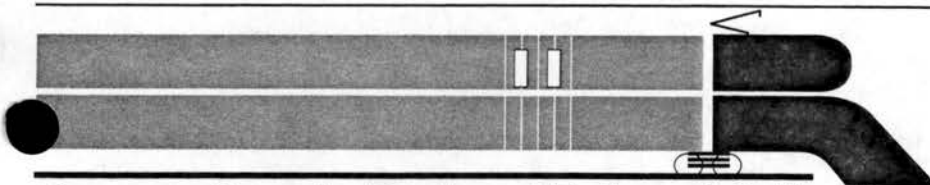




Ramsey County Regional Railroad Authority.
Records.

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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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, OCTOBER 11, 1994

10:30 AM - LARGE CONFERENCE ROOM - ROOM 220 COURTHOUSE

CHAIRMAN'S COMMENTS

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of September 27, 1994
2. * Comments on City of Saint Paul's Transportation Policy
3. Update on Central Corridor and Joint Powers Board activities.
4. Video on light rail transit
5. * Authorize staff to negotiate a contract with Hakanson Anderson Associates, Inc. for survey work for boundary and fence markers for NE Corridor right of way for an amount not to exceed \$13,645.00 and authorize Chairman of RCRRA to execute the contract

* Approval is requested

/

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

September 27, 1994

The Ramsey County Regional Railroad Authority met on Tuesday, September 27, 1994, at 10:30 a.m., in Room 220 of the Ramsey County Courthouse.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Hal Norgard
Commissioner Ruby Hunt
Commissioner Warren Schaber
Commissioner Brenda Thomas (entered during item #3)
Commissioner Dick Wedell

MEMBERS ABSENT: Commissioner Diane Ahrens

OTHERS PRESENT: Nancy Frick, Mike Klassen, Hugh Faville, Lisa Lee, Terry Schutten, Jim Van Houdt, Marlen Johnson, Dave MacMillan, Paul Kirkwold, Mary Lou Grahek, Fran Sontag, Kathryn DeSpiegelaere, Jill Goski, and Committee Coordinator Bette Kurysh.

Chairman Finley called the meeting to order at 10:55 AM.

1. Minutes of the Ramsey County Regional Railroad Authority Board Meetings of A) August 23, and B) Special Meeting of September 13, 1994.

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

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meetings of August 23 and September 13, 1994, as written.

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

2. Ratify Quarterly report of payments for RCRRA April 1, 1994 through June 30, 1994. (Originally scheduled as Item #4)

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

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period April 1, 1994, through June 30, 1994, 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.

1

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

3. Saint Paul Transportation Policy Plan -- Draft for Community Review.
(Originally scheduled as Item #2)

Ms. Kathryn DeSpiegelaere introduced Nancy Frick, St. Paul Planning and Economic Development, and Mike Klassen, St. Paul Public Works Department.

Ms. Frick said she worked with an interdepartmental staff team in the development of the draft St. Paul Transportation Policy Plan, as well as the City's Planning Commission. This draft plan reflects the Planning Commission's position at this point. The plan is out for community review, and there is a public hearing scheduled for the evening of October 19. The City will be taking public testimony at the hearing and putting together comments that have been heard up to that date. The re-draft recommendation of the Planning Commission will be forwarded to the Mayor and City Council for their consideration and action by the end of the year.

Ms. Frick showed slides and gave an overview of the content of the plan. She said that when the plan is finally adopted, it will be the policy basis for subsequent capital, operational, and legislative decisions by the City. The plan contains three major strategies. Within these three strategies there are 67 policies, and there is a long list of implementation tasks that further carry out the policies. The implementation tasks will be updated more frequently over time, but the policies are written to be flexible and applicable to the period of time the plan will be in effect.

Ms. Frick said that there are two parts to the plan: Strategic Policies and Policy Implementation. The three major planning strategies are: (1) Travel and System Management; (2) Neighborhood Quality and Economic Development Support; and (3) Travel Mode Choice.

Strategy 1, Travel and System Management. The traditional way of transportation planning was to determine travel demand and then build a system to match. That is no longer practical. The plan's strategy attempts to find a balance between travel demand and capacity with emphasis in the area of demand. The two elements to this strategy are: travel demand management and street capacity management.

Strategy 2, Neighborhood Quality and Economic Development Support. This recognizes that transportation is integral to the physical, social, and economic fabric of the community and that the community goals are met. There are four elements to this strategy: neighborhood protection, neighborhood enhancement, economic development, and downtown revitalization.

Strategy 3, Travel Mode Choice. This is a system that works for individuals. The elements involved are: transit improvement, bicycle system development, pedestrian safety and comfort, accessibility, and automobile use.

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Improvement of transit services is the number one priority of the plan.

Some of the key policies in the plan support substantial and sustained reinvestment in the transit system particularly in the core area and with transit-dependent persons.

One of the transit-related recommendations is for the redesign of the transit system from the radial model to the spine/hub neighborhood circulator model. This system is faster and more competitive with the automobile and also supportive of community. This model is consistent with the Regional Transit Board's Vision for Transit for the entire region.

Another transit issue is reverse commuting. The focus is on major employers to make transit more cost-effective.

Ms. Frick said that regarding light rail transit, "The City should work to ensure that if light rail is built, it is designed to support human scale, social fabric, and neighborhood identity. The City should continue to participate in light rail transit planning to ensure that if it is implemented, downtown Saint Paul is well-served. The City should continue to protect and forward Saint Paul interests in economic development, support of neighborhoods, and serious improvement of the bus service regardless of the decision of light rail transit in the regional light rail transit debate and planning efforts."

Ms. Frick said there was debate within the Planning Commission on whether to be more definitive regarding light rail. This was a compromise, something everyone could agree on.

Commissioner Dick Wedell said he has two criticisms regarding the plan. The plan says nothing about time or money. Unless you have the money, you have nothing. A study by the RTB regarding buses indicated that the biggest concerns of people were safety and the environment, which affects service issues. One of the problems is that the Cities are not taking responsibility. For example, on Cedar Street there is an MTC bus facility, but on Fourth Street, there is a big squabble about where buses will be allowed. In effect, the decision is not to have buses where people want them. What does that do as a message to ridership? It says we're going to put you in a second class situation. As long as you do that to transit riders, you're encouraging them to drive. You can't talk about transit being a priority and then put it in second place. You're going to have to get the City Council to say it's a priority or we're going to take hits. As long as the system doesn't get that attention, ridership is not going to be enhanced. When you go back to the basic issue, people want to know convenient transit service is available and what's the headway between buses? If you don't have passengers, you can't provide sufficient service. Bus routes in St. Paul are all at risk because they're not carrying enough riders compared to other lines. When you have those kinds of problems, it's evident you've got to get priority for some sort of transit. And I don't see it.

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Commissioner Brenda Thomas said that the purpose for transportation is to move people and goods. There is this notion that is continually being repeated: if the transportation system is good enough, people will give up their cars. This completely avoids the issue of their destination.

Commissioner Thomas wanted to know what approach Ms. Frick was speaking of when she said she doubted this approach would survive the Mayor and City Council.

Ms. Frick said the fact that the plan does not take a definitive position on LRT. Commissioner Warren Schaber said that from the material presented to the Board appears that the Planning Commissioners are pro-bus. On hand-written page 12 of the material presented, there are some statements regarding light rail transit and Commissioner Schaber questioned its accuracy. For example, one part states, "...operating costs for LRT are essentially the same as buses, but the capital costs are substantially higher." Commissioner Schaber challenged this statement. This is not a correct statement. There is no mention of road repairs, which no one seems to take into consideration when looking at capital costs. We are not just buying light rail vehicles as opposed to buses. That scenario was entirely missed. Light rail is actually less expensive with regard to capital costs.

Commissioner Schaber said with regard to capital costs, the basic garage and servicing area which was included in the cost estimate, will service the entire system once it is built. Its cost is in the first phase because it needs to be there. There is a loading in the first phase that will be spread out over all the lines as lines are developed.

Commissioner Schaber also questioned buses having higher ridership than LRT.

Commissioner Schaber said that regarding the implementation steps of the plan, it appears as though the City and County have not been communicating; or at least, no one has heard what the Rail Authority is planning to do and how light rail will be used as part of an overall system.

Commissioner Schaber said he was disappointed in reading the plan. It's skewed and very anti-light rail.

Ms. Frick commented that some implementation steps are verbatim from previous passed resolutions. Ms. Frick said unfortunately there two other staff members from St. Paul PED who are not in attendance today who would be able to address this issue.

Commissioner Schaber said that the way the statements are worded, it appears as though the Rail Authority has not thought of these issues. The Rail Authority has always said that the design should have a good feeder bus system. The City's plan suggests otherwise.

Commissioner Schaber said that the plan also says that park and ride lots should not be constructed in the City of St. Paul.

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Chairman Finley said that the Ramsey County Regional Railroad Authority (RCRRA) has already made that determination. The RCRRA has already made a determination on Westgate, and a determination has been made on 10th and Cedar.

Ms. Frick said that maybe the plan may look antagonistic about light rail, but that's not the intent.

Chairman Finley said it's very much the intent and that Mr. Torstenson and Mr. Lovejoy of St. Paul PED staff did not have the nerve to come here today to present this document. This can be conveyed to Mr. Torstenson and Mr. Lovejoy as it will be conveyed to the Mayor and Mr. Buegler. Chairman Finley said he is very upset with this document.

Chairman Finley asked Ms. DeSpiegelaere, Director of Light Rail Transit Planning for Ramsey County, if she had any part in attending or being invited to meetings regarding preparation of this document in the section regarding light rail?

Ms. DeSpiegelaere responded no.

Chairman Finley asked Mr. Paul Kirkwold, Ramsey County Director of Public Works, if he or his staff had any input in looking at the total transportation concept of the plan?

Mr. Kirkwold replied no.

Chairman Finley asked Nancy Frick what she meant when she said "everyone" agreed that this is the best document that could be worked out. Who participated in the development of this document? Who decided this was satisfactory?

Ms. Frick said the information was brought forth by the City staff who worked closely on LRT.

Chairman Finley asked if this was the wording of Al Lovejoy and Al Torstenson?

Ms. Frick said yes, what was brought forth in this section.

Commissioner Wedell asked where St. PED staff received their LRT information for the plan?

Ms. Frick said that she cannot speak on behalf of those not present, but Mr. Lovejoy and Mr. Torstenson have been working on a number of LRT committees and planning efforts.

Chairman Finley said that the policies set forth in the plan are absolutely the policies of LRT yet the document says that LRT should not fit in with those policies. For example, buses are not accessible to the handicapped in the manner of LRT. LRT is much more accessible. Secondly, the plan says low-floor vehicles should be looked at; however, low-floor vehicles at this point are not accessible to the disabled. Third, the plan says to re-evaluate having LRT in the highway, which means University Avenue should be looked at as an alignment. This is totally inconsistent

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with the policy that the City wants to keep traffic out of the neighborhoods. If LRT were built on University Avenue, traffic would be pushed into the neighborhoods. This is contrary to St. Paul's policy.

Chairman Finley said that all the things the City wants to do with the Plan, light rail fits.

Chairman Finley said he is also disappointed in the wording of the plan and that he doesn't think it's the policy of the Planning Commission. It's the policy of a few Planning staff, which is contrary to the direction of the City, since policy is made by the Mayor and City Council.

Commissioner Hunt said that part of the problem is that the staff has been probably getting mixed messages from the City Council and they may have been influenced or getting mixed messages from the Planning Commission. Neither body has had a clear sense of direction. Rail Authority staff has tried to establish a clear sense of direction. This gives us a good opportunity to respond to what's in this plan and get some changes made to it since there are some things implied that are incorrect.

Commissioner Brenda Thomas said she has a completely different view of the plan. The plan appears to be conservative. The statement, "The efficacy of light rail transit in this region, according to the most recent studies, is questionable," that is true. The plan does not quote or grab any straw that supports light rail transit.

Commissioner Thomas asked who are the members of the Planning Commission?

Ms. Frick said the members of the Planning Commission are appointed citizens, and that the members voted on the draft plan.

Commissioner Thomas said that the interest is in protecting and promoting the City of St. Paul whether or not light rail is implemented. That is a very reasonable position to take.

Ms. DeSpiegelaere responded that the Planning Commission passed a resolution supporting light rail transit as the preferred alternative in the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement.

Chairman Finley said that the Planning Commission supports LRT, the City Council supports LRT, the Mayor supports LRT, but this document does not support LRT. This is not the recommendation of the Planning Commission.

Ms. Frick said in the plan the policies are italicized, and then followed by the narrative and the implementation. She asked for clarification if it is the narrative and implementation rather than the content of the policy that is of concern to the Rail Authority.

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Chairman Finley said it is all three points that are of concern. The plan is not a positive step forward for transit in this region. In fact, it's a negative reflection on the City of St. Paul as it relates to the rest of the region, which also did not have a part of this section.

Ms. Frick asked for clarification on the implementation steps. Is it disagreement with the idea of development or the tone?

Commissioner Schaber said that he finds most of the statements under the efficacy of light rail are not correct. Under the implementation steps, it reads, "development of an adequate regional bus system as a precondition to LRT." Light rail has always been looked at as an overall transit system. These types of statements are pro-bus, anti-light rail. Next, "protection of adequate funding for the bus system from diversion to LRT development and operation." This says this is clearly the prime concern of the City and what they are going to push. Another statement, "reevaluation of the necessity for locating LRT within freeway rights-of-way." Commissioner Schaber said he finds it difficult to believe that that is in the transportation plan, especially after all the discussions held regarding this matter. There is no question that someone has not been attending the meetings regarding this issue or is so pro-bus, they don't care about anything else.

Commissioner Schaber said he is very upset about the way the plan is written because if anybody has taken anytime to look at the pros and cons, no one would ever recommend this. It appears no one from the City has ever been involved in the planning of light rail transit. RCRRA has tried from the beginning to include the City and have not had any participation.

Chairman Finley said the tone of the plan is that light rail is their plan and the RCRRA had better perform.

Ms. DeSpiegelaere asked Ms. Frick if there are any work sessions by the Planning Committee on the transportation plan and if she could be informed about them so she could attend.

Chairman Finley said that policies of the City have taken a direction which is contrary to the staff and staff will not budge.

Ms. Frick said that the Planning Commission voted to release the document as is. This is not something that the staff stuck in.

Chairman Finley said that the Rail Authority will have written comments that will be sent to St. Paul PED staff before they are acted upon by RCRRA.

4. Summary of workshop on land use around six proposed Central Corridor LRT stations.

Jill Goski briefly reported on the workshop on Land Use Around Six Proposed Central Corridor LRT Stations. This event occurred September 11 - 13, 1994. This was a

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collaborative effort among the Metropolitan Council, the Minnesota Department of Transportation, the Cities of Minneapolis and St. Paul, and Hennepin and Ramsey County Regional Railroad Authorities. Transit-oriented development experts such as Greg Baldwin of Zimmer Gunsul Frasca in Portland, Ken Greenberg of Berridge Lewinberg Greenberg in Toronto, Harrison Fraser, Dean of the University of Minnesota's College of Architecture and Landscape Architecture, and Tom Martinson, a Twin Cities area planning and economic development consultant, were present to guide the workshop.

The goal was to explore development potential around proposed LRT stations in the Central Corridor. The workshop focused on the areas that are 1/4 to 1/2 mile of six stations. The areas included: the Metrodome and Mills District areas, Stadium Village, Westgate, Snelling & I-94, and the St. Paul Central station area.

One of the major products that came out of the workshop was 12 guiding principles: build on a strong idea about shaping the city; demonstrate urbanity; seek synergy; find a few good partners; develop caretakers; invest in desired uses; define the public realm clearly; locate stations where people are; be adhesive; provide easy and inviting access for everyone; integrate with other transportation systems; serve each community on its own terms. From an urban design perspective, these principles are important for the success of transit stations.

Ms. Goski said that the Metrodome/Mills station areas has a lot of vacant area that could be used for development. A scenario was present to create green spaces that would connect to the river and bring storm water to grade and running it through a stream system and then put LRT on 2nd Street.

The Stadium Village station is located on east edge of the University of Minnesota adjacent to the Motley residential area. The consultants said that the LRT station creates the opportunity for mixed uses where neighborhood, commercial, business, and informal campus activities can overlap with positive potential.

The Westgate area provides an opportunity to create a gateway on University Avenue into this area with buildings on each side and a plaza and LRT station. This area also has potential for mixed use with a neighborhood center on Curfew.

The Snelling and I-94 station will serve an important transportation function and will be a hub for patrons walking or transferring by bus to LRT.

The Central St. Paul station was a positive in many respects. Cedar Street runs through all the activities in St. Paul and has the capacity to "tell the St. Paul story." Mr. Baldwin stated that downtown St. Paul, starting at the Capitol, has the potential to tell one of the best stories of LRT - not only in this region, but in the country. Denver would "kill" for what St. Paul has on Cedar Street.

Commissioner Hunt asked what is it about Cedar Street that is so significant?

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Ms. Goski said because LRT will start at the Capitol which is already a significant part of St. Paul and government. There is also the museum and other mixed uses down along Cedar, and an opportunity for retail. It also extends towards the riverfront, which has strong historical importance for St. Paul.

Ms. DeSpiegelaere said that she spoke with Mr. Baldwin regarding the downtown area and why he is so positive about St. Paul. Mr. Baldwin said that in comparison to Denver, where they are constructing light rail in the downtown area, St. Paul is already well-developed where Denver has many vacant parking lots.

Chairman Finley said that Mr. Baldwin's firm in Portland is designing the riverfront for the City of Portland.

Commissioner Wedell said that one of the significant things with Denver is that they have a shuttle system which carries passengers to transit hubs. The shuttle is such that there is one every minute.

CHAIRMAN'S COMMENTS

Commissioner Ruby Hunt said that the Regional Transit Board is going out of existence at the end of the month. Commissioner Hunt requested that a letter be sent to Sally Evert, Chair, for her outstanding job and excellent service, especially when the RTB was in difficult straits. Ms. Evert provided a smooth transition of the RTB duties to the Met Council.

Chairman Finley said that is an excellent idea.

Commissioner Hunt made the following motion, seconded by Commissioner Hal Norgard.

WHEREAS, The Regional Transit Board, as required by State legislation, is transferring its responsibilities to the Metropolitan Council on October 1, 1994; and

WHEREAS, Sally Evert has chaired the Regional Transit Board for the last several months until the time for the transition of responsibilities to the Metropolitan Council; and

WHEREAS, Ms. Evert has done a superb job of managing the transition activities; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority will send a letter to Ms. Evert thanking her for the fine work she has performed.

Roll Call: Ayes - 6, 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

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Originating Department

W. L. Spriggett
Authorized Signature

10/6/94
Date

Board Action Requested

Comments on Transportation Policy Plan
prepared by PED staff for City of St. Paul.

ACTION IS REQUESTED

Request Justification

See attached: 1) Proposed resolution
2) Comments
3) Pages II-48 and 49 of the plan

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

October 11, 1994

Board Date

Bette Kuepfer
Signature

10/6/94
Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The City of St. Paul Planning and Economic Development staff has prepared a Transportation Policy Plan, Draft for Community Review, released by the Planning Commission; and

WHEREAS, Many of the policies and implementation steps contained in the plan are supported by Ramsey County Regional Railroad Authority; and

WHEREAS, In the area discussing light rail transit the Policy Plan is not consistent with St. Paul and Ramsey County policies and with previous positions on light rail transit; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority submits the letter attached to the City of St. Paul in response to the request for comments on the Transportation Policy Plan; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority requests that page II-48 and 49 of the plan be amended to reflect its comments.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
John T. Finley	___	___	___
Diane Ahrens	___	___	___
Ruby Hunt	___	___	___
Hal Norgard	___	___	___
Warren W. Schaber	___	___	___
Brenda Thomas	___	___	___
Richard Wedell	___	___	___

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

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

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District 2

Dick Wedell

District 1

MEMORANDUM

TO: City of St. Paul Planning Commission Members

FROM: John T. Finley, Chair

SUBJECT: Comments on the Transportation Policy Plan prepared by PED Staff

DATE: October 11, 1994

The City of St. Paul Planning and Economic Development (PED) staff has prepared a Transportation Policy Plan and has circulated a draft for public review. Nancy Frick, Planning and Economic Development Department, attended the September 27 Regional Railroad Authority meeting to provide an overview of the plan.

Regarding the issue of coordination, although the transportation plan is supposed to be coordinated with the plans of other units of government within the metro area, no staff person involved with transportation in Ramsey County was consulted or invited to participate in any planning sessions prior to release of the draft report. Staff from County Public Works, Parks and Recreation and the Regional Railroad Authority were not consulted.

The transportation plan is to have an impact on economic development and transportation throughout the metro area and in Ramsey County in particular. The cooperation and collaboration of staff should have occurred prior to bringing the draft to a vote of the planning commission, similar to the way in which light rail transit plans for the Central Corridor are prepared with the participation and cooperation of St. Paul and Minneapolis staff.

We request that the following comments be addressed when the plan is revised.

Many of the policies and implementation steps contained in the plan are consistent with Ramsey County Regional Railroad Authority's goals.



For example:

Policy 1. The City should work with regional transit agencies to secure transit service, especially bus service, that better serves the needs of citizens in all parts of the city.

Policy 4. The City should strongly promote regional development and transportation investment policies that support alternative modes and reduce trips.

Policy 32. The City should strongly promote regional transportation policies which discourage regional sprawl and subsequent disinvestment in the metropolitan core.

Policy 38. The City should continue to participate in light rail transit planning to ensure that, if it is implemented, downtown Saint Paul is well served.

Policy 49. The City should promote a significant long-term commitment by the State to reinvest in the regional transit system, especially in ways that more equitably serve the transit-dependent, the core service area and the eastern portion of the Twin Cities region.

The above policies fit hand and glove with the goals of Ramsey County Regional Railroad Authority. They coincide perfectly with what LRT as a mode of transportation has achieved elsewhere and hopes to achieve in St. Paul. These policies are inconsistent with the following information contained on pages II- 48 and 49 of the plan.

"The efficacy of light rail transit (LRT) in this region, according to the most recent studies, is questionable. First, the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) shows operating costs for LRT to be essentially the same as buses within corridors, and capital costs to be substantially higher. Second, regions where LRT has best succeeded have had an adequate bus system already in place, while ours is marginal. The experience of existing comparable North American cities is that busses are not only the cheaper option, but they also have higher ridership. Third, because the LRT routes planned for the region are being predominately placed within freeway alignments in order to maximize speed to benefit longer trips, the opportunity for beneficial land development impacts within the city are minimized."

Some of the statements are false. Others, such as the capital costs for light rail transit need to be put in context. LRT is a long-term transportation mode, and should be considered in a 50 or more year context as St. Paul staff has previously stated. In terms of expected life of system elements it is not directly comparable to buses with an average life expectancy of 12 years. The capital costs of the first line of any LRT system include downtown distribution systems and maintenance facilities that will benefit and reduce costs for subsequent lines. Almost 1/2 of the Central Corridor costs benefit the extension of light rail to other corridors in the future. The I-35W corridor light rail transit element has anticipated capital costs 1/2 that of the Central Corridor because the system elements would already be in place with the Central Corridor.

The ability of LRT, if supported by strong city efforts, to guide economic development around station areas is documented and is another element in the overall cost/benefit discussion. This is the cities' opportunity to enhance economic development. In addition, if LRT is constructed, the downtown area where it is located would be reconstructed, street face to street face, with urban design amenities not factored in to the cost estimates for bus alternatives.

The statement that regions where LRT has best succeeded have had an adequate bus system already in place, while ours is marginal, is not true. Federal Transit Administration statistics and information in the September/October 1994 issue of Metro Magazine, which contains an article reviewing bus transit systems in the nation, rank the Twin Cities bus service highly in comparison to bus systems of other cities on many measures. The measures include size of fleet, annual ridership and service productivity. The Twin Cities bus system compares favorably with other cities overall. In terms of size of transit agency bus fleet, the Metropolitan Council Transit Organization, excluding opt-out, private providers, Metro Mobility, and other transit providers in the region, has 887 buses in operation. This is the 13th largest fleet of buses of transit organizations in the U.S. and Canada, ranking ahead of Dallas, Denver (both building LRT), San Diego, San Jose, Portland, Sacramento, Pittsburgh, Ottawa, St. Louis, Calgary, Milwaukee and many other cities. Certainly we agree with the City about supporting improving the existing transit system.

The statement that buses have higher ridership than LRT is not the experience of most cities where LRT has been constructed. The basis for the comparison is not explained. Generally, LRT attracts transit dependent riders and those who have a choice of

modes. Although local LRT patronage forecasts are conservative, the experience in other cities where LRT has been constructed is that LRT does a better job than buses of attracting auto drivers to transit. Statistics from St. Louis, where LRT has been operating for one year, are an example of a much higher than forecasted use overall and high use by those who previously drove their cars for the trip. In St. Louis, the LRT route was projected to serve 17,000 trips per day after one year in operation. Average daily ridership is 26,400. St. Louis is planning additional LRT lines and a few months ago passed a 1/4 cent sales tax to support transit capital and operating costs. The LRT route for the Central Corridor is 11 miles in length. Three of the 11 miles will be in the median of I-94. Three of 17 proposed LRT stations are located in freeway right of way. The decision of where to place LRT in this location was debated extensively with community groups and three alignment alternatives were the subject of detailed engineering studies. The Midway Corridor Task Force, consisting of representatives from each affected district council and business groups, met for 17 months to review information relating to alignment alternatives. The group concluded unanimously that I-94 was the preferred location for LRT in this area.

Implementation steps contained on page II-48 and II-49 are for the most part out of date. They were addressed, in cooperation with city staff, when St. Paul requested them three years ago.

"The City should strongly promote:

development of an adequate regional bus system as a precondition to LRT."

Response: An adequate regional bus system and LRT are complementary, not mutually exclusive. Both are needed in the metro area.

"protection of adequate funding for the bus system from diversion to LRT development and operation."

Response: Both are necessary and are complementary.

"re-evaluation of the necessity for locating LRT within freeway rights-of-way."

Response: Comments on why I-94 was selected for three of 11 miles of the Central LRT Corridor are cited previously. In working the issues through with community representatives, their objections to LRT on University Avenue included the difficulty of retaining frequent stop bus service along with LRT service which

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won't stop at every block on University Avenue, construction period impacts on businesses, impacts of removing a substantial amount of on-street parking, neighborhood traffic and accessibility impacts, economic development, compatibility with a regional transportation system, travel time, safety of pedestrians, visibility of LRT in I-94 to freeway users, negative traffic impacts on University Avenue, neighborhood cohesiveness, cost, patronage, and other factors.

The areas of concern are ones which are addressed in policies proposed in St. Paul's plan.

"If the Ramsey County Regional Rail Authority selects a 'build LRT' alternative, the following conditions should apply:

There should be a carefully designed feeder bus system and improvements to the existing bus and para-transit system so that the quality of local transit service and service to transit-dependent is enhanced rather than reduced."

Response: Ramsey County Regional Railroad Authority staff has worked with St. Paul staff, Metropolitan Transit Commission staff and Regional Transit Board staff to do what St. Paul PED staff is requesting. We understand that feeder bus systems continue to evolve before and after LRT is constructed and anticipate continuing discussions with St. Paul staff and others to ensure better transit service than is currently available to the Central Corridor. Enhancing service to transit dependents and choice riders is important to all of us.

"The City should be given a significant and formal role in the design process for LRT ..."

Response: St. Paul has a significant and formal role in the design process for LRT. St. Paul, by statute, has approval authority over preliminary and final design plans for light rail transit. St. Paul has representation, by statute, on the Central Corridor Management Committee. Not by statute, but by practice, Ramsey County Regional Railroad Authority staff works closely with St. Paul staff when LRT work is occurring to ensure compatibility with St. Paul policies and practices. Technical staff meetings occur regularly during the development of the project. The system will belong to residents of the City, County, and region. Coordination is essential.

"A station in the 10th and Cedar area should be included."

Response: Plans have always included a station near 10th and Cedar.

5

"The possibility of an LRT station and better transit service in the Westgate area should be further investigated."

Response: St. Paul and others made this comment in 1991, and plans were revised in 1992, working with City staff, community representatives and others, to include a light rail station near Court International, in the Westgate area.

"Park-and-ride lots should not be constructed within the city."

Response: At the request of St. Paul staff and others, park and ride lots were removed from Central Corridor light rail transit station plans four years ago.

"The system should be designed to accommodate retrofit to low platform boarding when the technology becomes available."

Response: The system has been designed to accommodate retrofit to low platform boarding.

"State and federal highway funds and a gasoline tax should be pursued as LRT financing alternatives, and the proposed sales tax increase should be reduced or eliminated."

Response: Federal funds are being pursued with assistance from the Minnesota Congressional delegation. State funds for capital and operating costs of transit, including LRT, are being debated, and we anticipate recommendations to be made to the Legislature by the Major Project Study Commission in February, 1995, in accordance with state law.

Saint Paul has the most to gain of any city in the region if LRT is built in the Central Corridor. We anticipate there will be LRT in this region and we are currently in a favorable position for federal funding for at least 50% of its capital cost. We have received federal and state funds for engineering work.

Support by the City of St. Paul for light rail transit has previously been expressed in response to the Alternatives Analysis/Draft Environmental Impact Statement. The policies contained in the plan are supportive of light rail transit. The Transportation Policy Plan prepared by St. Paul staff should be amended on pages II 48-49 to reflect that support.

53. *The City should continue to protect and forward Saint Paul interests in economic development, support of neighborhoods, and serious improvement of the bus service regardless of the decision of light rail transit, in the regional light rail transit debate and planning efforts. (p. I-14)*

The efficacy of light rail transit (LRT) in this region, according to the most recent studies, is questionable. First, the Alternatives Analysis/Draft Environment Impact Statement (AADEIS) shows operating costs for LRT to be essentially the same as buses within corridors, and capital costs to be substantially higher. Second, regions where LRT has best succeeded have had an adequate bus system already in place, while ours is marginal. The experience of existing comparable North American cities is that busses are not only the cheaper option, but they also have higher ridership. Third, because the LRT routes planned for the region are being predominantly placed within freeway alignments in order to maximize speed to benefit longer trips, the opportunity for beneficial land development impacts within the city are minimized.

At best, LRT will only carry a very small percentage of all transit rides in the region. The Twin Cities region has an alternative or complementary (arguably prerequisite) opportunity to modernize its transit system with bus technology, as successfully modelled in other regions.

Implementation Steps

To implement the policies above, the City should:

- a. strongly promote:
 - i. development of an adequate regional bus system as a precondition to LRT,

- ii. protection of adequate funding for the bus system from diversion to LRT development and operation,
- iii. development of funding mechanisms for LRT which do not create undue hardship on the tax base of the region, and
- iv. reevaluation of the necessity for locating LRT within freeway rights-of-way.

Timing: On-going

- b. If the Ramsey County Regional Rail Authority selects a "build LRT" alternative, the following conditions should apply:
 - i. there should be a carefully designed feeder bus system and improvements to the existing bus and para-transit system so that the quality of local transit service and service to transit-dependent is enhanced rather than reduced,
 - ii. the City should be given a significant and formal role in the design process for LRT, and special measures should be taken to mitigate the design and security problems of LRT in downtown Saint Paul, of stations, and of bridges and walls,
 - iii. a station in the 10th and Cedar area should be included,
 - iv. the possibility of an LRT station and better transit service in the Westgate area should be further investigated,
 - v. park-and-ride lots should not be constructed within the city,
 - vi. the system should be designed to accommodate retrofit to low

platform boarding when the technology becomes available, and

- vii. state and federal highway funds and a gasoline tax should be

pursued as LRT financing alternatives, and the proposed sales tax increase should be reduced or eliminated.

Timing: If and when LRT is implemented

Task: Promotion of Employer Transit Programs

Relevant Policies:

- 6. *The City should promote voluntary provision of TDM incentives by private employers. (p. I-4)*
- 7. *The City should lead by example by promoting transit, carpooling, biking and walking, and flextime and telecommuting for its own employees. (p. I-4)*
- 54. *The City should promote employer programs that encourage transit use by their employees. (p. I-14)*

Currently employers receive a tax subsidy to provide parking for their employees. However, they can also receive a tax break for contributing toward an employees bus fare. The Metropolitan Transit Commission encouraged employers to offer such an allowance to their employees through its "T-Bill" program. Further proposed changes to federal tax law will require larger companies to offer employees the choice of parking, a transit pass or cash equal to the cost of parking. The company could deduct the cost of the benefit from its income taxes regardless of which option an employee would choose. For the employee, the bus pass and the parking would be a tax-free benefit, but cash would be taxed as income.

The challenge for communities and employers is to further recognize the

advantages of and opportunities for guiding that choice toward alternative modes.

There are many successful models of voluntary employer incentives for carpooling, transit, biking and walking, as well as support programs (such as guaranteed rides home in case of emergency) that address the limitations of these alternatives.

Implementation Steps

To implement the policies above, the City should:

- a. support the efforts of the regional transit provider(s) and Minnesota Rideshare to promote transit incentive programs with major employers in Saint Paul.
Timing: On-going
- b. work with the State in support of their TDM plan for the Capitol, and cooperatively participate as an employer itself.
Timing: On-going.
- c. use transportation-related incentive packages, with emphasis on TDM, as part of its economic development, as appropriate.
Timing: On-going.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY

Originating Department

K. Kaspigelaew
Authorized Signature

10/3/94
Date

Board Action Requested

Update on Central Corridor and Joint Powers Board activities

DISCUSSION ONLY

Request Justification

Discussion of recent activities relating to the Central Corridor Downtown Minneapolis LRT Task Force and the Metro LRT Joint Powers Board will occur at this 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

October 11, 1994

Board Date

Signature

Date

Bette Kurysh

10/6/94

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY

Originating Department

[Signature]
Authorized Signature

10/4/94
Date

Board Action Requested

Video on light rail transit

DISCUSSION ONLY

Request Justification

Hennepin County Regional Railroad Authority has developed a video on LRT that will be shown at the RCRRA 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

October 11, 1994

Board Date

Signature

Date

[Signature]

10/6/94

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere
Authorized Signature

10/4/94
Date

Board Action Requested

Authorize staff to negotiate a contract with Hakanson Anderson Associates, Inc. for survey work for boundary and fence markers for NE Corridor right of way for an amount not to exceed \$13,645.00 and authorize Chairman of RCRRA to execute the contract.

ACTION IS REQUESTED

Request Justification

- See attached: 1) Proposed 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
October 11, 1994

Signature

Date

Board Date

Signature

Date

Bette Kurysh

10/6/94



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority adopted a resolution on April 26, 1994 that approved the Northeast Corridor Management Plan; and

WHEREAS, The Northeast Corridor Management Plan recommends the installation of boundary marking signs at intervals along the corridor in order to delineate the property boundary and to provide information on the ownership and use of the corridor; and

WHEREAS, Ramsey County Regional Railroad Authority adopted a resolution on July 12, 1994, that approved the City of St. Paul's plan for a recreational trail on the Northeast Corridor from East 7th Street to north of Johnson Parkway in St. Paul, subject to certain conditions; and

WHEREAS, A condition of the July 12, 1994 resolution required the city to place fencing to be installed as part of the trail project on the property line, unless an agreement had been reached between the adjoining property owner and Ramsey County Regional Railroad Authority; and

WHEREAS, The City of St. Paul has agreed to this condition, with the expectation that Ramsey County Regional Railroad Authority will identify the location of its property line for fence placement; and

WHEREAS, A land surveyor must be engaged in order to locate the boundary line of the northeast corridor for the installation of signs and fence markers; and

WHEREAS, The lowest bids received in response to requests for proposals for surveying work to locate the boundary line for both the fence and sign installation was the bid from Hakanson Anderson Associates, Inc., Anoka; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the contract with Hakanson Anderson Associates, Inc. for the surveying and sign installation services at a cost not to exceed \$13,645; and Be It Further

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

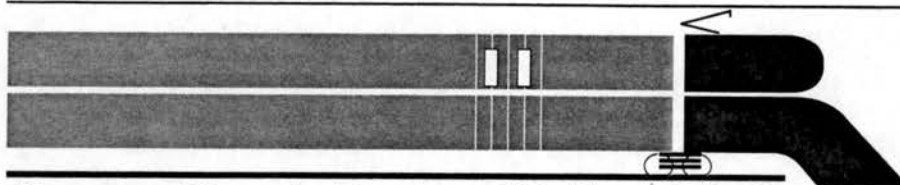
No. _____

RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to execute the contract with Hakanson Anderson Associates, Inc.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
John T. Finley	_____	_____	_____
Diane Ahrens	_____	_____	_____
Ruby Hunt	_____	_____	_____
Hal Norgard	_____	_____	_____
Warren W. Schaber	_____	_____	_____
Brenda Thomas	_____	_____	_____
Richard Wedell	_____	_____	_____

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Ramsey County Regional Railroad Authority

665 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, Executive Director

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

SUBJECT: Survey contract with Hakanson Anderson Associates, Inc.

DATE: October 2, 1994

On April 26, 1994, Ramsey County Regional Railroad Authority (RCRRA) adopted the Northeast Corridor Management Plan. The plan included a recommendation for the installation of boundary marking signs at intervals along the Northeast Corridor right of way, in order to delineate the property boundary and to provide information on the ownership and future use of the corridor.

On July 12, 1994, Ramsey County Regional Railroad Authority approved the City of St. Paul's plan for a recreational trail along the portion of the Northeast Corridor from E. 7th Street to north of Johnson Parkway in St. Paul. A condition of this approval was that fences to be established as part of the trail construction should be placed by the City on the property line unless agreements have been reached between adjoining property owners and RCRRA. The City has agreed to this condition, with the expectation that RCRRA will identify the location of the property lines.

The services of a land surveyor are required in order to locate and install the boundary markers along the corridor boundary, and to mark the locations for fence installation on the right of way boundary. RCRRA staff, with the assistance of Ramsey County Surveyor, Dave Claypool, prepared two separate Requests for Proposal (RFP) and solicited proposals from eight surveying firms for this work. The purpose of this memorandum is to identify the proposals that were received and to recommend a firm to receive the contract.

Page Two

Proposals were received from three surveying firms. The firms are:

- (1) Hansen Thorp Pellinen Olson Inc., Eden Prairie
- (2) Lake and Land Surveying, Inc., St. Paul
- (3) Hakanson Anderson Associates, Inc., Anoka

The two separate proposals were solicited for the following services:

- (1) Location and installation of boundary marking signs
- (2) Installation of fence locating markers
(Since the fence is planned to be installed in the spring of 1995, the fencing RFP asked proposers to submit separate bids for the completion of this work either in the fall of 1994 or the spring of 1995.)

A tabulation of bids by estimated costs is shown as follows:

<u>Firm</u>	<u>Signs</u>	<u>Fencing 1994</u>	<u>Fencing 1995</u>	<u>Total</u>
HTPO	\$11,250	\$12,750	\$12,750	\$24,000
Lake and Land	12,595	19,200	n/a	31,795
Hakanson	6,895	6,750	7,450	13,645-14,345

The lowest bid received, both separate and cumulative, was that of Hakanson Anderson Associates, Inc. That bid is \$13,645 for surveying and sign installation and fence marker installation during the fall of 1994. The next lowest bid was that of HTPO, at \$24,000, \$10,355 more than the Hakanson Anderson bid.

The bids were reviewed by the Ramsey County Surveyor, David Claypool, Assistant Ramsey County Attorney David MacMillan, and Risk Management staff member, Georgiann Schulte.

It is recommended that Ramsey County Regional Railroad Authority authorize its staff to negotiate a contract with Hakanson Anderson Associates, Inc. at a cost not to exceed \$13,645 and authorize its Chairman to sign the contract.

These expenses will be funded from the Northeast Corridor right of way maintenance account 59109-030507 "Signs and Repairs," which was established to fund this work.

Recommendation:

Consider the attached resolution.

KD/blk

2

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

Ramsey County Regional Railroad Authority

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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, NOVEMBER 22, 1994

10:30 AM - LARGE CONFERENCE ROOM - ROOM 220 COURTHOUSE

CHAIRMAN'S COMMENTS

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of October 11, 1994
2. Discussion of St. Louis light rail transit visit
3. Update on Central Corridor

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

October 11, 1994

The Ramsey County Regional Railroad Authority met on Tuesday, October 11, 1994, at 10:30 a.m., in Room 220 of the Ramsey County Courthouse.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Diane Ahrens
Commissioner Ruby Hunt (entered during item #2)
Commissioner Hal Norgard
Commissioner Brenda Thomas

MEMBERS ABSENT: Commissioner Warren Schaber
Commissioner Dick Wedell

OTHERS PRESENT: Eddie Maddox, Tim Nelson, Lisa Lee, Terry Schutten, Jim Van Houdt, Marlen Johnson, Dave MacMillan, Toni Baker, Kathryn DeSpiegelaere, Jill Goski, David Sipila, and Committee Coordinator Bette Kurysh.

Chairman Finley called the meeting to order at 10:45 AM.

1. Minutes of the Ramsey County Regional Railroad Authority Board Meeting of September 27, 1994.

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

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meeting September 27, 1994, as written.

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

2. Comments on City of Saint Paul's Transportation Policy.

Chairman Finley said that the Rail Authority has prepared comments regarding the draft City of Saint Paul's Transportation Policy. These comments will require Board approval before being sent to the Planning Commission and the City. Chairman Finley said that he has reviewed the Rail Authority's comments with the Mayor. The Mayor requested a change to the comments be made indicating that the draft plan was prepared by City's PED staff, and that it's a staff proposal at this time. The Mayor said that he does not support nor does he believe that the City Council will support the original draft plan.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

October 11, 1994

Page 2

Commissioner Hunt asked what role the Planning Commissioners played in it?

Chairman Finley said that the Planning Commission approved the draft plan for community review and the Rail Authority's comments are in response to community review.

Ms. DeSpiegelaere said that the plan will go back to the Planning Commission, the City Council, and then to the Mayor. There is a joint public hearing October 19 where the St. Paul Planning Commission and St. Paul City Council will hear comments concerning the plan.

Commissioner Ahrens said the letter in response to the draft plan is very good, and that she sent a letter in support of Chairman Finley's letter to the Planning Commissioners she knows.

Commissioner Ahrens asked if the Rail Authority should testify at the public hearing.

Commissioner Thomas said that she supports the City's draft plan and thought it was very good. Commissioner Thomas requested a members' list of the St. Paul Planning Commission.

Ms. DeSpiegelaere said she would provide a members' list for her.

Commissioner Hunt moved the following recommendation, seconded by Commissioner Diane Ahrens:

WHEREAS, The City of St. Paul Planning and Economic Development staff has prepared a Transportation Policy Plan, Draft for Community Review, released by the Planning Commission; and

WHEREAS, Many of the policies and implementation steps contained in the plan are supported by Ramsey County Regional Railroad Authority; and

WHEREAS, In the area discussing light rail transit the Policy Plan is not consistent with St. Paul and Ramsey County policies and with previous positions on light rail transit; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority submits the letter attached to the City of St. Paul in response to the request for comments on the Transportation Policy Plan; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority requests that page II-48 and 49 of the plan be amended to reflect its comments.

Roll Call: Ayes - 4, Nays - 1
Motion adopted.

2

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

October 11, 1994

Page 3

3. Update on Central Corridor and Joint Powers Board activities.

Chairman Finley said that the Joint Powers Board and Regional LRT Business Partnership are having St. Louis delegates come to St. Paul on the evening of November 1 and on November 2. Ms. DeSpiegelaere and Ken Stevens, Hennepin County Rail Authority, are preparing an itinerary for the visit and coordinating the event. Ms. DeSpiegelaere said tentatively scheduled are: Executive Director of the St. Louis Citizens Group which supports transit; Deputy Director of the agency that operates the transit service; and perhaps the Executive Director of which is the equivalent to our Metropolitan Council.

Chairman Finley said that they will meet November 2, 8:00 AM, with the Regional LRT Business Partnership. The Joint Powers Board members will also be attending the 8:00 AM meeting. Chairman Finley also said an attempt will be made for the St. Louis delegates to meet with the Metropolitan Council and certain state legislators.

Ms. DeSpiegelaere said that at 11 AM on November 2, there will be a large public meeting where there would be time for questions and answers.

Chairman Finley said one of the reasons for inviting the St. Louis delegates is because they have the newest LRT line and are already planning the next line. It does have some similarities to the Central Corridor.

Commissioner Ahrens suggested advising the Pioneer Press and see if they want an opportunity to meet.

Chairman Finley said that is already in the plans.

Commissioner Hunt said that Wy Spano spoke with Steve Dornfeld of Pioneer Press who will be doing an in-depth account of light rail.

Chairman Finley said that he also spoke with Wy Spano and Steve Dornfeld. Mr. Dornfeld said that he had applied for a grant to make a study of the light rail system. Chairman Finley said that this is a positive step that Mr. Dornfeld is taking an interest in light rail.

Commissioner Thomas said that she hopes to hear more about the in-depth study by Mr. Dornfeld because a billion dollar project deserves an objective analysis. It is not a foregone conclusion, however, that the results will be in favor of the Rail Authority's position.

Chairman Finley agreed that it is not a foregone conclusion but by gaining more knowledge, the Pioneer Press will have a better understanding of the benefits and alternatives of light rail transit.

Chairman Finley referred to an article from the Chicago Tribune about how highway expansion has a negative impact.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

October 11, 1994

Page 4

Mr. Eddie Maddox said that as a citizen sometimes common sense means a lot of things. There are very many factors and mathematics that need to be applied. Awhile ago, Mr. Maddox said he passed out booklets from the University of Minnesota describing the Personal Rapid Transit (PRT) system. PRT is common sense and will do the job.

4. Authorize staff to negotiate a contract with Hakanson Anderson Associates, Inc. for survey work for boundary and fence markers for NE Corridor right of way for an amount not to exceed \$13,645.00 and authorize Chairman of RCRRA to execute the contract. (originally scheduled as Item #5)

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

WHEREAS, Ramsey County Regional Railroad Authority adopted a resolution on April 26, 1994 that approved the Northeast Corridor Management Plan; and

WHEREAS, The Northeast Corridor Management Plan recommends the installation of boundary marking signs at intervals along the corridor in order to delineate the property boundary and to provide information on the ownership and use of the corridor; and

WHEREAS, Ramsey County Regional Railroad Authority adopted a resolution on July 12, 1994, that approved the City of St. Paul's plan for a recreational trail on the Northeast Corridor from East 7th Street to north of Johnson Parkway in St. Paul, subject to certain conditions; and

WHEREAS, A condition of the July 12, 1994 resolution required the city to place fencing to be installed as part of the trail project on the property line, unless an agreement had been reached between the adjoining property owner and Ramsey County Regional Railroad Authority; and

WHEREAS, The City of St. Paul has agreed to this condition, with the expectation that Ramsey County Regional Railroad Authority will identify the location of its property line for fence placement; and

WHEREAS, A land surveyor must be engaged in order to locate the boundary line of the northeast corridor for the installation of signs and fence markers; and

WHEREAS, The lowest bids received in response to requests for proposals for surveying work to locate the boundary line for both the fence and sign installation was the bid from Hakanson Anderson Associates, Inc., Anoka; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the contract with Hakanson Anderson Associates, Inc. for the surveying and sign installation services at a cost not to exceed \$13,645; and Be It Further

4

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

October 11, 1994

Page 5

RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to execute the contract with Hakanson Anderson Associates, Inc.

Ayes - 5, Nays - 0
Motion adopted.

5. Video on light rail transit. (originally scheduled as Item #4)

Ms. DeSpiegelaere said that the video was prepared by Hennepin County.

Commissioner Thomas asked when the trolleys were suspended from service? Chairman Finley said 1954.

Commissioner Thomas said that there is a gap of 20 years between the trolley and the instigation for light rail.

Commissioner Hunt commented that the video is very well done. Commissioner Hunt asked Ms. DeSpiegelaere what is the distribution of the video.

Ms. DeSpiegelaere said the video just came out.

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

5

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere
Authorized Signature

11/14/94
Date

Board Action Requested

St. Louis light rail discussion

DISCUSSION ONLY

Request Justification

See attached memo and attachments 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

November 22, 1994

Board Date

Bette Kuryak
Signature

11/17/94
Date

Date

**INFORMATION FROM REPRESENTATIVES FROM ST. LOUIS, MISSOURI
ON LIGHT RAIL TRANSIT**

Four representatives from St. Louis, Missouri, visited in the Twin Cities on November 2, 1994, at the request of the Metropolitan Light Rail Transit Joint Powers Board. They are:

Joan Bray, Missouri State Representative

Jill Roach, Director of Transportation, City of St. Louis

Tom Shrout, Executive Director, Citizens for Modern Transit

Steve Willis, Deputy Director, Bi-State Development Agency.

During their visit to the Twin Cities, they provided information on the light rail transit system which opened in St. Louis on July 31, 1993. The 18-mile light rail line, Metro Link, connects the airport, downtown, and East St. Louis (Attachment 1).

Since Metro Link's opening, the phrase NIMBY (not in my back yard) has been replaced in St. Louis with WDGO, when do we get ours?

St. Louis, like St. Paul/Minneapolis, did a federal transit alternatives analysis which examined the same alternatives being examined here: no build, transportation system management (TSM), busway, and light rail transit. High occupancy vehicle lanes were considered in the TSM alternative.

When asked six years after the decision was made to build LRT if they would now make a different decision, St. Louis representatives answered no. They would build LRT with much greater comfort now.

Cost

The cost of building the LRT project was \$473 million. Federal funds supplied 75% of the cost. The remaining 25% local share came from existing physical assets (Eads bridge, a 100-year old tunnel, and 14 miles of railroad right of way). The assets were valued at somewhere between current market and totally depreciated.

The project was built within its budget.

Ridership

Metro Link has exceeded ridership projections by a substantial margin. The average number of weekday riders for June, July, and August was 40,000 per day. Daily ridership had been projected to be 12,000 (Attachment 2). Total transit ridership is now 150,000 per day. Overall, transit use in St. Louis is up 20% in the first year of rail operation; previously, transit service was declining. LRT has stopped the downward spiral.

Public transit in St. Louis is now 2% of all trips. The goal is 10% in 20 years.

Seventy-nine percent of LRT's riders are new to transit (Attachment 3). New bus riders will start a transit experience on a train, not on buses. Once they start riding the train, they look around and decide buses aren't so bad.

Operating Costs

Operating costs for transit are paid from:

- 65% local sales tax
- 9% federal
- 1% miscellaneous
- 25% farebox.

Although it is hard to split rail farebox recovery from bus, overall transit farebox recovery has increased 3 to 4% with rail. Farebox recovery is 25% overall for the transit system, about 22% for buses and 35 to 40% for rail.

Transit fares are \$1 and there is a 10-cent transfer fare to go from buses to LRT or the reverse. There is a free fare zone in the downtown area. Fares for elderly, disabled and children are 50 cents.

Funding

St. Clair County, Illinois, approved by a 2 to 1 margin a 1/2 cent additional sales tax to fund a 25-mile extension (capital and operating) of LRT to Scott Air Force Base in February, 1994. Also since LRT has opened, St. Louis County, and St. Louis City approved by a margin of 60% in favor, Proposition M, which added 1/4 cent sales tax for capital and operating funds for transit. It passed in every jurisdiction. The area where the referendum did least well, although it passed there, was a direct beneficiary of LRT. It will generate \$50 million per year, 2/3 for expansion, 1/3 for operation.

Comparisons to Twin Cities Metro Area

St. Louis' sprawl is much worse than that of Minneapolis/St. Paul. On a "sprawl" index of 30 major cities with higher rankings being less dense, St. Louis ranks 22, Minneapolis/St. Paul ranks 9 (Attachment 4).

Parking fees in downtown St. Louis are much less than for downtown Minneapolis.

The St. Louis metro area consists of two states, seven political jurisdictions, 200 municipalities, 2.5 million people, and is 3600 square miles in size.

Congestion is not yet a major problem in St. Louis.

Alignment

The alignment was debated extensively. It is difficult to balance existing need with maximum development potential. The advantage of the constructed alignment is easy access to the downtown, it serves low and moderate income residents well, it serves the University, a stadium, and the airport. People said this isn't where the growth is, but we in St. Louis said, "it's good enough." The alignment was driven by the opportunity associated with the right of way.

Benefits

There was a shared vision in St. Louis by business and community leaders. It included:

Downtown St. Louis is worth saving

Downtown is an entertainment destination

The transit agency is failing and needs to be preserved.

LRT has brought people into downtown St. Louis, which is much less healthy than St. Paul and Minneapolis downtowns. St. Louis' blues festival attracted 25,000 in 1993 and 100,000 in 1994. It has created a renewed vitality. Small things are beginning to occur. For example, with LRT, people move about to shop and patronize downtown restaurants during their lunch hours. At Union Station, there has been a 20% increase in shoppers and a 10-15% increase in sales since LRT has been operating.

The transit agency was a failing institution. Rail transit appeals to the middle class at the same time as it serves transit dependents. Train ridership mirrors the St. Louis community much better than bus ridership (Attachment 5). It brings a broader constituency for transit. Sixty percent of LRT riders own two or more cars (Attachment 6).

St. Louis had 124 bus routes. With LRT, bus routes were consolidated to provide better cross-county service. Twelve routes were dropped, 9 were added, and 37 were modified.

Rail transit builds the political base for support for the transit system.

Advocacy

In the early 1980's, the metropolitan planning organization looked at LRT, and there was an unpleasant public hearing. Jill Roach determined that a group was needed to respond and promote LRT and Citizens for Modern Transit was formed. CMT ran up a small debt producing brochures. They looked to the business community for support, and Hal Dean of Ralston Purina took on the issue. CMT received funds from Civic Progress, which consists of the CEO's of the 30 largest corporations. CMT has an annual budget of \$225,000 and membership of 1500. It is a 501 C3 organization. It has a 25-member board, a speakers' bureau of 10, and 12 volunteers who teach others to use transit.

CMT helped with communications about LRT when "boondoggle" was the phrase of the day.

One newspaper in St. Louis opposed LRT. They have subsequently gone out of business. The Post preferred to enhance the bus system rather than build LRT. Mrs. Pulitzer, wife of the publisher, became involved with artists who worked on the system as designers, and the newspaper's position became more favorable. Talk show hosts were difficult to educate. St. Louis LRT advocates took reporters (at their own expense) to look at LRT in other cities, and that helped educate them. Metro Link construction was scrutinized in the newspaper every day in a way that highways never are.

When the referendum was up for a vote, advocates discussed the politics of the funding source with the editors.

Focus groups were held. The first message in eliciting support for the referendum was "this is moving St. Louis ahead." What we do today we are planning for the next century.

One strategy for gaining support for the referendum for LRT is to have people ride it. Ninety percent of those who rode it are in favor of LRT.

The Chamber of Commerce in St. Louis was lukewarm to LRT and came on board in support of the referendum when it became clear a week before the vote that it was going to pass.

Keys to Success

The LRT system should be:

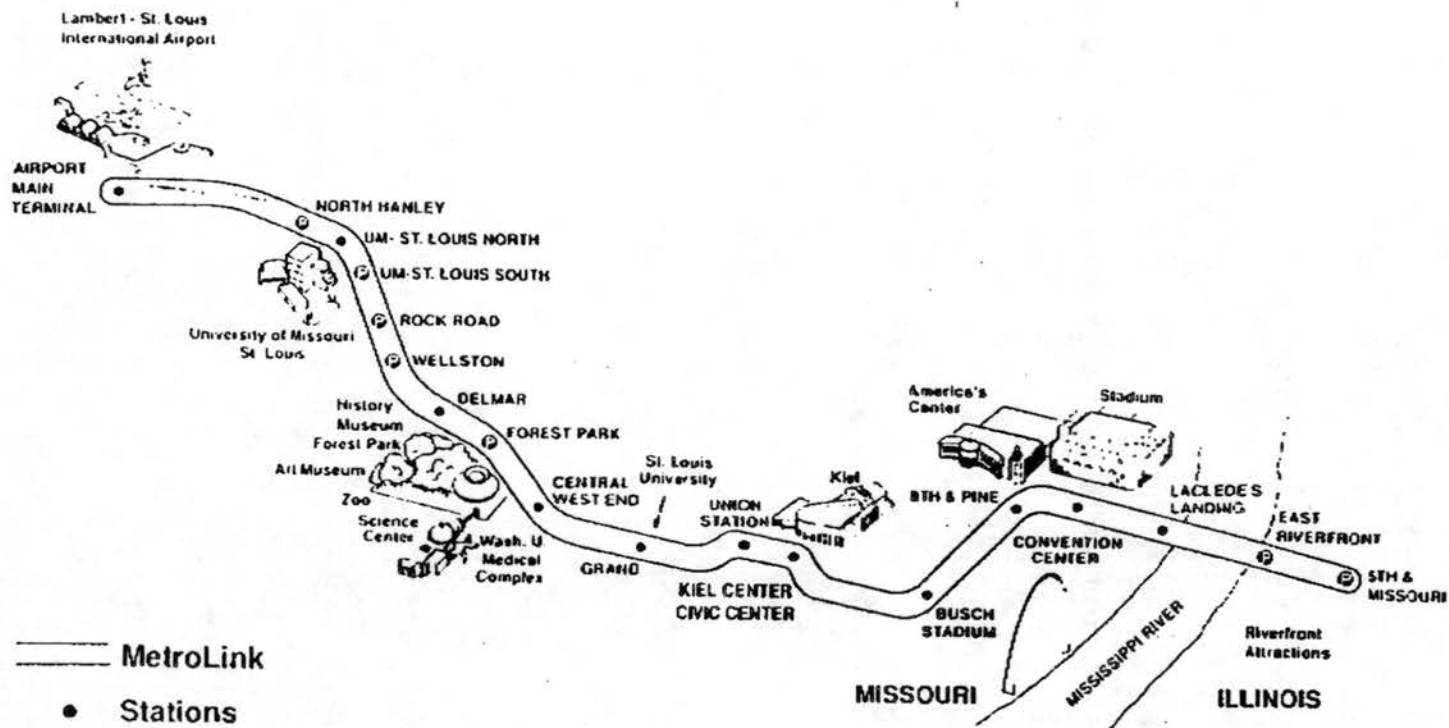
Built on time and within budget

Functional

Aesthetically pleasing

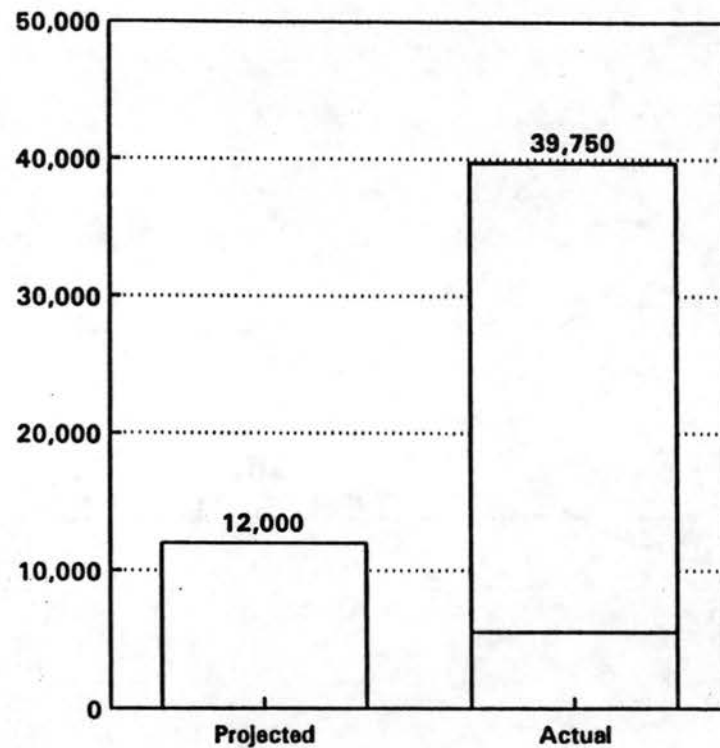
Unique in its design to the area where it is located.

KD
11/15/94



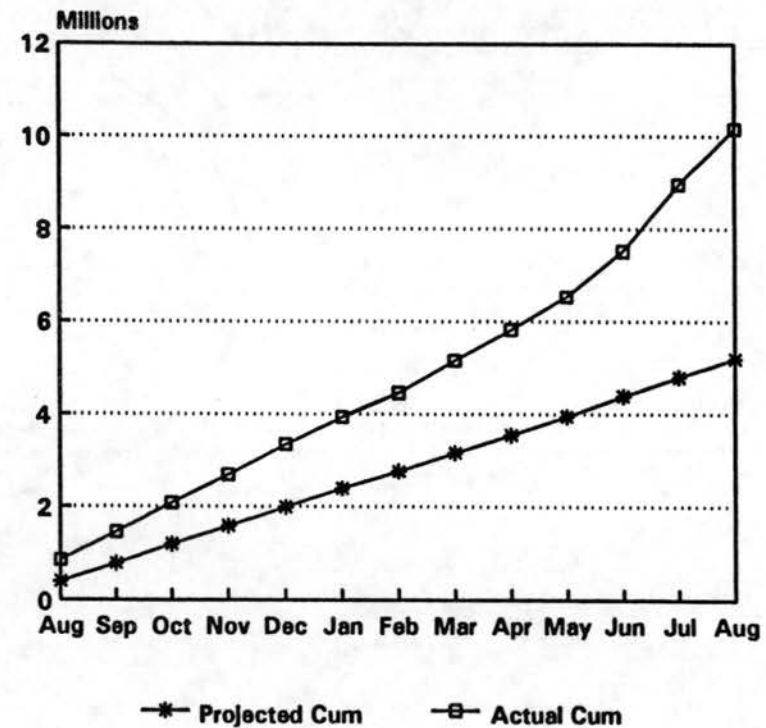
— MetroLink
 • Stations
 • Park - Ride Lot
MetroLink Alignment

MetroLink Ridership Average Weekday



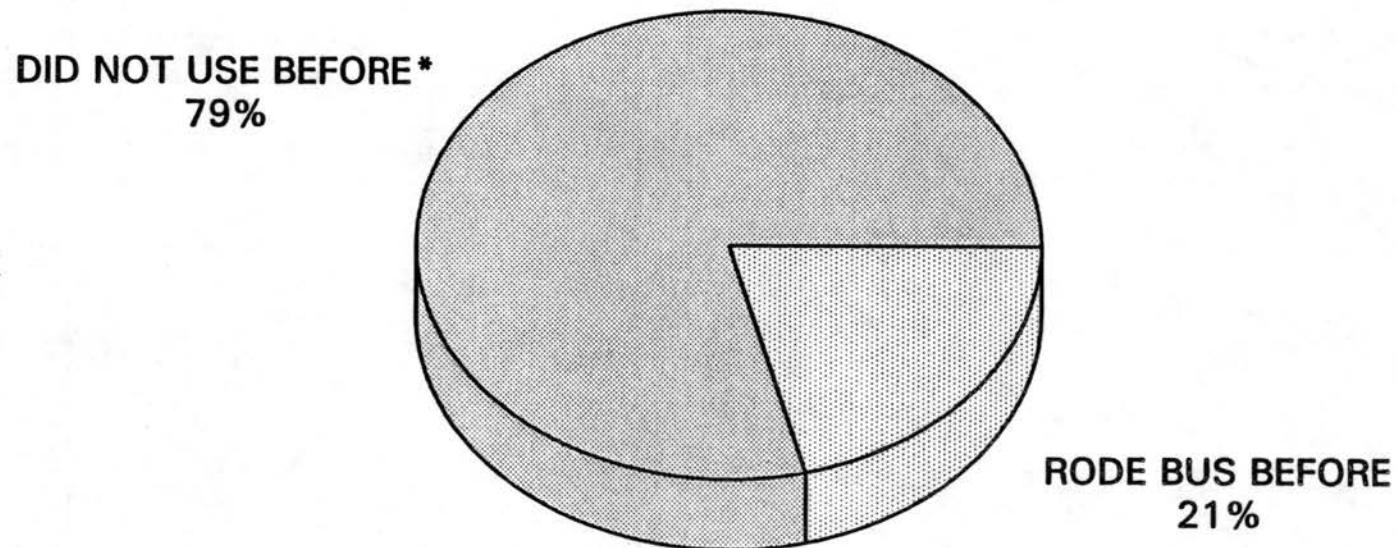
August 1994
Ride Free Zone --
subsidized by downtown businesses

MetroLink Ridership Actual vs Projected 10,158,680 vs 5,203,000



Projected = 12,000-13,000 Daily Start Up

NEW RIDERS METROLINK

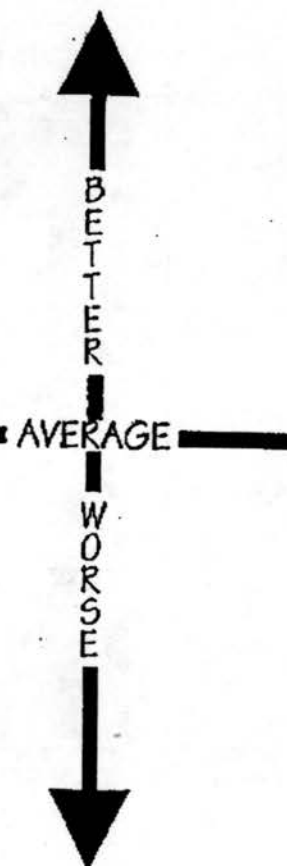


*New to transit for trip surveyed

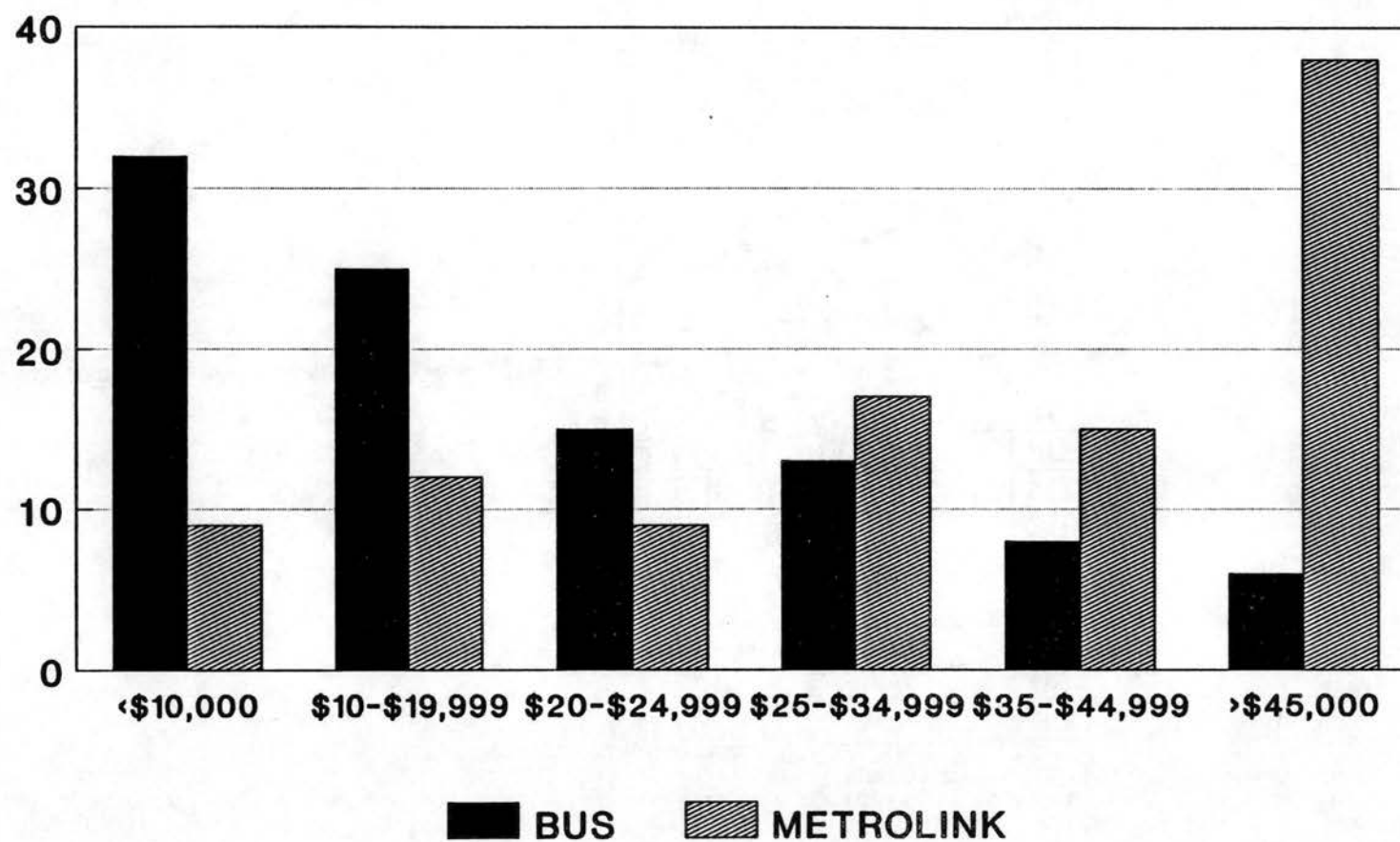
Where We Stand

Urban Sprawl Index - 1990

1	PITTSBURGH	2.00
2	PHILADELPHIA	2.60
3	NEW YORK	3.00
3	CLEVELAND	3.00
5	COLUMBUS	3.60
6	BOSTON	3.80
7	KANSAS CITY	4.00
7	MEMPHIS	4.00
9	HOUSTON	4.20
9	MILWAUKEE	4.20
9	DETROIT	4.20
9	MINNEAPOLIS	4.20
13	LOUISVILLE	4.40
13	SAN FRANCISCO	4.40
15	MIAMI	4.60
15	CINCINNATI	4.60
17	PORTLAND	4.80
17	CHICAGO	4.80
17	WASHINGTON DC	4.80
20	ATLANTA	5.00
20	SEATTLE	5.00
22	ST. LOUIS	5.20
23	BALTIMORE	5.40
23	INDIANAPOLIS	5.40
23	NASHVILLE	5.40
26	DENVER	5.60
26	OKLAHOMA CITY	5.60
28	DALLAS	6.20
29	PHOENIX	6.33
30	LOS ANGELES	7.60

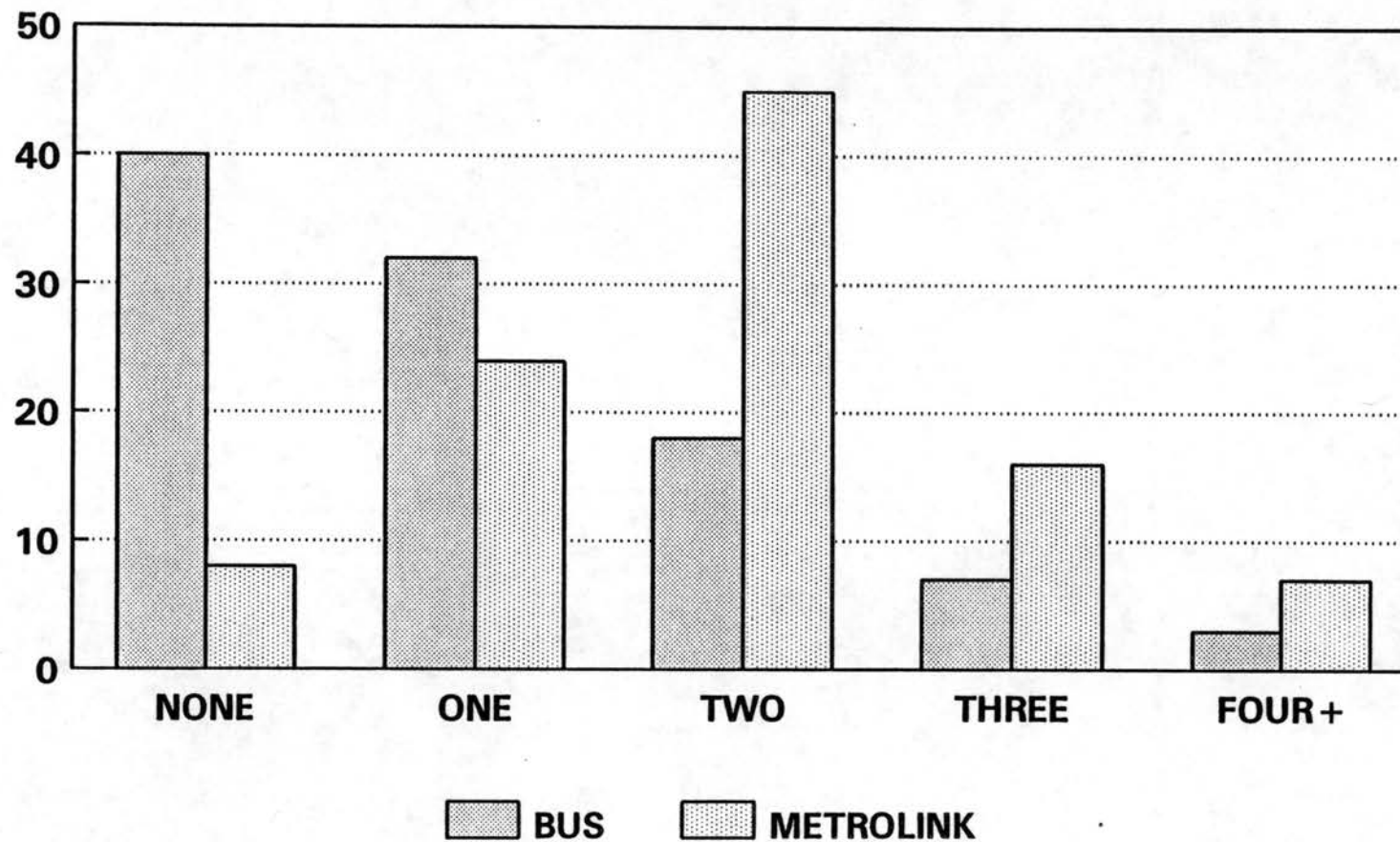


INCOME BUS AND METROLINK



AUTO OWNERSHIP

BUS AND METROLINK



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY	Board Action Requested
Originating Department	Central Corridor update
<i>Klaspioglaue</i> 11/14/94 Authorized Signature Date	DISCUSSION ONLY

Request Justification

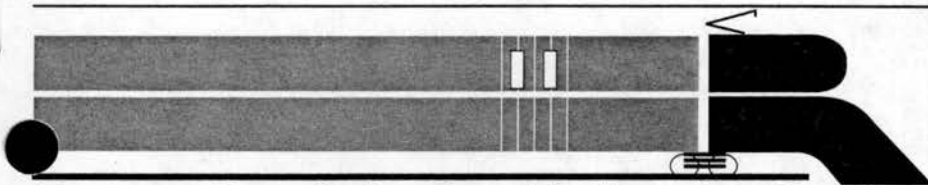
A public forum will be held on Tuesday, November 29, Minneapolis Convention Center, 7 PM, to discuss progress on light rail transit alignments in downtown Minneapolis.

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
November 22, 1994	<i>Bette Kurysh</i>	11/17/94
Board Date	Signature	Date



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

Agenda

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

BUDGET COMMITTEE OF THE WHOLE

TUESDAY, DECEMBER 6, 1994

10:30 AM 220 COURTHOUSE

1. Review the Ramsey County Regional Railroad Authority's proposed 1995 budget and tax levy for possible reduction prior to the Truth in Taxation hearing. Action on the formal budget and tax levy will be requested on December 20, 1994.



Ramsey County Regional Railroad Authority

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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: Budget Hearing Agenda -- December 6, 1994

DATE: December 1, 1994

Attached are items that you may wish to review prior to the December 6, 1994, Ramsey County Regional Railroad Authority budget hearing to be held at 10:30 AM in 220 Courthouse.

1. Memorandum from K. DeSpiegelaere
2. Mission statement of Ramsey County Regional Railroad Authority
3. 1995 Budget Summary
4. 1995 Budget Detail

Ramsey County Regional Railroad Authority

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

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MEMORANDUM

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

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

SUBJECT: 1995 Regional Railroad Authority Budget

DATE: December 1, 1994

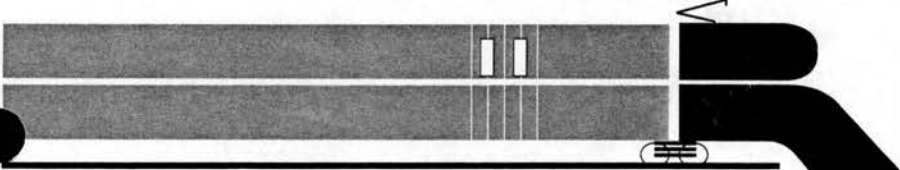
Ramsey County Regional Railroad Authority certified a proposed 1995 net tax levy, as required by law, on September 13, 1994. The proposed certified levy was \$458,655, the same amount as the net 1994 tax levy.

Ramsey County is required to include the Regional Railroad Authority's levy as part of the County's levy and discuss it at the Truth in Taxation hearing to be held on December 13, 1994. The law specifies that local governments cannot approve their budgets and tax levies prior to the Truth in Taxation hearing. A Regional Railroad Authority meeting will be scheduled for December 20 to approve the final tax levy for the Regional Railroad Authority for 1995.

Commissioner John T. Finley, Chair of the Ramsey County Regional Railroad Authority, has recommended that Ramsey County Regional Railroad Authority reduce its levy by \$150,000. The reduction in the levy would be offset by interest income. The total levy would therefore be \$305,655 for 1995 taking into account interest income and uncollectible taxes.

With this action, Ramsey County Regional Railroad Authority would show a 33.36% decrease for the Regional Railroad Authority's levy from 1994 to 1995 at the Truth in Taxation hearing.

KD/blk



Ramsey County Regional Railroad Authority

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

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DEPARTMENT: 59101 - RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

ACTIVITY: 59000 - REGIONAL RAILROAD AUTHORITY

DEPARTMENT HEAD: Kathryn DeSpiegelaere, Director of LRT Planning

LOCATION: 665 RCGC West **PHONE:** 266-2762

MISSION

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

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

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

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

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

ADDITIONAL INFORMATION

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

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

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

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

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

ORGANIZATION

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

EXPENDITURE/APPROPRIATION SUMMARY BY COST CENTER

RC REGIONAL RAILROAD AUTHORITY

Code	Title	1992 Actual	1993 Actual	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
59101	Regional Railroad Administration	221,846	332,205	554,581	527,148	527,148	-
59109	Northeast Corridor Maintenance	-	76,828	162,100	143,100	143,100	-
59110	Central Corridor AA/DEIS	24,487	91,312	-	27,150	27,150	-
59111	Central Corridor Preliminary Engineering	-	-	121,150	142,100	142,100	-
	Total Expenditure/Appropriation	246,333	500,345	837,831	839,498	839,498	-

REVENUE/ESTIMATED REVENUE SUMMARY BY COST CENTER

Code	Title	1992 Actual	1993 Actual	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
59101	Regional Railroad Administration	434,284	339,978	-	-	150,000	-
59109	Northeast Corridor Maintenance	-	-	-	-	-	-
59111	Central Corridor Preliminary Engineering	-	-	-	-	-	-
	Total Revenue/Estimated Revenue	434,284	339,978	-	-	150,000	-

OVERALL TAX LEVY SUMMARY

Tax Levy	1,047,496	833,333	837,831	839,498	689,498	-
Allowance for Uncollectible Tax-2%	20,950	16,667	16,757	16,790	13,790	-
Total Tax Levy	1,068,446	850,000	854,588	856,288	703,288	-
Less HACA	(374,726)	(391,345)	(395,933)	(397,633)	(397,633)	-
Net Tax Levy	693,720	458,655	458,655	458,655	305,655	-
Inc/(Dec) From 1994				0	(153,000)	
% Inc/(Dec) From 1994				0.00%	-33.36%	

EXPENDITURE AND REVENUE DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
59101-ADMINISTRATION

Code	Title	1992 Actual	1993 Actual	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
020000	OTHER SERVICES AND CHARGES						
020102	Consulting Services	3,719	-	53,351	82,872		
020122	State Auditor	1,809	2,192	2,900	2,900		
020154	Legislative Representative	5,000	12,000	25,000	26,667		
020174	County Attorney Services	17,460	24,436	26,586	26,586		
020176	County Manager Services	47,217	33,606	70,000	70,000		
020179	Budgeting & Accounting Services	9,563	8,733	20,000	20,000		
020185	Data Processing Services-MTCE	2,205	3,367	4,211	5,000		
020193	County Project Management Services	66,728	156,937	150,200	150,200		
020194	Public Information Services	-	-	30,000	20,000		
020202	Postage	1,981	2,280	5,800	5,800		
020207	Telephone Long Dist Charges	222	238	380	380		
020208	Telephone-Local Service	1,592	1,892	2,040	2,100		
020209	Telephone-Equipment Rental	90	93	100	200		
020301	Transportation Allowance	761	1,700	700	1,500		
020305	Messenger Service	706	680	800	800		
020401	Printing Minutes & Notices	-	-	8,560	8,560		
020501	Printing & Stationery	5,598	8,850	20,800	20,800		
020611	Liability & Property Damage-Ins	586	652	700	800		
020803	Equipment & Machinery Repairs	563	1,515	2,000	2,000		
020903	Equipment & Machinery-Rental	250	-	-	-		
020906	Building & Office Space	6,346	12,975	12,883	12,883		
020909	Parking Space	1,577	1,163	1,440	900		
021101	Books, Periodicals, Subscriptions	260	303	280	280		
021134	Tuition	-	-	750	1,000		
021172	Moving Expense	3,488	-	-	-		
021192	Interest Expense	140	-	-	-		
021226	Committee Compensation	-	-	3,000	3,000		
021401	Membership & Dues	-	500	500	500		
021403	Conference & Seminar Expenses	2,584	3,952	6,000	6,000		
021407	Other Travel	2,527	9,649	20,000	20,000		
021408	Volunteer/Committee Meeting Expense	252	-	3,000	3,000		
021409	Meeting Expense Account	2,236	1,553	5,500	5,500		
022213	Transit Joint Powers	33,660	-	34,000	22,820		
	Total Other Services & Charges	219,120	289,266	511,481	523,048	-	-

Code	Title	1992 Actual	1993 Actual	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
030000	SUPPLIES						
030101	Office Supplies	2,402	2,363	2,700	2,700		
030201	Computer Operating Supplies	-	176	-	1,000		
		2,402	2,539	2,700	3,700	-	

Code	Title	1992 Actual	1993 Actual	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
040000	OPERATING CAPITAL OUTLAY						
040300	Equipment	324	400	400	400		
		=====	=====	=====	=====	=====	=====

Code	Title	1992 Actual	1993 Actual	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
060000	CONTINGENT ACCOUNT						
061001	Contingent Appropriations	-	-	-	-	-	-
		=====	=====	=====	=====	=====	=====

Code	Title	1992 Actual	1993 Actual	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
090000	INTER-GOVERNMENTAL PAYMENTS						
090306	Other Governmental Units	-	40,000	40,000	-		
		=====	=====	=====	=====	=====	=====
Total 59101 - Administration		221,846	332,205	554,581	527,148	-	-
		=====	=====	=====	=====	=====	=====

EXPENDITURE AND REVENUE DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
59109-NORTHEAST CORRIDOR MAINTENANCE

Code	Title	1992 Actual	1993 Actual	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
020000	OTHER SERVICES AND CHARGES						
020102	Consulting Services		3,500				
020179	Budget and Accounting Services	-	200	-	400		
020185	Data Processing Maintenance	-	100	-	500		
020193	County Project Management	-	18,708	79,000	69,000		
020618	Public Liability Insurance	-	47	100	200		
020802	Improvements Other Than Buildings	-	-	-	20,000		
020804	Grounds-Repairs	-	28,283	36,000	36,000		
021131	Special Assessments	-	15,990	17,000	17,000		
	Total Other Services & Charges	-	66,828	132,100	143,100	-	-

Code	Title	1992 Actual	1993 Actual	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
030000	SUPPLIES						
030507	Signs and Repairs	-	10,000	30,000	-		

Total 59109 - Northeast Corridor Maintenance

-	76,828	162,100	143,100	-	-
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EXPENDITURE AND REVENUE DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
59110-CENTRAL CORRIDOR AA/DEIS

Code	Title	1992 Actual	1993 Actual	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
020000	OTHER SERVICES AND CHARGES						
020102	Consulting Services			-			
020174	County Attorney Services		1,401	-			
020176	County Manager Services	8,019	26,982	-			
020179	Budgeting & Accounting Services		2,999	-			
020185	Data Processing Services-MTCE	511	5,489	-			
020193	County Project Management Services	15,098	50,000		25,000		
020202	Postage		500	-			
020305	Messenger	-	-	-	150		
020401	Printing Minutes & Notices		300	-			
020501	Printing & Stationery		500	-			
021226	Committee Compensation		1,000	-			
021403	Conference & Seminar Expenses	859	141	-			
021407	Other Travel		2,000	-	2,000		
	Total	24,487	91,312	-	27,150	-	-

EXPENDITURE AND REVENUE DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
59111 - CENTRAL CORRIDOR PRELIMINARY ENGINEERING

Code	Title	1992 Actual	1993 Actual	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
020000	OTHER SERVICES AND CHARGES						
59111 020102	Consulting Services			12,000	-		
59111 020193	County Project Management Services		-	95,000	130,000		
59111 020194	Public Information Services		-	10,000	10,000		
59111 020305	Messenger Service		-	150	100		
59111 021407	Travel		-	4,000	2,000		
59111	Total 59111 - Central Corridor Prelim. Engineering	-	-	121,150	142,100	-	-
Total Ramsey County Regional Rail Authority		246,333	500,345	837,831	839,498	-	-

BUDGET EXPLANATION FORM

Page No. 1
BUDGET YEAR 199559101 Ramsey County Regional Railroad Authority
020102 - Consulting Services

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing					
Operation:	<u>- 0 -</u>	<u>53,351</u>	<u>82,872</u>		

EXPLANATION:

This account will fund services of independent consultants who perform rail authority work. Anticipated work during 1995 may include specialized engineering, analysis of federal funding options, transit planning, publicity, light rail patronage forecasts, and other specialized services not provided for in project or operations accounts.

020122 - State Auditor

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing					
Operation:	<u>2,192</u>	<u>2,900</u>	<u>2,900</u>		

EXPLANATION:

Accounting records for the Ramsey County Regional Railroad Authority are subject to audit by the State of Minnesota. Estimated fees for 1995 are \$2,900.

020154 - Legislative Representative

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing					
Operation:	<u>12,000</u>	<u>25,000</u>	<u>26,667</u>		

EXPLANATION:

Legislation impacts Regional Railroad Authority taxing ability and responsibilities. This account will provide funding to monitor legislation and provide information to Legislators.

BUDGET EXPLANATION FORM

Page No. 2
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority020174 - County Attorney Services

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>24,436</u>	<u>26,586</u>	<u>26,586</u>		

EXPLANATION:

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

NOTE: Costs for County staff include salaries, fringe benefits and the indirect cost rate established by David M. Griffith and Company for Ramsey County.

County Attorney services are also included in other cost centers which are supported by grant sources.

020176 - County Manager - Services

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>33,606</u>	<u>70,000</u>	<u>70,000</u>		

EXPLANATION:

Funds are needed to reimburse for time expended by County Manager's staff for assistance with Regional Railroad Authority projects. This includes property negotiations, clerical, media/information services and preparation of minutes and agendas for the Railroad Authority meetings.

Director of Property Management	\$ 1,190
Clerical	35,330
Director of Information Services	9,270
Administrative Support Services	26,210
	<u>\$70,000</u>

NOTE: Costs for County staff include salaries, fringe benefits and the indirect cost rate established by David M. Griffith and Company for Ramsey County.

County Manager services are also included in other cost centers which are supported by grant sources.

BUDGET EXPLANATION FORM

Page No. 3
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority020179 - Budgeting and Accounting Services

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing					
Operation:	<u>8,733</u>	<u>20,000</u>	<u>20,000</u>		

EXPLANATION:

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

NOTE: Costs for County staff include salaries, fringe benefits and the indirect cost rate established by David M. Griffith and Company for Ramsey County.

Budgeting and Accounting services are also included in other cost centers which are supported by grant sources.

020185 - Data Processing Maintenance and Equipment

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing					
Operation:	<u>3,367</u>	<u>4,211</u>	<u>5,000</u>		

EXPLANATION:

This account provides funds for office automation and computer equipment. Four accounts for RCRRA staff are anticipated plus one account for general RRA support. Maintenance costs are anticipated to be \$5,000.

BUDGET EXPLANATION FORM

Page No. 4
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority020193 - County Project Management Services

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>156,937</u>	<u>150,200</u>	<u>150,200</u>		

EXPLANATION:

Ramsey County provides staff to assist the Regional Railroad Authority to develop plans, manage consultant services, coordinate with other agencies and citizen groups, provide information services, and engineering and transportation planning services. Persons providing these services are in County Public Works, Personnel Departments, Property Taxation, Parks and Recreation, and County Manager's Office. This account provides a specific identifier to reimburse Ramsey County for these services.

Project Management services are also included in other cost centers which are supported by grant sources.

PROJECT MANAGEMENT TEAM

		<u>Estimated Cost</u>
<u>Staff</u>		
Dir. of LRT Planning (a) (Public Works)	(1 FTE)	\$ 57,100
Community Participation Coordinator (b) (Personnel)	(.7 FTE)	38,500
Administrative Secretary (b) (County Manager)	(1 FTE)	44,600
Right of Way Specialist (b) (Parks)	(.5 FTE)	<u>10,000</u>
	Total FTE	3.2
FTE is for <u>all</u> activities		
	Total	\$150,200

NOTE: (a) Costs include salaries, fringe benefits and the indirect cost rate as established by David M. Griffith and Company for Ramsey County and the Ramsey County Public Works Department cost allocation rate for planning and engineering services.

(b) Costs are based upon the Ramsey County Indirect Cost Plan.

020194 - Public Information Services

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>30,000</u>	<u>20,000</u>		

EXPLANATION:

This account will fund creation and dissemination of general LRT information to the public through a variety of communication formats including newsletters, special mailings, informational brochures, newspaper articles, public notices, hearings and information meetings, special presentations, etc.

BUDGET EXPLANATION FORM

Page No. 5
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority020202 - Postage

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>2,280</u>	<u>5,800</u>	<u>5,800</u>		

EXPLANATION:

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

020207 - Telephone - Long Distance Charges

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>238</u>	<u>380</u>	<u>380</u>		

EXPLANATION:

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

020208 - Telephone - Local Service

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>1,892</u>	<u>2,040</u>	<u>2,100</u>		

EXPLANATION:

This account provides funding for local telephone service at 665 RCGC-West for the Regional Railroad Authority.

020209 - Telephone - Equipment Rental

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>93</u>	<u>100</u>	<u>200</u>		

EXPLANATION:

This account provides funds for rental of pagers for the Director and intergovernmental staff.

BUDGET EXPLANATION FORM

Page No. 6
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority020301 - Transportation Allowance

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing Operation:	<u>1,700</u>	<u>700</u>	<u>1,500</u>

EXPLANATION:

This account provides for reimbursement to the Community Participation Coordinator and Right of Way Specialist for auto expenses incurred through use of a personal vehicle for work-related functions.

020305 - Messenger Service

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing Operation:	<u>680</u>	<u>800</u>	<u>800</u>

EXPLANATION:

Current studies and interactions with numerous groups and agencies require timely distribution of or retrieval of critical documents to specific locations, such as the Capitol, in the Twin Cities area. It is anticipated that delivery services which cannot be met by postal service will be required.

020401 - Publishing Minutes and Notices

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing Operation:	<u>- 0 -</u>	<u>8,560</u>	<u>8,560</u>

EXPLANATION:

Funds are needed to pay for printing legal notices in newspapers. Abbreviated minutes of Regional Railroad Authority meetings may be published.

020501 - Printing and Stationery

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing Operation:	<u>8,850</u>	<u>20,800</u>	<u>20,800</u>

EXPLANATION:

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

BUDGET EXPLANATION FORM

Page No. 7
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority020611 - Liability and Property Damage

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>652</u>	<u>700</u>	<u>800</u>		

EXPLANATION:

The Ramsey County Regional Railroad Authority (RCRRA) is a separate legal entity and is not covered by self insurance provisions of Ramsey County. The RCRRA also lacks the financial resources to fulfill self insurance requirements. Accordingly, a package insurance policy is being purchased at an annual cost of \$800.

020803 - Equipment/Machine Repairs

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>1,515</u>	<u>2,000</u>	<u>2,000</u>		

EXPLANATION:

This account covers repair costs for copying and computer equipment.

020906 - Office Rental

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>12,975</u>	<u>12,883</u>	<u>12,883</u>		

EXPLANATION:

This account covers rent for Regional Rail staff offices at 665 Ramsey County Government Center - West.

020909 - Parking Space

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>1,163</u>	<u>1,440</u>	<u>900</u>		

EXPLANATION:

Monthly parking spaces at Ramsey County Government Center-West for the Director of LRT Planning and the Community Participation Coordinator, who use their personal vehicles for business during the work day, are covered by this account.

BUDGET EXPLANATION FORM

Page No. 8
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority021101 - Books, Periodicals, Subscriptions

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing			
Operation:	<u>303</u>	<u>280</u>	<u>280</u>

EXPLANATION:

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

021134 - Tuition Reimbursement

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing			
Operation:	<u>- 0 -</u>	<u>750</u>	<u>1,000</u>

EXPLANATION:

The account will provide tuition reimbursement for work-related or career development courses taken by RCRRA staff.

021226 - Committee Compensation

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing			
Operation:	<u>- 0 -</u>	<u>3,000</u>	<u>3,000</u>

EXPLANATION:

Committee members may be reimbursed for expenses associated with meeting attendance. Task force and citizens advisory committee members have been eligible for this reimbursement in previous years. Additional meetings will be held in 1995.

021401 - Membership and Dues

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing			
Operation:	<u>500</u>	<u>500</u>	<u>500</u>

EXPLANATION:

Membership fees will be funded for professional transit associations.

BUDGET EXPLANATION FORM

Page No. 9
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority021403 - Conference and Seminar Expenses

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing					
Operation:	<u>3,952</u>	<u>6,000</u>	<u>6,000</u>		

EXPLANATION:

American Public Transit Association	\$1,800
Minnesota Public Transit Association	400
Transportation Research Board	3,050
University of Minnesota - Technical Seminars	750
	<u>\$6,000</u>

021407 - Travel

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing					
Operation:	<u>9,649</u>	<u>20,000</u>	<u>20,000</u>		

EXPLANATION:

Funds are needed to pay for trips for staff and commissioners as may be required, to cities that have established rail transit systems (Buffalo, Los Angeles, San Diego, Calgary, St. Louis, San Jose, Edmonton, etc.) or are constructing them (Denver) to study and observe operations and to meet with transit operating officials. Negotiations with Railroad company officials may require travel to their administrative headquarters. Discussions of federal funding possibilities may necessitate travel to regional offices in Chicago or headquarters in Washington, D.C.

021408 - Volunteer/Committee Meeting Expense

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing					
Operation:	<u>- 0 -</u>	<u>3,000</u>	<u>3,000</u>		

EXPLANATION:

Funds are needed to pay for expenses relating to meetings by Task Forces and citizen forums on light rail corridors that are being studied.

BUDGET EXPLANATION FORM

Page No. 10
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority021409 - Meeting Expense

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>1,553</u>	<u>5,500</u>	<u>5,500</u>		

EXPLANATION:

Funds are used to pay for expenses of meetings with Legislators and other elected officials.

022213 - Transit Joint Powers

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>34,000</u>	<u>22,820</u>		

EXPLANATION:

This account will fund RCRRA's share of the administrative services of the Metro LRT Joint Powers Board formed pursuant to state legislation.

030101 - Office Supplies

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>2,363</u>	<u>2,700</u>	<u>2,700</u>		

EXPLANATION:

This account provides office supplies for the Railroad Authority staff.

030201 - Computer Operating Supplies

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>176</u>	<u>- 0 -</u>	<u>1,000</u>		

EXPLANATION:

Supplies are required for printers for computers.

BUDGET EXPLANATION FORM

Page No. 11
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority040300 - Equipment

	1993	1994		1995	
	<u>Expended</u>	<u>Approved</u>	<u>Requested</u>	<u>Proposed</u>	<u>Approved</u>
Existing Operation:	<u>400</u>	<u>400</u>	<u>400</u>		

EXPLANATION:

Equipment for slide presentation is needed.

090306 - Other Governmental Units

	1993	1994		1995	
	<u>Expended</u>	<u>Approved</u>	<u>Requested</u>	<u>Proposed</u>	<u>Approved</u>
Existing Operation:	<u>40,000</u>	<u>40,000</u>	<u>- 0 -</u>		

EXPLANATION:

The transit Education Program is funded by metropolitan and state agencies and regional railroad authorities. RCRRA's expected contribution for 1995 is \$0.

BUDGET EXPLANATION FORM

Page No. 12
BUDGET YEAR 1995

59109

Ramsey County Regional Railroad Authority020179 - Budgeting and Accounting Services

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>200</u>	<u>- 0 -</u>	<u>400</u>		

EXPLANATION:

Budgeting and Accounting services for the Northeast Corridor are covered by this account.

020185 - Data Processing Maintenance and Equipment

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>100</u>	<u>- 0 -</u>	<u>500</u>		

EXPLANATION:

Services for computer equipment for the Northeast Corridor are required.

020193 - County Project Management

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>18,708</u>	<u>79,000</u>	<u>69,000</u>		

EXPLANATION:

County Project Management

Dir. of LRT Planning (Public Works)	\$10,000
Community Participation Coordinator (Personnel)	20,000
Administrative Secretary (County Manager)	11,000
Right of Way Specialist (Parks)	<u>28,000</u>

TOTAL

\$69,000

Ramsey County provides staff to assist the Regional Railroad Authority in managing the Northeast Corridor right of way. This account provides a specific identifier to reimburse Ramsey County for these services. The amount requested includes salaries and an overhead factor to compensate departments loaning employees to the Regional Railroad Authority.

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BUDGET EXPLANATION FORM

59109

Page No. 13
BUDGET YEAR 1995Ramsey County Regional Railroad Authority020618 - Public liability insurance

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing					
Operation:	<u>47</u>	<u>100</u>	<u>200</u>		

EXPLANATION:

Insurance has been purchased to cover claims against RCRRA originating from ownership of the Burlington Northern right of way.

020802 - Improvements other than buildings

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing					
Operation:	<u>- 0 -</u>	<u>- 0 -</u>	<u>20,000</u>		

EXPLANATION:

Funds may be needed to cover repairs to bridges and tunnels along the Northeast Corridor right of way.

020804 - Grounds - repair

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing					
Operation:	<u>28,283</u>	<u>36,000</u>	<u>36,000</u>		

EXPLANATION:

Maintenance of the Burlington Northern right of way, including replacement of signs, removal of diseased trees and removal of illegally placed refuse, such as tires, will be covered by this account.

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BUDGET EXPLANATION FORM

59109

Page No. 14
BUDGET YEAR 1995Ramsey County Regional Railroad Authority021131 - Special Assessments

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing					
Operation:	<u>15,990</u>	<u>17,000</u>	<u>17,000</u>		

EXPLANATION:

Special assessments levied against the right of way owned by RCRRA are an obligation of the Authority.

030507 - Signs and repairs

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing					
Operation:	<u>10,000</u>	<u>30,000</u>	<u>- 0 -</u>		

EXPLANATION:

This account will fund preparation and placement of signs along Burlington Northern right of way purchased by RCRRA. The signs will indicate that RCRRA owns the right of way and that its ultimate use may be for light rail transit.

BUDGET EXPLANATION FORM

Page No. 15
BUDGET YEAR59110
1995020193 - County Project Management Services

	1993 Expended	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
Existing Operation:	<u>50,000</u>	<u>- 0 -</u>	<u>25,000</u>		

EXPLANATION:

County Project Management

Director of LRT Planning (Public Works)	\$12,000
Community Participation Coordinator (Personnel)	8,000
Administrative Secretary (County Manager)	<u>5,000</u>
Total	<u>\$25,000</u>

Ramsey County provides staff to assist the Regional Railroad Authority in managing the Central Corridor Alternatives Analysis. This account provides a specific identifier to reimburse Ramsey County for these services. The amount requested includes salaries and an overhead fact to compensate departments loaning employees to the Regional Railroad Authority.

020305 - Messenger

	1993 Expended	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
Existing Operation:	<u>- 0 -</u>	<u>- 0 -</u>	<u>150</u>		

EXPLANATION:

Deliveries of agendas, letters, or presentation materials about the Central Corridor may require the use of a messenger service.

021407 - Travel

	1993 Expended	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
Existing Operation:	<u>2,000</u>	<u>- 0 -</u>	<u>2,000</u>		

EXPLANATION:

Travel to Washington, D.C. to meet with representatives of the Federal Transit Administration or Congress about the Central Corridor project may be required.

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BUDGET EXPLANATION FORM

Page No. 16
BUDGET YEAR59111
1995020193 - County Project Management Services

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation	- 0 -	95,000	130,000		

EXPLANATION:

County Project Management

Director of LRT Planning (Public Works)	\$ 70,000
Community Participation Coordinator (Personnel)	40,000
Administrative Secretary (County Manager)	20,000
Total	<u>\$130,000</u>

Ramsey County provides staff to assist the Regional Railroad Authority in managing the Central Corridor preliminary engineering. This account provides a specific identifier to reimburse Ramsey County for these services. The amount requested includes salaries and an overhead factor to compensate departments loaning employees to the Regional Railroad Authority.

020194 - Public Information Services

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	- 0 -	10,000	10,000		

EXPLANATION:

Dissemination of information to the public about the Central Corridor project may include fliers, ads in community newspapers, or displays.

020305 - Messenger

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	- 0 -	150	100		

EXPLANATION:

Deliveries of agendas, letters, or presentation materials about the Central Corridor may require the use of a messenger service.

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BUDGET EXPLANATION FORM

Page No. 17
BUDGET YEAR59111
1995021407 - Travel

	1993 Expended	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
Existing Operation:	- 0 -	4,000	2,000		

EXPLANATION:

Travel to Washington, D.C. to meet with representatives of the Federal Transit Administration or Congress about the Central Corridor project may be required.

CONFERENCE AND EDUCATIONAL SEMINAR EXPENSE (021403)

BUDGET REQUEST FORM

Page No. 18

Conference/Seminar Name and Location: >American Public Transit Association, Location is unknown.

Justification for Attendance: >Improve knowledge of transit systems, developments and operations. If this is not funded, current information will not be obtained on national topics.

Number of Employees Attending: >1 Total Estimated Cost: >\$1,800
=====

Conference/Seminar Name and Location: >Minnesota Public Transit Association, Location is Unknown.

Justification for Attendance: >Information on state and national transit issues will be acquired. If this is not funded, information on this topic will not be obtained.

Number of Employees Attending: >2 Total Estimated Cost: >\$ 400
=====

Conference/Seminar Name and Location: >Transportation Research Board - Washington, D.C.

Justification for Attendance: >This conference will occur in Washington, D.C. will include technical sessions on LRT systems. If this is not funded, knowledge of LRT systems will be lacking.

Number of Employees Attending: >2 Total Estimated Cost: >\$3,050
=====

Conference/Seminar Name and Location: >University of Minnesota - Technical Seminars, Twin Cities

Justification for Attendance: >Training on topics relevant to rail authority work, such as community participation and media relations will be attended. If this is not funded, the current information on these topics will not be obtained.

Number of Employees Attending: >1 Total Estimated Cost: >\$ 750
=====

Total Requested (021403) \$6,000
=====

REVENUE EXPLANATION FORM

Page No. 19
BUDGET YEAR 1995

59100

Ramsey County Regional Railroad Authority360102 - Interest on Investments

	1993	1994		1995	
	Revenue	Estimate	Estimated	Proposed	Approved
Existing					
Operation:	<u>339,153</u>	<u>0</u>	<u>0</u>	<u>150,000</u>	

Is revenue based on reimbursement of expenditures? >No

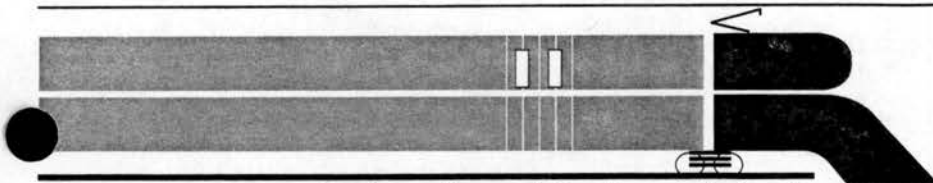
If yes, when is reimbursement made? >

Is an advance of funds possible? >No

If yes, is an advance being requested? >

Source of funding? >

EXPLANATION:



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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, DECEMBER 20, 1994

**11:00 A.M. or immediately following Policy, Long Range Planning & Innovations
Committee**

LARGE CONFERENCE ROOM - 220 COURTHOUSE

1995 BUDGET HEARING

1. * A. Approve the 1995 Ramsey County Regional Railroad Authority Budget in
 the amount of \$839,498.
- * B. Adopt a total net tax levy of \$305,655.

* Action is requested.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

12/9/94
Date

Board Action Requested

Approve the 1995 Ramsey County Regional Railroad Authority Budget in the amount of \$839,498 and adopt a total tax levy of \$305,655.

ACTION IS REQUESTED

Request Justification

- See attached :
- 1) Proposed resolution adopting budget
 - 2) Memorandum from K. DeSpiegelaere
 - 3) Proposed 1995 budget

Budgeting and Accounting _____

County Attorney _____

Risk Manager _____

Documentation certified complete for:

December 22, 1994

Board Date

Bette Kureyah
Signature

12/17/94

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

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

WHEREAS, In order to continue to improve the quality of life and access to services in the region, to remain a partner in transit activities in the region with other agencies, including the Minnesota Department of Transportation, Hennepin County Regional Railroad Authority, Metropolitan Council, Regional Railroad Authority, Metropolitan Council, Regional Transit Board, and Metropolitan Transit Commission; and

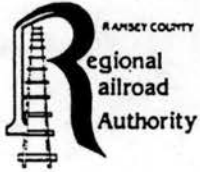
WHEREAS, The 1995 maximum allowable levy for Ramsey County Regional Railroad Authority is \$7,940,846; and

WHEREAS, In order to minimize the tax burden on Ramsey County Taxpayers, the Regional Railroad Authority will use only \$305,655 (3.8%) of the maximum net tax levy of \$7,940,846; and

WHEREAS, The 1994 net property tax levy for Regional Railroad Authority administration was \$458,655; Now, Therefore, Be It

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

RESOLVED, That the Ramsey County Regional Railroad Authority hereby adopts the 1995 budget, a summary of which is shown in the Tax Levy Statement, as follows:

1995 Tax Levy Statement Countywide Levy

1995 Approved Budget \$ 839,498

FINANCING

Interest on Investments \$ 150,000

Current Taxes Receivable \$ 689,498

Plus Estimated Tax Delinquency \$ 13,790

Total Tax Levy \$ 703,288

Less Homestead & Agricultural
Credit Aid (HACA) \$ 397,633

Total Net Tax Levy: \$ 305,655

WHEREAS, Minnesota Statutes, Section 398A.04, Subdivision 8, permits a tax levy for a Regional Railroad Authority; Now, Therefore, Be It

RESOLVED, That there be and hereby is levied upon all taxable property in Ramsey County for the year 1995 a tax rate percentum necessary to raise a Total Net Tax Levy of \$ 305,655.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

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

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Dick Wedell
District 1

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning

SUBJECT: Adoption of 1995 Budget

DATE: December 8, 1994

Attached is the proposed 1995 budget in the amount of \$839,498 for the Ramsey County Regional Railroad Authority. The total tax levy proposed is \$ 305,655/ The 1995 proposed certified levy of \$458,655 was adopted by the Rail Authority on September 13, 1994. The proposed levy is a 33.36% decrease from the 1994 levy and from the 1995 certified levy.

The estimated impact of the proposed levy on residential and commercial property is enclosed.

Recommendation:

A resolution is attached for your consideration.

KD/blk
attachment

TAX LEVY STATEMENT
COUNTY REGIONAL RAILROAD

	<u>1994</u> <u>Actual</u>	<u>1995</u> <u>Proposed</u>	<u>INC/</u> <u>(DEC)</u>	<u>PERCENT</u> <u>INC/(DEC)</u>
BUDGET	837,831	839,498	1,667	.2%
<u>FINANCING</u>				
Interest on Investments	0	150,000	150,000	--
Property Taxes	837,831	689,498	(148,333)	(17.7%)
Allowances for Uncollected Tax-2%	16,757	13,790	(2,967)	(17.7%)
TOTAL TAX LEVY	854,588	703,288	(151,300)	(17.7%)
Less HACA	(395,933)	(397,633)	1,700	.4%
NET TAX LEVY	458,655	305,655	(153,000)	(33.4%)

NET TAX CAPACITY VALUES AND RATES
AND TAX COMPARISONS
COUNTY REGIONAL RAILROAD

<u>TAX CAPACITY AND TAX RATE</u>	<u>ACTUAL</u> <u>1994</u>	<u>PROPOSED</u> <u>1995</u>	<u>INC/</u> <u>(DEC)</u>	<u>PERCENT</u> <u>INC/(DEC)</u>
Net Tax Capacity	348,485,422	352,538,254	4,052,832	1.2%
Tax Capacity Rate	.137%	.080%	(.057)	(41.6%)

<u>ESTIMATED MARKET VALUE</u>	16,042,792,000	16,397,145,000	354,353,000	2.2%
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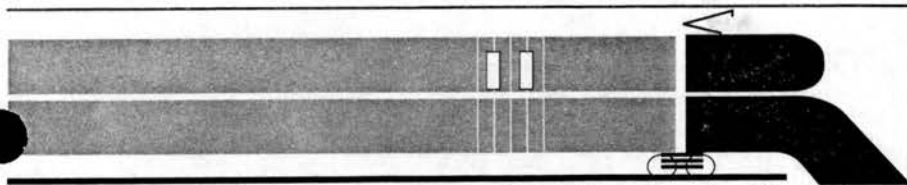
COUNTY TAX COMPARISON - PAYABLE 1994 (A)

<u>Home with an Est. Market Value of:</u>	<u>\$50,000</u>	<u>\$72,000</u>	<u>\$115,000</u>	<u>\$150,000</u>
1995 Net Tax - Estimate	\$.40	\$.58	\$ 1.26	\$ 1.82
1994 Net Tax	.68	.99	2.16	3.12
Increase/(Decrease)	(.28)	(.41)	(.90)	(1.30)
Percent Change	(41.2%)	(41.4%)	(41.7%)	(41.7%)

Commercial Property with an
Estimated Market Value of:

	<u>\$100,000</u>	<u>\$500,000</u>	<u>\$1,000,000</u>
1995 Net Tax - Estimate	\$ 2.40	\$ 17.12	\$ 35.52
1994 Net Tax	4.11	29.32	60.83
Increase/(Decrease)	(1.71)	(12.20)	(25.31)
Percent Change	(41.6%)	(41.6%)	(41.6%)

(A) Estimated payable 1995 rates and taxes are based on "estimated" tax capacity used to calculate taxes for payable 1995 Truth in Taxation notices.



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

DEPARTMENT: 59101 - RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

ACTIVITY: 59000 - REGIONAL RAILROAD AUTHORITY

DEPARTMENT HEAD: Kathryn DeSpiegelaere, Director of LRT Planning

LOCATION: 665 RCGC West **PHONE:** 266-2762

MISSION

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

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

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

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

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

ADDITIONAL INFORMATION

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

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

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

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

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

ORGANIZATION

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

Printed on Recycled Paper



BUDGET EXPLANATION FORM

Page No. 1
BUDGET YEAR 199559101 Ramsey County Regional Railroad Authority
020102 - Consulting Services

	1993	1994	1995	
	Expended	Approved	Requested	Proposed
Existing Operation:	- 0 -	53,351	82,872	Approved

EXPLANATION:

This account will fund services of independent consultants who perform rail authority work. Anticipated work during 1995 may include specialized engineering, analysis of federal funding options, transit planning, publicity, light rail patronage forecasts, and other specialized services not provided for in project or operations accounts.

020122 - State Auditor

	1993	1994	1995	
	Expended	Approved	Requested	Proposed
Existing Operation:	2,192	2,900	2,900	Approved

EXPLANATION:

Accounting records for the Ramsey County Regional Railroad Authority are subject to audit by the State of Minnesota. Estimated fees for 1995 are \$2,900.

020154 - Legislative Representative

	1993	1994	1995	
	Expended	Approved	Requested	Proposed
Existing Operation:	12,000	25,000	26,667	Approved

EXPLANATION:

Legislation impacts Regional Railroad Authority taxing ability and responsibilities. This account will provide funding to monitor legislation and provide information to Legislators.

BUDGET EXPLANATION FORM

Page No. 2
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority020174 - County Attorney Services

	1993	1994	1995	
	Expended	Approved	Requested	Proposed
Existing Operation:	<u>24,436</u>	<u>26,586</u>	<u>26,586</u>	Approved

EXPLANATION:

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

NOTE: Costs for County staff include salaries, fringe benefits and the indirect cost rate established by David M. Griffith and Company for Ramsey County.

County Attorney services are also included in other cost centers which are supported by grant sources.

020176 - County Manager - Services

	1993	1994	1995	
	Expended	Approved	Requested	Proposed
Existing Operation:	<u>33,606</u>	<u>70,000</u>	<u>70,000</u>	Approved

EXPLANATION:

Funds are needed to reimburse for time expended by County Manager's staff for assistance with Regional Railroad Authority projects. This includes property negotiations, clerical, media/information services and preparation of minutes and agendas for the Railroad Authority meetings.

Director of Property Management	\$ 1,190
Clerical	35,330
Director of Information Services	9,270
Administrative Support Services	26,210
	<u>\$70,000</u>

NOTE: Costs for County staff include salaries, fringe benefits and the indirect cost rate established by David M. Griffith and Company for Ramsey County.

County Manager services are also included in other cost centers which are supported by grant sources.

BUDGET EXPLANATION FORM

Page No. 3

BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority020179 - Budgeting and Accounting Services

	1993	1994	1995	
	Expended	Approved	Requested	Proposed Approved
Existing				
Operation:	<u>8,733</u>	<u>20,000</u>	<u>20,000</u>	

EXPLANATION:

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

NOTE: Costs for County staff include salaries, fringe benefits and the indirect cost rate established by David M. Griffith and Company for Ramsey County.

Budgeting and Accounting services are also included in other cost centers which are supported by grant sources.

020185 - Data Processing Maintenance and Equipment

	1993	1994	1995	
	Expended	Approved	Requested	Proposed Approved
Existing				
Operation:	<u>3,367</u>	<u>4,211</u>	<u>5,000</u>	

EXPLANATION:

This account provides funds for office automation and computer equipment. Four accounts for RCRRA staff are anticipated plus one account for general RRA support. Maintenance costs are anticipated to be \$5,000.

BUDGET EXPLANATION FORM

Page No. 4

BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority020193 - County Project Management Services

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing Operation:	<u>156,937</u>	<u>150,200</u>	<u>150,200</u>

EXPLANATION:

Ramsey County provides staff to assist the Regional Railroad Authority to develop plans, manage consultant services, coordinate with other agencies and citizen groups, provide information services, and engineering and transportation planning services. Persons providing these services are in County Public Works, Personnel Departments, Property Taxation, Parks and Recreation, and County Manager's Office. This account provides a specific identifier to reimburse Ramsey County for these services.

Project Management services are also included in other cost centers which are supported by grant sources.

PROJECT MANAGEMENT TEAMEstimated CostStaff

Dir. of LRT Planning (a) (Public Works)	(1 FTE)	\$ 57,100
Community Participation Coordinator (b) (Personnel)	(.7 FTE)	38,500
Administrative Secretary (b) (County Manager)	(1 FTE)	44,600
Right of Way Specialist (b) (Parks)	(.5 FTE)	<u>10,000</u>
Total FTE	3.2	

FTE is for all activities

Total	\$150,200
-------	-----------

NOTE: (a) Costs include salaries, fringe benefits and the indirect cost rate as established by David M. Griffith and Company for Ramsey County and the Ramsey County Public Works Department cost allocation rate for planning and engineering services.

(b) Costs are based upon the Ramsey County Indirect Cost Plan.

020194 - Public Information Services

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing Operation:	<u>- 0 -</u>	<u>30,000</u>	<u>20,000</u>

EXPLANATION:

This account will fund creation and dissemination of general LRT information to the public through a variety of communication formats including newsletters, special mailings, informational brochures, newspaper articles, public notices, hearings and information meetings, special presentations, etc.

BUDGET EXPLANATION FORM

Page No. 5
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority020202 - Postage

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>2,280</u>	<u>5,800</u>	<u>5,800</u>		

EXPLANATION:

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

020207 - Telephone - Long Distance Charges

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>238</u>	<u>380</u>	<u>380</u>		

EXPLANATION:

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

020208 - Telephone - Local Service

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>1,892</u>	<u>2,040</u>	<u>2,100</u>		

EXPLANATION:

This account provides funding for local telephone service at 665 RCGC-West for the Regional Railroad Authority.

020209 - Telephone - Equipment Rental

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>93</u>	<u>100</u>	<u>200</u>		

EXPLANATION:

This account provides funds for rental of pagers for the Director and intergovernmental staff.

BUDGET EXPLANATION FORM

Page No. 6
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority020301 - Transportation Allowance

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>1,700</u>	<u>700</u>	<u>1,500</u>		

EXPLANATION:

This account provides for reimbursement to the Community Participation Coordinator and Right of Way Specialist for auto expenses incurred through use of a personal vehicle for work-related functions.

020305 - Messenger Service

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>680</u>	<u>800</u>	<u>800</u>		

EXPLANATION:

Current studies and interactions with numerous groups and agencies require timely distribution of or retrieval of critical documents to specific locations, such as the Capitol, in the Twin Cities area. It is anticipated that delivery services which cannot be met by postal service will be required.

020401 - Publishing Minutes and Notices

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>8,560</u>	<u>8,560</u>		

EXPLANATION:

Funds are needed to pay for printing legal notices in newspapers. Abbreviated minutes of Regional Railroad Authority meetings may be published.

020501 - Printing and Stationery

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>8,850</u>	<u>20,800</u>	<u>20,800</u>		

EXPLANATION:

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

BUDGET EXPLANATION FORM

Page No. 7
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority020611 - Liability and Property Damage

	1993	1994	1995	
	Expended	Approved	Requested	Proposed Approved
Existing Operation:	<u>652</u>	<u>700</u>	<u>800</u>	

EXPLANATION:

The Ramsey County Regional Railroad Authority (RCRRA) is a separate legal entity and is not covered by self insurance provisions of Ramsey County. The RCRRA also lacks the financial resources to fulfill self insurance requirements. Accordingly, a package insurance policy is being purchased at an annual cost of \$800.

020803 - Equipment/Machine Repairs

	1993	1994	1995	
	Expended	Approved	Requested	Proposed Approved
Existing Operation:	<u>1,515</u>	<u>2,000</u>	<u>2,000</u>	

EXPLANATION:

This account covers repair costs for copying and computer equipment.

020906 - Office Rental

	1993	1994	1995	
	Expended	Approved	Requested	Proposed Approved
Existing Operation:	<u>12,975</u>	<u>12,883</u>	<u>12,883</u>	

EXPLANATION:

This account covers rent for Regional Rail staff offices at 665 Ramsey County Government Center - West.

020909 - Parking Space

	1993	1994	1995	
	Expended	Approved	Requested	Proposed Approved
Existing Operation:	<u>1,163</u>	<u>1,440</u>	<u>900</u>	

EXPLANATION:

Monthly parking spaces at Ramsey County Government Center-West for the Director of LRT Planning and the Community Participation Coordinator, who use their personal vehicles for business during the work day, are covered by this account.

BUDGET EXPLANATION FORM

Page No. 8
BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority021101 - Books, Periodicals, Subscriptions

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>303</u>	<u>280</u>	<u>280</u>		

EXPLANATION:

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

021134 - Tuition Reimbursement

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>750</u>	<u>1,000</u>		

EXPLANATION:

The account will provide tuition reimbursement for work-related or career development courses taken by RCRRA staff.

021226 - Committee Compensation

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>3,000</u>	<u>3,000</u>		

EXPLANATION:

Committee members may be reimbursed for expenses associated with meeting attendance. Task force and citizens advisory committee members have been eligible for this reimbursement in previous years. Additional meetings will be held in 1995.

021401 - Membership and Dues

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>500</u>	<u>500</u>	<u>500</u>		

EXPLANATION:

Membership fees will be funded for professional transit associations.

BUDGET EXPLANATION FORM

Page No. 9

BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority021403 - Conference and Seminar Expenses

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>3,952</u>	<u>6,000</u>	<u>6,000</u>		

EXPLANATION:

American Public Transit Association	\$1,800
Minnesota Public Transit Association	400
Transportation Research Board	3,050
University of Minnesota - Technical Seminars	750
	<u>\$6,000</u>

021407 - Travel

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>9,649</u>	<u>20,000</u>	<u>20,000</u>		

EXPLANATION:

Funds are needed to pay for trips for staff and commissioners as may be required, to cities that have established rail transit systems (Buffalo, Los Angeles, San Diego, Calgary, St. Louis, San Jose, Edmonton, etc.) or are constructing them (Denver) to study and observe operations and to meet with transit operating officials. Negotiations with Railroad company officials may require travel to their administrative headquarters. Discussions of federal funding possibilities may necessitate travel to regional offices in Chicago or headquarters in Washington, D.C.

021408 - Volunteer/Committee Meeting Expense

	1993	1994	1995		
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>3,000</u>	<u>3,000</u>		

EXPLANATION:

Funds are needed to pay for expenses relating to meetings by Task Forces and citizen forums on light rail corridors that are being studied.

BUDGET EXPLANATION FORM

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BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority021409 - Meeting Expense

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing			
Operation:	<u>1,553</u>	<u>5,500</u>	<u>5,500</u>

EXPLANATION:

Funds are used to pay for expenses of meetings with Legislators and other elected officials.

022213 - Transit Joint Powers

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing			
Operation:	<u>- 0 -</u>	<u>34,000</u>	<u>22,820</u>

EXPLANATION:

This account will fund RCRRA's share of the administrative services of the Metro LRT Joint Powers Board formed pursuant to state legislation.

030101 - Office Supplies

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing			
Operation:	<u>2,363</u>	<u>2,700</u>	<u>2,700</u>

EXPLANATION:

This account provides office supplies for the Railroad Authority staff.

030201 - Computer Operating Supplies

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing			
Operation:	<u>176</u>	<u>- 0 -</u>	<u>1,000</u>

EXPLANATION:

Supplies are required for printers for computers.

BUDGET EXPLANATION FORM

Page No. 11

BUDGET YEAR 1995

59101

Ramsey County Regional Railroad Authority040300 - Equipment

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing Operation:	<u>400</u>	<u>400</u>	<u>400</u>

EXPLANATION:

Equipment for slide presentation is needed.

090306 - Other Governmental Units

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing Operation:	<u>40,000</u>	<u>40,000</u>	<u>- 0 -</u>

EXPLANATION:

The transit Education Program is funded by metropolitan and state agencies and regional railroad authorities. RCRRA's expected contribution for 1995 is \$0.

BUDGET EXPLANATION FORM

Page No. 12
BUDGET YEAR 1995

59109

Ramsey County Regional Railroad Authority020179 - Budgeting and Accounting Services

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing Operation:	<u>200</u>	<u>- 0 -</u>	<u>400</u>

EXPLANATION:

Budgeting and Accounting services for the Northeast Corridor are covered by this account.

020185 - Data Processing Maintenance and Equipment

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing Operation:	<u>100</u>	<u>- 0 -</u>	<u>500</u>

EXPLANATION:

Services for computer equipment for the Northeast Corridor are required.

020193 - County Project Management

	1993	1994	1995
	Expended	Approved	Requested Proposed Approved
Existing Operation:	<u>18,708</u>	<u>79,000</u>	<u>69,000</u>

EXPLANATION:

County Project Management

Dir. of LRT Planning (Public Works)	\$10,000
Community Participation Coordinator (Personnel)	20,000
Administrative Secretary (County Manager)	11,000
Right of Way Specialist (Parks)	<u>28,000</u>

TOTAL

\$69,000

Ramsey County provides staff to assist the Regional Railroad Authority in managing the Northeast Corridor right of way. This account provides a specific identifier to reimburse Ramsey County for these services. The amount requested includes salaries and an overhead factor to compensate departments loaning employees to the Regional Railroad Authority.

BUDGET EXPLANATION FORM

59109

Page No. 13
BUDGET YEAR 1995Ramsey County Regional Railroad Authority020618 - Public liability insurance

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
<u>Existing</u>					
<u>Operation:</u>	<u>47</u>	<u>100</u>	<u>200</u>		

EXPLANATION:

Insurance has been purchased to cover claims against RCRRA originating from ownership of the Burlington Northern right of way.

020802 - Improvements other than buildings

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
<u>Existing</u>					
<u>Operation:</u>	<u>- 0 -</u>	<u>- 0 -</u>	<u>20,000</u>		

EXPLANATION:

Funds may be needed to cover repairs to bridges and tunnels along the Northeast Corridor right of way.

020804 - Grounds - repair

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
<u>Existing</u>					
<u>Operation:</u>	<u>28,283</u>	<u>36,000</u>	<u>36,000</u>		

EXPLANATION:

Maintenance of the Burlington Northern right of way, including replacement of signs, removal of diseased trees and removal of illegally placed refuse, such as tires, will be covered by this account.

BUDGET EXPLANATION FORM

59109

Page No. 14

BUDGET YEAR 1995Ramsey County Regional Railroad Authority021131 - Special Assessments

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing					
Operation:	<u>15,990</u>	<u>17,000</u>	<u>17,000</u>		

EXPLANATION:

Special assessments levied against the right of way owned by RCRRA are an obligation of the Authority.

030507 - Signs and repairs

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing					
Operation:	<u>10,000</u>	<u>30,000</u>	<u>- 0 -</u>		

EXPLANATION:

This account will fund preparation and placement of signs along Burlington Northern right of way purchased by RCRRA. The signs will indicate that RCRRA owns the right of way and that its ultimate use may be for light rail transit.

BUDGET EXPLANATION FORM

Page No. 15
BUDGET YEAR59110
1995020193 - County Project Management Services

	1993 Expended	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
Existing Operation:	<u>50,000</u>	<u>- 0 -</u>	<u>25,000</u>		

EXPLANATION:

County Project Management

Director of LRT Planning (Public Works)	\$12,000
Community Participation Coordinator (Personnel)	8,000
Administrative Secretary (County Manager)	<u>5,000</u>
Total	<u>\$25,000</u>

Ramsey County provides staff to assist the Regional Railroad Authority in managing the Central Corridor Alternatives Analysis. This account provides a specific identifier to reimburse Ramsey County for these services. The amount requested includes salaries and an overhead fact to compensate departments loaning employees to the Regional Railroad Authority.

020305 - Messenger

	1993 Expended	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
Existing Operation:	<u>- 0 -</u>	<u>- 0 -</u>	<u>150</u>		

EXPLANATION:

Deliveries of agendas, letters, or presentation materials about the Central Corridor may require the use of a messenger service.

021407 - Travel

	1993 Expended	1994 Approved	1995 Requested	1995 Proposed	1995 Approved
Existing Operation:	<u>2,000</u>	<u>- 0 -</u>	<u>2,000</u>		

EXPLANATION:

Travel to Washington, D.C. to meet with representatives of the Federal Transit Administration or Congress about the Central Corridor project may be required.

BUDGET EXPLANATION FORM

Page No. 16
BUDGET YEAR59111
1995020193 - County Project Management Services

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation	- 0 -	95,000	130,000		

EXPLANATION:

County Project Management

Director of LRT Planning (Public Works)	\$ 70,000
Community Participation Coordinator (Personnel)	40,000
Administrative Secretary (County Manager)	20,000
Total	<u>\$130,000</u>

Ramsey County provides staff to assist the Regional Railroad Authority in managing the Central Corridor preliminary engineering. This account provides a specific identifier to reimburse Ramsey County for these services. The amount requested includes salaries and an overhead factor to compensate departments loaning employees to the Regional Railroad Authority.

020194 - Public Information Services

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	- 0 -	10,000	10,000		

EXPLANATION:

Dissemination of information to the public about the Central Corridor project may include fliers, ads in community newspapers, or displays.

020305 - Messenger

	1993	1994		1995	
	Expended	Approved	Requested	Proposed	Approved
Existing Operation:	- 0 -	150	100		

EXPLANATION:

Deliveries of agendas, letters, or presentation materials about the Central Corridor may require the use of a messenger service.

BUDGET EXPLANATION FORM

Page No. 17
BUDGET YEAR59111
1995021407 - Travel

	1993	1994	1995	
	<u>Expended</u>	<u>Approved</u>	<u>Requested</u>	<u>Proposed</u> <u>Approved</u>
Existing Operation:	<u>- 0 -</u>	<u>4,000</u>	<u>2,000</u>	

EXPLANATION:

Travel to Washington, D.C. to meet with representatives of the Federal Transit Administration or Congress about the Central Corridor project may be required.

CONFERENCE AND EDUCATIONAL SEMINAR EXPENSE (021403)

BUDGET REQUEST FORM

Page No. 18

Conference/Seminar Name and Location: >American Public Transit Association, Location is unknown.

Justification for Attendance: >Improve knowledge of transit systems, developments and operations. If this is not funded, current information will not be obtained on national topics.

Number of Employees Attending: >1 Total Estimated Cost: >\$1,800
=====

Conference/Seminar Name and Location: >Minnesota Public Transit Association, Location is Unknown.

Justification for Attendance: >Information on state and national transit issues will be acquired. If this is not funded, information on this topic will not be obtained.

Number of Employees Attending: >2 Total Estimated Cost: >\$ 400
=====

Conference/Seminar Name and Location: >Transportation Research Board - Washington, D.C.

Justification for Attendance: >This conference will occur in Washington, D.C. will include technical sessions on LRT systems. If this is not funded, knowledge of LRT systems will be lacking.

Number of Employees Attending: >2 Total Estimated Cost: >\$3,050
=====

Conference/Seminar Name and Location: >University of Minnesota - Technical Seminars, Twin Cities

Justification for Attendance: >Training on topics relevant to rail authority work, such as community participation and media relations will be attended. If this is not funded, the current information on these topics will not be obtained.

Number of Employees Attending: >1 Total Estimated Cost: >\$ 750
=====

Total Requested (021403) \$6,000
=====

REVENUE EXPLANATION FORM

Page No. 19

BUDGET YEAR 1995

59100

Ramsey County Regional Railroad Authority360102 - Interest on Investments

	1993	1994	1995	
	Revenue	Estimate	Estimated	Proposed
Existing				Approved
Operation:	<u>339,153</u>	<u>0</u>	<u>0</u>	<u>150,000</u>

Is revenue based on reimbursement of expenditures? >No

If yes, when is reimbursement made? >

Is an advance of funds possible? >No

If yes, is an advance being requested? >

Source of funding? >

EXPLANATION: