,348.00                                 | 568.69             | 0.00                  | 35,779.31             | 35,779.31              | 0.00                | 0.00                   | 1.56            |
| --                   |                                           |                    |                       |                       |                        |                     |                        |                 |
|                      | EXECUTIVE DIRECTOR-SERVICES               |                    |                       |                       |                        |                     |                        |                 |
| 020176               | 68,000.00                                 | 4,025.88           | 0.00                  | 63,974.12             | 63,974.12              | 0.00                | 0.00                   | 5.92            |
| --                   |                                           |                    |                       |                       |                        |                     |                        |                 |
|                      | BUDGETING AND ACCOUNTING SERVICES         |                    |                       |                       |                        |                     |                        |                 |
| 020179               | 20,000.00                                 | 1,092.98           | 0.00                  | 18,907.02             | 18,907.02              | 0.00                | 0.00                   | 5.46            |
| --                   |                                           |                    |                       |                       |                        |                     |                        |                 |
|                      | DATA PROCESSING SERVICES-HITCE            |                    |                       |                       |                        |                     |                        |                 |
| 020185               | 6,000.00                                  | 0.00               | 0.00                  | 6,000.00              | 6,000.00               | 0.00                | 0.00                   |                 |
| --                   |                                           |                    |                       |                       |                        |                     |                        |                 |
|                      | COUNTY PROJECT MANAGEMENT SERVICES        |                    |                       |                       |                        |                     |                        |                 |
| 020173               | 124,200.00                                | 13,164.06          | 0.00                  | 111,035.94            | 111,035.94             | 0.00                | 0.00                   | 10.60           |
| --                   |                                           |                    |                       |                       |                        |                     |                        |                 |
|                      | PUBLIC INFORMATION SERVICES               |                    |                       |                       |                        |                     |                        |                 |
| 020174               | 30,000.00                                 | 0.00               | 0.00                  | 30,000.00             | 30,000.00              | 0.00                | 0.00                   |                 |
| --                   |                                           |                    |                       |                       |                        |                     |                        |                 |
|                      | POSTAGE                                   |                    |                       |                       |                        |                     |                        |                 |
| 020202               | 5,800.00                                  | 312.96             | 0.00                  | 5,487.04              | 5,487.04               | 0.00                | 0.00                   | 5.40            |
| --                   |                                           |                    |                       |                       |                        |                     |                        |                 |
|                      | TELEPHONE LONG DISTANCE CHARGES           |                    |                       |                       |                        |                     |                        |                 |
| 020207               | 380.00                                    | 9.61               | 0.00                  | 370.39                | 370.39                 | 0.00                | 0.00                   | 2.53            |
| --                   |                                           |                    |                       |                       |                        |                     |                        |                 |
|                      | TELEPHONE-LOCAL SERVICE                   |                    |                       |                       |                        |                     |                        |                 |
| 020208               | 1,500.00                                  | 315.38             | 0.00                  | 1,184.62              | 1,184.62               | 0.00                | 0.00                   | 21.03           |
| --                   |                                           |                    |                       |                       |                        |                     |                        |                 |
|                      | TELEPHONE-EQUIPMENT RENTAL                |                    |                       |                       |                        |                     |                        |                 |
| 020209               | 100.00                                    | 92.66              | 0.00                  | 7.34                  | 7.34                   | 0.00                | 0.00                   | 92.66           |
| --                   |                                           |                    |                       |                       |                        |                     |                        |                 |
|                      | TRANSPORTATION ALLOWANCE                  |                    |                       |                       |                        |                     |                        |                 |
| 020301               | 700.00                                    | 20.95              | 0.00                  | 679.05                | 679.05                 | 0.00                | 0.00                   | 2.99            |
| --                   |                                           |                    |                       |                       |                        |                     |                        |                 |

RFC  
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION NO. | ADD. 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 |                 |                     |                    |                      |                  |                     |              |
|                   | MESSENGER SERVICE                         |                 |                     |                    |                      |                  |                     |              |
| 020335            | 800.00                                    | 165.45          | 0.00                | 634.55             | 634.55               | 0.00             | 0.00                | 20.68        |
| --                | PUBLISHING MINUTES & NOTICES              |                 |                     |                    |                      |                  |                     |              |
| 020401            | 8,560.00                                  | 0.00            | 0.00                | 8,560.00           | 8,560.00             | 0.00             | 0.00                |              |
| --                | PRINTING & STATIONERY                     |                 |                     |                    |                      |                  |                     |              |
| 020501            | 20,800.00                                 | 1,040.80        | 0.00                | 19,759.20          | 19,759.20            | 0.00             | 0.00                | 5.00         |
| --                | LIABILITY & PROPERTY DAMAGE               |                 |                     |                    |                      |                  |                     |              |
| 020611            | 500.00                                    | 652.18          | 0.00                | 152.18CR           | 152.18CR             | 0.00             | 0.00                | 130.44       |
| --                | EQUIPMENT & MACHINERY REPAIRS             |                 |                     |                    |                      |                  |                     |              |
| 020803            | 1,200.00                                  | 290.67          | 0.00                | 903.33             | 903.33               | 1,200.00         | 0.00                | 24.72        |
| --                | BUILDINGS & OFFICE SPACE                  |                 |                     |                    |                      |                  |                     |              |
| 020906            | 12,883.00                                 | 3,312.76        | 0.00                | 9,570.24           | 9,570.24             | 0.00             | 0.00                | 25.71        |
| --                | PARKING SPACE                             |                 |                     |                    |                      |                  |                     |              |
| 020909            | 1,440.00                                  | 440.00          | 0.00                | 1,000.00           | 1,000.00             | 0.00             | 0.00                | 30.56        |
| --                | BOOKS, PERIODICALS, SUBSCRIPTIONS         |                 |                     |                    |                      |                  |                     |              |
| 021101            | 250.00                                    | 22.90           | 0.00                | 227.10             | 227.10               | 0.00             | 0.00                | 9.16         |
| --                | TUITION                                   |                 |                     |                    |                      |                  |                     |              |
| 021134            | 750.00                                    | 0.00            | 0.00                | 750.00             | 750.00               | 0.00             | 0.00                |              |
| --                | INTEREST                                  |                 |                     |                    |                      |                  |                     |              |
| 021192            | 0.00                                      | 0.00            | 0.00                | 0.00               | 0.00                 | 0.00             | 0.00                |              |
| --                | COMMITTEE COMPENSATION                    |                 |                     |                    |                      |                  |                     |              |
| 021226            | 3,000.00                                  | 0.00            | 0.00                | 3,000.00           | 3,000.00             | 0.00             | 0.00                |              |
| --                | MEMBERSHIP & DUES                         |                 |                     |                    |                      |                  |                     |              |
| 021401            | 500.00                                    | 0.00            | 0.00                | 500.00             | 500.00               | 0.00             | 0.00                |              |
| --                | CONFERENCE & SEMINAR EXPENSES             |                 |                     |                    |                      |                  |                     |              |
| 021403            | 5,000.00                                  | 774.50          | 0.00                | 5,225.50           | 5,225.50             | 0.00             | 0.00                | 12.91        |
| --                | OTHER TRAVEL                              |                 |                     |                    |                      |                  |                     |              |
| 021407            | 20,000.00                                 | 0.00            | 0.00                | 20,000.00          | 20,000.00            | 0.00             | 0.00                |              |

RFO

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION<br>NO. | ADJ. CURRENT<br>APPROPRIATION             | AMOUNT<br>EXPENDED | UNPAID<br>ENCUMBRANCES | BALANCE<br>UNEXPENDED | BALANCE<br>UNENCUMBERED | TRANSFER<br>IN (TO) | TRANSFER<br>OUT (FROM) | PCT-EXPD<br>YTD |
|----------------------|-------------------------------------------|--------------------|------------------------|-----------------------|-------------------------|---------------------|------------------------|-----------------|
| 59101                | RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY |                    |                        | * CONTINUED *         |                         |                     |                        |                 |
|                      | VOLUNTEER/COMMITTEE MEETING EXPENSE       |                    |                        |                       |                         |                     |                        |                 |
| 021408               | 3,000.00                                  | 0.00               | 0.00                   | 3,000.00              | 3,000.00                | 0.00                | 0.00                   |                 |
| --                   |                                           |                    |                        |                       |                         |                     |                        |                 |
|                      | CEO MEETING EXPENSES ACCOUNT              |                    |                        |                       |                         |                     |                        |                 |
| 021409               | 5,500.00                                  | 100.70             | 0.00                   | 5,399.30              | 5,399.30                | 0.00                | 0.00                   | 1.83            |
| --                   |                                           |                    |                        |                       |                         |                     |                        |                 |
|                      | TRANSIT JOINT POWERS                      |                    |                        |                       |                         |                     |                        |                 |
| 022213               | 34,000.00                                 | 0.00               | 0.00                   | 34,000.00             | 34,000.00               | 0.00                | 0.00                   |                 |
| --                   |                                           |                    |                        |                       |                         |                     |                        |                 |
| TOTL 02              | 592,511.00                                | 32,409.13          | 6,000.00               | 560,201.87            | 554,201.87              | 1,200.00            | 1,200.00               | 5.47            |
|                      | OFFICE SUPPLIES                           |                    |                        |                       |                         |                     |                        |                 |
| 030101               | 2,000.00                                  | 556.42             | 0.00                   | 1,443.58              | 1,443.58                | 0.00                | 0.00                   | 27.82           |
|                      | EQUIPMENT                                 |                    |                        |                       |                         |                     |                        |                 |
| 040300               | 400.00                                    | 0.00               | 0.00                   | 400.00                | 400.00                  | 0.00                | 0.00                   |                 |
|                      | CONTINGENT APPROPRIATIONS                 |                    |                        |                       |                         |                     |                        |                 |
| 061001               | 168,322.00                                | 0.00               | 0.00                   | 168,322.00            | 168,322.00              | 0.00                | 0.00                   |                 |
| CURR ORG-TOT         | 763,333.00                                | 32,965.55          | 6,000.00               | 730,367.45            | 724,367.45              | 1,200.00            | 1,200.00               | 4.32            |

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION<br>NO. | ADJ. CURRENT<br>APPROPRIATION             | AMOUNT<br>EXPENDED | UNPAID<br>LIABILITIES | BALANCE<br>UNEXPENDED | BALANCE<br>UNENCUMBERED | TRANSFER<br>IN (TO) | TRANSFER<br>OUT (FROM) | PCT EXPD<br>YTD |
|----------------------|-------------------------------------------|--------------------|-----------------------|-----------------------|-------------------------|---------------------|------------------------|-----------------|
| 292 59101            | RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY |                    |                       |                       |                         |                     |                        |                 |
| 000000               | 314,183.17                                | 16,703.17          | 0.00                  | 297,480.00            | 297,480.00              | 0.00                | 0.00                   | 5.32            |
| JRG-TOT              | 1,077,516.17                              | 49,000.72          | 0,000.00              | 1,027,847.45          | 1,021,847.45            | 1,200.00            | 1,200.00               | 4.61            |

REC

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 |
|-------------------|-----------------------------------------|-----------------|---------------------|--------------------|----------------------|------------------|---------------------|--------------|
| 59103             | KERRA - PHASE I PRELIMINARY ENGINEERING |                 |                     |                    |                      |                  |                     |              |
|                   | CONSULTING SERVICES                     |                 |                     |                    |                      |                  |                     |              |
| 020132            | 83,501.64                               | 0.00            | 52,298.98           | 83,501.64          | 31,202.66            | 0.00             | 0.00                |              |
| --                |                                         |                 |                     |                    |                      |                  |                     |              |
| 020174            | COUNTY ATTORNEY SERVICES                |                 |                     |                    |                      |                  |                     |              |
| --                | 4,278.06                                | 0.00            | 0.00                | 4,278.06           | 4,278.06             | 0.00             | 0.00                |              |
| 020176            | EXECUTIVE DIRECTOR-SERVICES             |                 |                     |                    |                      |                  |                     |              |
| --                | 1,286.06                                | 0.00            | 0.00                | 1,286.06           | 1,286.06             | 0.00             | 0.00                |              |
| 020179            | BUDGETING AND ACCOUNTING SERVICES       |                 |                     |                    |                      |                  |                     |              |
| --                | 1,202.17                                | 0.00            | 0.00                | 1,202.17           | 1,202.17             | 0.00             | 0.00                |              |
| 020135            | DATA PROCESSING SERVICES-HITCE          |                 |                     |                    |                      |                  |                     |              |
| --                | 90.48                                   | 0.04            | 0.00                | 84.44              | 84.44                | 0.00             | 0.00                | 6.68         |
| 020193            | COUNTY PROJECT MANAGEMENT SERVICES      |                 |                     |                    |                      |                  |                     |              |
| --                | 17,900.47                               | 676.77          | 0.00                | 17,223.70          | 17,223.70            | 0.00             | 0.00                | 3.78         |
| 020194            | PUBLIC INFORMATION SERVICES             |                 |                     |                    |                      |                  |                     |              |
| --                | 1,051.68                                | 0.00            | 0.00                | 1,051.68           | 1,051.68             | 0.00             | 0.00                |              |
| 020202            | POSTAGE                                 |                 |                     |                    |                      |                  |                     |              |
| --                | 10.98                                   | 0.00            | 0.00                | 10.98              | 10.98                | 0.00             | 0.00                |              |
| 020305            | MESSENGER SERVICE                       |                 |                     |                    |                      |                  |                     |              |
| --                | 49.05                                   | 0.00            | 0.00                | 49.05              | 49.05                | 0.00             | 0.00                |              |
| 020401            | PUBLISHING MINUTES & NOTICES            |                 |                     |                    |                      |                  |                     |              |
| --                | 179.90                                  | 0.00            | 0.00                | 179.90             | 179.90               | 0.00             | 0.00                |              |
| 020501            | PRINTING & STATIONERY                   |                 |                     |                    |                      |                  |                     |              |
| --                | 12.11                                   | 0.00            | 0.00                | 12.11              | 12.11                | 0.00             | 0.00                |              |
| 021192            | INTEREST                                |                 |                     |                    |                      |                  |                     |              |
| --                | 0.00                                    | 0.00            | 0.00                | 0.00               | 0.00                 | 0.00             | 0.00                |              |
| 021226            | COMMITTEE COMPENSATION                  |                 |                     |                    |                      |                  |                     |              |
| --                | 100.00                                  | 0.00            | 0.00                | 100.00             | 100.00               | 0.00             | 0.00                |              |
| 021407            | OTHER TRAVEL                            |                 |                     |                    |                      |                  |                     |              |
| --                | 0.36                                    | 0.00            | 0.00                | 0.36               | 0.36                 | 0.00             | 0.00                |              |



RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION<br>NO. | ADJ. CURRENT<br>APPROPRIATION | AMOUNT<br>EXPENDED | UNPAID<br>ENCUMBRANCES | BALANCE<br>UNEXPENDED | BALANCE<br>UNENCUMBERED | TRANSFER<br>IN (TO) | TRANSFER<br>OUT (FROM) | PCT EXPD<br>YTD |
|----------------------|-------------------------------|--------------------|------------------------|-----------------------|-------------------------|---------------------|------------------------|-----------------|
|----------------------|-------------------------------|--------------------|------------------------|-----------------------|-------------------------|---------------------|------------------------|-----------------|

59103 KKKK - PHASE 1 PRELIMINARY ENGINEERING \* CONTINUED \*

VOLUNTEER/COMMITTEE MEETING EXPENSE

|        |      |      |      |      |      |      |      |  |
|--------|------|------|------|------|------|------|------|--|
| 021438 | 0.27 | 0.00 | 0.00 | 0.27 | 0.27 | 0.00 | 0.00 |  |
|--------|------|------|------|------|------|------|------|--|

|         |            |        |           |            |           |      |      |     |
|---------|------------|--------|-----------|------------|-----------|------|------|-----|
| TJTL 02 | 109,563.23 | 682.81 | 52,298.98 | 108,980.42 | 56,681.44 | 0.00 | 0.00 | .62 |
|---------|------------|--------|-----------|------------|-----------|------|------|-----|

|         |            |        |           |            |           |      |      |     |
|---------|------------|--------|-----------|------------|-----------|------|------|-----|
| ORG-TOT | 109,563.23 | 682.81 | 52,298.98 | 108,980.42 | 56,681.44 | 0.00 | 0.00 | .62 |
|---------|------------|--------|-----------|------------|-----------|------|------|-----|

RFC

FUND NO. 591 LAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION<br>NJ. | ADJ. CURRENT<br>APPROPRIATION       | AMOUNT<br>EXPENDED | UNPAID<br>ENCUMBRANCES | BALANCE<br>UNEXPENDED | BALANCE<br>UNENCUMBERED | TRANSFER<br>IN (TO) | TRANSFER<br>OUT (FROM) | PCT EXPD<br>YTD |
|----------------------|-------------------------------------|--------------------|------------------------|-----------------------|-------------------------|---------------------|------------------------|-----------------|
| 59105                | PHASE II PE-MIDWAY CORRIDOR         |                    |                        |                       |                         |                     |                        |                 |
|                      | CONSULTING SERVICES                 |                    |                        |                       |                         |                     |                        |                 |
| 020102               | 1,731,720.17                        | 150,194.39         | 1,279,725.78           | 1,575,525.78          | 295,800.00              | 0.00                | 0.00                   | 9.02            |
| --                   | COUNTY ATTORNEY SERVICES            |                    |                        |                       |                         |                     |                        |                 |
| 020174               | 46,640.56                           | 0.00               | 0.00                   | 46,640.56             | 46,640.56               | 0.00                | 0.00                   |                 |
| --                   | EXECUTIVE DIRECTOR-SERVICES         |                    |                        |                       |                         |                     |                        |                 |
| 020176               | 7,208.89                            | 3,114.36           | 0.00                   | 4,094.53              | 4,094.53                | 0.00                | 0.00                   | 43.20           |
| --                   | BUDGETING AND ACCOUNTING SERVICES   |                    |                        |                       |                         |                     |                        |                 |
| 020179               | 10,000.00                           | 0.00               | 0.00                   | 10,000.00             | 10,000.00               | 0.00                | 0.00                   |                 |
| --                   | DATA PROCESSING SERVICES-ITCL       |                    |                        |                       |                         |                     |                        |                 |
| 020185               | 781.04                              | 134.05             | 0.00                   | 646.99                | 646.99                  | 0.00                | 0.00                   | 17.16           |
| --                   | COUNTY PROJECT MANAGEMENT SERVICES  |                    |                        |                       |                         |                     |                        |                 |
| 020193               | 232,395.36                          | 4,782.49           | 0.00                   | 227,613.47            | 227,613.47              | 0.00                | 0.00                   | 2.06            |
| --                   | POSTAGE                             |                    |                        |                       |                         |                     |                        |                 |
| 020202               | 3,412.81                            | 0.00               | 0.00                   | 3,412.81              | 3,412.81                | 0.00                | 0.00                   |                 |
| --                   | PUBLISHING MINUTES & NOTICE         |                    |                        |                       |                         |                     |                        |                 |
| 020401               | 3,976.60                            | 0.00               | 0.00                   | 3,976.60              | 3,976.60                | 0.00                | 0.00                   |                 |
| --                   | PRINTING & STATIONERY               |                    |                        |                       |                         |                     |                        |                 |
| 020501               | 9,832.06                            | 0.00               | 0.00                   | 9,832.06              | 9,832.06                | 0.00                | 0.00                   |                 |
| --                   | INTEREST                            |                    |                        |                       |                         |                     |                        |                 |
| 021192               | 0.00                                | 0.00               | 0.00                   | 0.00                  | 0.00                    | 0.00                | 0.00                   |                 |
| --                   | COMMITTEE COMPENSATION              |                    |                        |                       |                         |                     |                        |                 |
| 021226               | 1,000.00                            | 0.00               | 0.00                   | 1,000.00              | 1,000.00                | 0.00                | 0.00                   |                 |
| --                   | OTHER TRAVEL                        |                    |                        |                       |                         |                     |                        |                 |
| 021407               | 10,906.20                           | 0.00               | 0.00                   | 10,906.20             | 10,906.20               | 0.00                | 0.00                   |                 |
| --                   | VOLUNTEER/COMMITTEE MEETING EXPENSE |                    |                        |                       |                         |                     |                        |                 |
| 021408               | 915.80                              | 0.00               | 0.00                   | 915.80                | 915.80                  | 0.00                | 0.00                   |                 |
| --                   |                                     |                    |                        |                       |                         |                     |                        |                 |
| TOTL 02              | 2,058,790.09                        | 164,225.29         | 1,279,725.78           | 1,894,564.80          | 614,839.02              | 0.00                | 0.00                   | 7.98            |
| ORG-TOT              | 2,058,790.09                        | 164,225.29         | 1,279,725.78           | 1,894,564.80          | 614,839.02              | 0.00                | 0.00                   | 7.98            |

RFC

FUND NO. 091 RAMSEY COUNTY REGIONAL LANDFILL AUTHORITY

| APPROPRIATION<br>NO. | ADJ. CURRENT<br>APPROPRIATION      | AMOUNT<br>EXPENDED | UNPAID<br>ENCUMBRANCES | BALANCE<br>UNEXPENDED | BALANCE<br>UNENCUMBERED | TRANSFER<br>IN (TO) | TRANSFER<br>OUT (FROM) | PCT EXPD<br>YTD |
|----------------------|------------------------------------|--------------------|------------------------|-----------------------|-------------------------|---------------------|------------------------|-----------------|
| 59105                | RIGHT-OF-WAY ACQUISITION           |                    |                        |                       |                         |                     |                        |                 |
|                      | COUNTY ATTORNEY SERVICES           |                    |                        |                       |                         |                     |                        |                 |
| 020174               | 4,910.70                           | 3,534.72           | 0.00                   | 1,375.98              | 1,375.98                | 0.00                | 0.00                   | 71.98           |
| --                   | BUDGETING AND ACCOUNTING SERVICES  |                    |                        |                       |                         |                     |                        |                 |
| 020179               | 1,963.92                           | 0.00               | 0.00                   | 1,963.92              | 1,963.92                | 0.00                | 0.00                   |                 |
| --                   | DATA PROCESSING SERVICES-MTCE      |                    |                        |                       |                         |                     |                        |                 |
| 020185               | 376.99                             | 1.51               | 0.00                   | 375.48                | 375.48                  | 0.00                | 0.00                   | .40             |
| --                   | SURVEYING SERVICE                  |                    |                        |                       |                         |                     |                        |                 |
| 020192               | 5,603.00                           | 5,939.50           | 0.00                   | 336.50CR              | 336.50CR                | 1,324.82            | 0.00                   | 106.01          |
| --                   | COUNTY PROJECT MANAGEMENT SERVICES |                    |                        |                       |                         |                     |                        |                 |
| 020193               | 5,617.06                           | 341.75             | 0.00                   | 5,275.31              | 5,275.31                | 0.00                | 1,324.82               | 6.08            |
| --                   | POSTAGE                            |                    |                        |                       |                         |                     |                        |                 |
| 020202               | 296.05                             | 0.00               | 0.00                   | 296.05                | 296.05                  | 0.00                | 0.00                   |                 |
| --                   | PUBLISHING MINUTES & NOTICES       |                    |                        |                       |                         |                     |                        |                 |
| 020401               | 500.00                             | 0.00               | 0.00                   | 500.00                | 500.00                  | 0.00                | 0.00                   |                 |
| --                   | PRINTING & STATIONERY              |                    |                        |                       |                         |                     |                        |                 |
| 020501               | 500.00                             | 0.00               | 0.00                   | 500.00                | 500.00                  | 0.00                | 0.00                   |                 |
| --                   | INTEREST                           |                    |                        |                       |                         |                     |                        |                 |
| 021132               | 0.00                               | 0.00               | 0.00                   | 0.00                  | 0.00                    | 0.00                | 0.00                   |                 |
| TOTL 02              | 19,767.72                          | 9,817.48           | 0.00                   | 9,950.24              | 9,950.24                | 1,324.82            | 1,324.82               | 49.66           |
| JRG-TOT              | 19,767.72                          | 9,817.48           | 0.00                   | 9,950.24              | 9,950.24                | 1,324.82            | 1,324.82               | 49.66           |

RFC  
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION<br>NO. | ADJ. CURRENT<br>APPROPRIATION       | AMOUNT<br>EXPENDED | UNPAID<br>ENCUMBRANCES | BALANCE<br>UNEXPENDED | BALANCE<br>UNENCUMBERED | TRANSFER<br>IN (TO) | TRANSFER<br>OUT (FROM) | PCT* EXPD<br>YTD |
|----------------------|-------------------------------------|--------------------|------------------------|-----------------------|-------------------------|---------------------|------------------------|------------------|
| 59108                | SOUTH CORRIDOR STUDY                |                    |                        |                       |                         |                     |                        |                  |
| 020102               | CONSULTING SERVICES                 | 1,416.40           | 0.00                   | 1,416.40              | 1,416.40                | 0.00                | 0.00                   |                  |
| --                   | COUNTY ATTORNEY SERVICES            | 0.55               | 0.00                   | 0.55                  | 0.55                    | 0.00                | 0.00                   |                  |
| 020176               | EXECUTIVE DIRECTOR-SERVICES         | 66.45              | 0.00                   | 66.45                 | 66.45                   | 0.00                | 0.00                   |                  |
| --                   | BUDGETING AND ACCOUNTING SERVICES   | 197.97             | 0.00                   | 197.97                | 197.97                  | 0.00                | 0.00                   |                  |
| 020179               | DATA PROCESSING SERVICES-MITCE      | 114.58             | 0.00                   | 114.58                | 114.58                  | 0.00                | 0.00                   |                  |
| --                   | COUNTY PROJECT MANAGEMENT SERVICES  | 263.24             | 0.00                   | 263.24                | 263.24                  | 0.00                | 0.00                   |                  |
| 020193               | POSTAGE                             | 5.43               | 0.00                   | 5.43                  | 5.43                    | 0.00                | 0.00                   |                  |
| --                   | MESSENGER SERVICE                   | 25.00              | 0.00                   | 25.00                 | 25.00                   | 0.00                | 0.00                   |                  |
| 020305               | PUBLISHING MINUTES & NOTICES        | 8.57               | 0.00                   | 8.57                  | 8.57                    | 0.00                | 0.00                   |                  |
| --                   | PRINTING & STATIONERY               | 81.88              | 0.00                   | 81.88                 | 81.88                   | 0.00                | 0.00                   |                  |
| 020501               | INTEREST                            | 0.00               | 0.00                   | 0.00                  | 0.00                    | 0.00                | 0.00                   |                  |
| --                   | COMMITTEE COMPENSATION              | 100.00             | 0.00                   | 100.00                | 100.00                  | 0.00                | 0.00                   |                  |
| 021226               | VOLUNTEER/COMMITTEE MEETING EXPENSE | 100.00             | 0.00                   | 100.00                | 100.00                  | 0.00                | 0.00                   |                  |
| 021408               |                                     |                    |                        |                       |                         |                     |                        |                  |
| TOTL 02              |                                     | 2,380.07           | 0.00                   | 2,380.07              | 2,380.07                | 0.00                | 0.00                   |                  |
| JRG-TOT              |                                     | 2,380.07           | 0.00                   | 2,380.07              | 2,380.07                | 0.00                | 0.00                   |                  |

PCT OF YEAR ELAPSED = 24.66

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION<br>NO. | ADJ. CURRENT<br>APPROPRIATION         | AMOUNT<br>EXPENDED | UNPAID<br>LIABILITIES | BALANCE<br>UNEXPENDED | BALANCE<br>UNENCUMBERED | TRANSFER<br>IN (TO) | TRANSFER<br>OUT (FROM) | PCT<br>YTD | EXP<br>YTD |
|----------------------|---------------------------------------|--------------------|-----------------------|-----------------------|-------------------------|---------------------|------------------------|------------|------------|
| 59109                | RRRA - NORTHEAST CORRIDOR MAINTENANCE |                    |                       |                       |                         |                     |                        |            |            |
|                      | PUBLIC LIABILITY INSURANCE            |                    |                       |                       |                         |                     |                        |            |            |
| 020518               | 4,000.00                              | 47.00              | 0.00                  | 3,953.00              | 3,953.00                | 0.00                | 0.00                   | 1.18       |            |
|                      | GROUNDS-REPAIRS                       |                    |                       |                       |                         |                     |                        |            |            |
| 020804               | 36,000.00                             | 476.00             | 0.00                  | 35,524.00             | 35,524.00               | 0.00                | 0.00                   | 1.32       |            |
|                      | INTEREST                              |                    |                       |                       |                         |                     |                        |            |            |
| 021192               | 0.00                                  | 0.00               | 0.00                  | 0.00                  | 0.00                    | 0.00                | 0.00                   |            |            |
|                      | SIGNS & SIGN REPAIRS                  |                    |                       |                       |                         |                     |                        |            |            |
| 030507               | 30,000.00                             | 0.00               | 0.00                  | 30,000.00             | 30,000.00               | 0.00                | 0.00                   |            |            |
| JRG-TOT              | 70,000.00                             | 523.00             | 0.00                  | 69,477.00             | 69,477.00               | 0.00                | 0.00                   | .75        |            |



PCT OF YEAR ELAPSED = 24.66

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION<br>NO. | ADJ. CURRENT<br>APPROPRIATION      | AMOUNT<br>EXPENSE | UNPAID<br>LIABILITIES | BALANCE<br>UNEXPENDED | BALANCE<br>UNENCUMBERED | TRANSFER<br>IN (TO) | TRANSFER<br>OUT (FROM) | PCT*EXPD<br>YTD |
|----------------------|------------------------------------|-------------------|-----------------------|-----------------------|-------------------------|---------------------|------------------------|-----------------|
| 59110                | CENTRAL CORRIDOR AA/DEIC           |                   |                       |                       |                         |                     |                        |                 |
| 020102               | CONSULTING SERVICES                | 0.00              | 0.00                  | 0.00                  | 0.00                    | 0.00                | 20,000.00              |                 |
| 020174               | COUNTY ATTORNEY SERVICES           | 1,401.44          | 0.00                  | 1,401.44              | 1,401.44                | 0.00                | 0.00                   |                 |
| 020176               | EXECUTIVE DIRECTOR-SERVICES        | 1,981.36          | 7,235.19              | 0.00                  | 5,253.83CR              | 0.00                | 0.00                   | 365.16          |
| 020179               | BUDGETING AND ACCOUNTING SERVICES  | 3,000.00          | 0.00                  | 3,000.00              | 3,000.00                | 0.00                | 0.00                   |                 |
| 020185               | DATA PROCESSING SERVICES-INTCE     | 468.50            | 222.02                | 0.00                  | 266.48                  | 0.00                | 0.00                   | 45.45           |
| 020193               | COUNTY PROJECT MANAGEMENT SERVICES | 20,000.00         | 0,270.80              | 0.00                  | 11,729.20               | 11,729.20           | 20,000.00              | 41.35           |
| 020202               | POSTAGE                            | 500.00            | 0.00                  | 0.00                  | 500.00                  | 0.00                | 0.00                   |                 |
| 020401               | PUBLISHING MINUTES & NOTICES       | 300.00            | 0.00                  | 0.00                  | 300.00                  | 0.00                | 0.00                   |                 |
| 020501               | PRINTING & STATIONERY              | 500.00            | 0.00                  | 0.00                  | 500.00                  | 0.00                | 0.00                   |                 |
| 021132               | INTEREST                           | 0.00              | 0.00                  | 0.00                  | 0.00                    | 0.00                | 0.00                   |                 |
| 021226               | COMMITTEE COMPENSATION             | 1,000.00          | 0.00                  | 1,000.00              | 1,000.00                | 0.00                | 0.00                   |                 |
| 021403               | CONFERENCE & SEMINAR EXPENSES      | 140.91            | 0.00                  | 140.91                | 140.91                  | 0.00                | 0.00                   |                 |
| 021407               | OTHER TRAVEL                       | 2,000.00          | 780.45                | 0.00                  | 1,219.55                | 1,219.55            | 0.00                   | 39.02           |
| TOTL-02              |                                    | 31,312.21         | 10,508.40             | 0.00                  | 14,803.75               | 14,803.75           | 20,000.00              | 52.72           |
| JRG-TOT              |                                    | 31,312.21         | 10,508.40             | 0.00                  | 14,803.75               | 14,803.75           | 20,000.00              | 52.72           |
| ACT-TOT              |                                    | 3,369,429.49      | 242,421.70            | 1,338,024.76          | 3,128,003.73            | 1,789,978.97        | 22,524.82              | 7.17            |
| 5 FC                 |                                    | 3,369,429.49      | 242,421.70            | 1,338,024.76          | 3,128,003.73            | 1,789,978.97        | 22,524.82              | 7.17            |
| FUND CORR TOT        |                                    | 3,055,246.32      | 224,722.59            | 1,338,024.76          | 2,830,523.73            | 1,492,498.97        | 22,524.82              | 7.36            |
| FUND 592 TOT         |                                    | 314,183.17        | 10,703.27             | 0.00                  | 297,480.00              | 297,480.00          | 0.00                   | 5.32            |
| FUND TOTAL           |                                    | 3,369,429.49      | 242,421.70            | 1,338,024.76          | 3,128,003.73            | 1,789,978.97        | 22,524.82              | 7.17            |