

Ramsey County Regional Railroad Authority. Records.

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Version 3
August 20, 2018

Ramsey County Regional Railroad Authority
220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

John T. Finley, Chairman
District 3
Dick Wedell, Vice Chairman
District 1
Hal Norgard, Secretary
District 7
Susan M. Haigh, Treasurer
District 4
Rich O'Connor
District 6
Rafael E. Ortega
District 5
Brenda C. Thomas
District 2

Agenda

Ramsey County Regional Railroad Authority

Tuesday, October 15, 1996

1:30 PM

Council Chambers -- 3rd Floor Courthouse

1. * Minutes of RCRRA meeting of May 21, 1996

2. Metropolitan Council initiatives:

   (a) Transportation Policy Plan
   (b) Legislative proposals for transit

3. A. Discussion of potential Burlington Northern/Santa Fe Railroad right of way acquisition;

   * B. Request for authorization for staff to solicit proposals and negotiate contracts for review and approval by RCRRA to obtain appraisals, surveys, environmental assessments and title work;

   * C. Request for authorization for Ramsey County Regional Railroad Authority staff to work with Hennepin County Regional Railroad Authority staff to ascertain Hennepin's interest in participating in costs for appraisals, surveys, environmental assessments and title work relative to the sections to be abandoned in each County.

4. * Authorize the issuance of a request for proposals for selection of a consultant to conduct a Phase II environmental assessment of the Burlington Northern Santa Fe gap property between Earl and Atlantic Streets.

5. * Approve the permit to US West Communications for the continued location of an underground wire line on the RCRRA Northeast Corridor right of way and authorize the Chair to sign the permit on behalf of RCRRA.

6. * Approve the easement to Kevin G. and Darla R. Stebbins for the continued location of a portion of a garage on Northeast Corridor right of way and authorize the Chair to sign the easement on behalf of RCRRA.

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7. * Ratify the permit dated May 17 between RCRRA and Douglas Tomhave for continued location of a fence on RCRRA right of way.

8. * Ratify quarterly report of payments for April 1 through June 30, 1996.

9. Chairman's comments.

* Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
BOARD MEETING

MAY 21, 1996

The Ramsey County Regional Railroad Authority met on Tuesday, May 21, 1996, in Council Chambers.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Susan M. Haigh
Commissioner Hal Norgard
Commissioner Rafael Ortega
Commissioner Brenda Thomas
Commissioner Dick Wedell

MEMBER ABSENT: Commissioner Rich O'Connor

OTHERS PRESENT: Sandy Beckstrom, Dave MacMillan, Dave Sipila, Terry Schutten, Jim VanHoudt, Rob Fulton, Karen Tero, Kathryn DeSpiegelaere

Chairman Finley called the meeting to order at 8:40 AM.

1. Minutes of the Ramsey County Regional Railroad Authority Board meeting of April 9, 1996

Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Susan Haigh:

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meeting of April 9, 1996.

Ayes - 6, Nays - 0
Motion adopted.

2. Ratify construction agreement between RCRRA, City of Maplewood, and F.M. Frattalone for sanitary sewer beneath Northeast Corridor right of way; authorize Chair to execute the permit

Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Susan Haigh:

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in

Maplewood, was acquired by Ramsey County Regional Railroad Authority in 1992; and

WHEREAS, The Northeast Corridor was acquired to preserve the property as a future option for a light rail transit line; and

WHEREAS, The City of Maplewood has requested an agreement to install and maintain an 8 inch sanitary sewer line below the Northeast Corridor right of way at its intersection with County Road B in Maplewood; and

WHEREAS, The granting of a permit for the use of this property for a sanitary sewer will not affect the present or future development potential of the corridor for light rail transit or trail use; and

WHEREAS, A construction agreement was drafted and executed by the Rail Authority, City, and contractor on May 8, 1996, in order that the work could proceed in a timely manner; and

WHEREAS, A permit of the form attached as Exhibit B to the construction agreement will be finalized upon completion of an as-built survey of the sewer line by the City; Now, Therefore, Be It

RESOLVED, That the construction agreement dated May 8, 1996 between the Rail Authority, City of Maplewood, and F. M. Frattalone, Inc., contractor, is hereby ratified; and Be It Further

RESOLVED, That the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the permit on behalf of the Ramsey County Regional Railroad Authority.

Ayes - 6; Nays - 0
Motion adopted.

3. Ratify report of payments for RCRRA for October 1 through December 31, 1995.

Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Susan Haigh:

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period October 1, 1995 through December 31, 1995, and a record of these disbursements is attached; Now, Therefore, Be It

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

Ayes - 6, Nays - 0
Motion adopted.

4. Ratify report of payments for RCRRA for January 1 through March 31, 1996.

Commissioner Hal Norgard moved the following recommendation, seconded by Commissioner Susan Haigh:

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period January 1 through March 31, 1996, and a record of these disbursements is attached; Now, Therefore, Be It

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

Ayes - 6, Nays - 0
Motion adopted.

There being no further matters to come before this Board, Chairman Finley declared the meeting adjourned at 8:50 AM.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K DeSpiegelaere
Authorized Signature

10/8/96
Date

Board Action Requested

Metropolitan Council Initiatives -- Transportation System Plan and Transit Legislative requests

DISCUSSION ONLY

Request Justification

See attached:

1. Memorandum from K. DeSpiegelaere
2. Sections of Transportation System Plan
3. Request by Metropolitan Council for state appropriations for transit for next biennium

Budgeting and Accounting — 10/9/96

County Attorney

Risk Management — 10-9-96

Documentation certified complete for:

October 15, 1996
Board Date

Signature

October 8, 1996
Date

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, County Manager

From: Kathryn DeSpiegelaere KD

Subject: Metropolitan Council Initiatives

Date: October 7, 1996

The Metropolitan Council is in the process of adopting a Transportation System Plan which addresses transportation issues for the next 25 years. This plan is prepared every four years as required by state law.

Natalio Diaz, Transportation Planning Director for the Metropolitan Council, will attend the October 15 Regional Railroad Authority meeting to address both the proposed plan and the Council's legislative proposals relating to transit.

Pertinent sections of the plan, which is scheduled to be adopted by the Council on October 10 for the purposes of public review, are attached (A).

Mr. Diaz has worked with Hennepin, Anoka and Ramsey County Regional Railroad Authority staff to develop transitway policies for the plan. That should not be interpreted as concurrence by Railroad Authority staff for the transitway section in the plan. Railroad Authority staff advocated for a bolder approach to transit, both in funding and in specific project areas. Federal funding for capital expenditures for LRT projects increased once again in the latest session of Congress, from $666 million in FY 1996 to $760 million in FY 1997.

Attachment B is the request the Metropolitan Council has made to the Governor for state appropriations for transit for the biennium. Current funding is $93.7 million and the request is for $112 million for the two year period. Four million dollars of the request is for incentives for business, jobseekers and reverse commuters. Ramsey County staff is working with Metropolitan Council staff to integrate welfare reform and transit services and it is possible a portion of the $4 million could be targeted to that effort.

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Attachment A

TRANSPORTATION DEVELOPMENT GUIDE CHAPTER/SYSTEM PLAN

draft

METROPOLITAN COUNCIL OF THE TWIN CITIES

OCTOBER 2, 1996

SUMMARY

BACKGROUND

The Twin Cities Metropolitan Area is expected to accommodate a significant amount of new economic development over the next 25 years, almost 700,000 new residents, about 400,000 new jobs and almost 340,000 new households. It is the Council's objective in accommodating this growth to revitalize and promote economic development in the core area while encouraging orderly suburban development. It is also the Council's objective to encourage higher densities particularly along established transportation corridors.

The large amount of growth forecasted for the next 25 years will have a significant impact on the regional transportation system. If current transportation investment levels and priorities are extrapolated to 2020, congestion in major metropolitan roadways, a barometer of the ability of the system to meet travel demand, is expected to increase from 100 miles in 1995 to 220 miles in the year 2020.

Regional accessibility to various opportunities (i.e. work, business, education, recreational,...) will deteriorate significantly. Today, it is possible to access almost any point within the region in less 60 minutes. This makes it possible for the region to function as a well interconnected economic entity. In 2020, only a fraction of the metropolitan area (between 60-70 percent) will be accessible within 60 minutes from any point in the region. This constraint to the movement of people and goods would result in economic productivity losses, increase the overall cost of doing business and place the region at a competitive disadvantage in the world economy.

KEY TRANSPORTATION POLICY DIRECTIONS

The region cannot build its way out of congestion. The environmental, social, financial and political impacts would be too severe. It cannot ignore, however, the negative consequences for the economy and quality of life for the region of a severely constrained transportation system and a serious deterioration of regional accessibility. In order to mitigate the negative impacts of the future regional growth, the Council is proposing five major transportation strategies:

1. Reduce Travel Demand

The main objective of this strategy is to encourage behavioral and land use changes and pricing incentives that will result in fewer vehicle trips, particularly during rush hours. Examples of initiatives that may help reduce travel demand are:

- Increasing telecommuting opportunities
- Encouraging staggered work hours

- Promoting a better balance of jobs and housing
- Promoting transportation modes other than the single occupant vehicle (transit, ridesharing, bicycles, walking,...)
- Promoting pedestrian- and transit-friendly land uses
- Using pricing incentives/disincentives

Societal and technological changes as well as a proactive role of the private sector and the development community will be critical in implementing this strategy.

2. *Increase Transportation Capacity Through Better System Management*

The key objective of this strategy is to better utilize the existing capacity of the transportation system and improve traffic flow. Examples of initiatives in this category are:

- Better traffic signal timing
- Increased use of ramp meters at freeway interchanges with bypasses for vehicles with two or more occupants.
- Fast removal of stalled vehicles and accidents
- Enhanced traveler information systems about alternate routes
- Better roadway access control

Most of these initiatives will increasingly rely on advanced Intelligent Transportation System (ITS) technology.

3. *Replace and Improve the Existing Highway System*

The main objective of this strategy is to replace and improve the existing system without a major corridor capacity expansion. Examples of projects included under this strategy are:

- Removal of bottlenecks
- Bridge replacement
- Pavement reconstruction

- Intersection and interchange construction/reconstruction
- Safety improvements

4. Improve the Transit System

The main objectives of this strategy are to contribute to: alleviate growing traffic congestion, provide better accessibility to jobs, promote higher density development and revitalize the core area of the region.

Key components of this strategy are:

- Development of a network of dedicated transitways to support an effective express transit route system.
- Redesigning and restructuring existing services to provide a broad range of transit service options that better match land use and socioeconomic conditions.
- Promoting competition in the delivery of transit services
- Enhancing coordination of services
- Encouraging cities to create more pedestrian- and transit- oriented land uses
- Encouraging more local involvement in transit decisions
- Improving safety and security for passengers and transit employees

Intelligent Transportation System (ITS) technologies can also be very instrumental in advancing the implementation of this strategy.

5. Expand Highway Capacity

The main objective of this strategy is to provide additional capacity in the Metropolitan Highway System, composed of a 657 mile network of freeways and expressways. It carries the majority of the vehicle travel in this region and the longest trips at the higher speeds and accommodates both the movement of people and goods. Examples of projects included in this category are:

- Building the unfinished segments of the Metropolitan Highway System
- Rebuilding expressways to freeway design
- Adding one or more traffic lanes (Mixed traffic use or HOV only)

Financial Outlook

This plan acknowledges the need for additional transportation resources to adequately address regional transportation needs. Existing and projected transportation funding levels will not be sufficient to adequately serve the travel needs projected due to regional growth, even with aggressive implementation of the strategies described above. The transportation impacts caused by additional development will be mitigated but not eliminated. Current levels of regional accessibility will not be preserved, even if significant behavioral changes and maximum use of technological advances occur.

The existing system can be preserve and maintained adequately but the expansion of transit and highway capacity will be very limited unless additional transportation resources are made available. Less than 15 percent of the total projected transportation investment are identified for highway capacity expansion. This amount will not even be sufficient to build the unfinished segments of the Metropolitan highway System, let alone to address many other unmet needs. For over 30 years, the federal government provided funds for the construction of the Interstate System. Federal funding levels do not any longer provide for this type of major system expansion now that the Interstate System has been completed. In addition, state highway funding sources have not been increased since 1988.

The transit system is in dire need of a stable dedicated funding source . Transit funding is overly dependent on regional property tax levies for both operations and capital investments. Federal financial assistance for transit operations has been drastically reduced and expected to be eliminated. A great deal of pressure is placed on state transit operations assistance through general fund appropriations and on passenger fares just to preserve the existing system.

The financial plan recognizes that alternative funding sources must be pursued in addition to increases in traditional sources of transportation revenues. Toll roads, congestion pricing and parking surcharges are examples of alternative funding sources generated by users who directly benefit from the service or facility provided.

the region. Car and vanpools can be organized by Mn Rideshare, travel management organizations or informal ridesharing arrangements. Ridesharing is further encouraged by the HOV lanes on I-35W and I-394 and by the reduced cost carpool parking spaces in the Third Ave Distributor garages.

There are many issues to be considered in this regional transit plan. Transit passenger loads have been declining for many reasons - the system is generally inferior to the car, trips have a wide variety of origins and destinations (not just focused on downtowns as they were in transit's heyday), and low density residential areas which cannot be served cost or time effectively. Funding is also a major issue. Costs cannot be covered through farebox receipts. Subsidies come from the property tax, whose growth has not kept pace with inflation, state general funds (with uncertain year to year appropriations) and federal subsidies which have been declining. The state constitution limits the use of gas tax to highways.

BICYCLES AND PEDESTRIANS

The region has long recognized the importance of bikes and pedestrians as modes of transportation. They are especially important as access modes to other means of travel, such as transit. Due to the short average trip lengths (nationally about 2 miles for bikes and 1/4 to ½ mile for walking), most of the facilities for these modes are planned for and constructed at the local level. It would be nearly impossible to provide a comprehensive map of these facilities in the metropolitan area. Typically sidewalks were provided adjacent to most streets in parts of the region developed prior to World War Two. Since then provision of sidewalks has varied greatly from one jurisdiction to another, often depending on the level of traffic on the adjoining street. Over the last five to ten years the region has made an effort to direct a higher level of its transportation investment to special facilities for bicycles and pedestrians, either as freestanding projects or as part of larger roadway constructions. Federal funding targeted for enhancement projects has made many new bike and pedestrian facilities possible.

Some existing facilities of regional interest are the downtown skyway systems for pedestrians, the bicycle lanes added to the downtown Minneapolis streets and the separated bicycle facilities that have been built on separate ROW, often abandoned rail right of way, such as the Cedar Lake trail built specifically for commuter access to downtown Minneapolis. Over 104 bicycle lockers, many at transit hubs or in downtown areas, are available for rent, and two suburban bus lines provide buses with bicycle racks. MCTO drivers will permit bicyclists to board their bikes on buses if space permits.

In addition many trails have been designed and built for recreational purposes, although some of these trails, depending on their location, also serve purposeful trips. The Council plans hiking and biking facilities specifically for recreational use through its Parks and Open Space Policy Plan.

systems at a reasonable social and economic cost. For the metropolitan highway system, the guide's policies and system plan seek to sustain, to the extent possible, today's level of regional access. Such access cannot be maintained by only building freeway lanes to accommodate peak travel periods--an option that is too expensive and too disruptive to existing development. Better, the Council advocates several inter-related strategies that will provide reasonable access for the work force during peak traffic periods. These strategies include a strong roadway management component, including traffic management and travel demand management, and significant improvements to transit and highway capacity. This guide's policies and highway and transit plans reflect a major commitment to reverse the trend of declining transit ridership and falling vehicle-occupancy rates during peak periods.

In addition to making the correct investments, alternative funding mechanisms must be studied and implemented, if possible, to provide incentives for individuals and business to change their travel behavior and create a more efficient transportation system. Land use and transportation systems must be built and managed to support and enhance each other. Alternative modes must be utilized wherever feasible and supported with appropriate development.

POLICY 2: ADEQUATE TRANSPORTATION RESOURCES

The Metropolitan Council will actively pursue an adequate level of transportation funding to implement this guide and address identified needs. The funding source will be consistent with the revenue source evaluation criterion and funding principles described in Chapter 5, "Regional Transportation Financial Plan."

Existing revenue levels as described in this guide are insufficient to deliver the projects and services required by the adopted Growth management Strategy or to provide the high quality of transit service needed to implement the transit system plan. Failure to fund these services will result in the deterioration of regional accessibility for work and personal trips. The Council must bring the need for additional transportation revenues to the attention of the legislature. Chapter 5 contains a transportation financial plan identifying priorities balanced with resources for the next 24 years. Additional funding needs are also identified. The Council will actively pursue increased or additional revenue sources consistent with the evaluation criteria and funding principles contained in the financial plan. Priority criteria include percent of contribution returned to the region, ability to modify travel behavior and improve efficiency of the transportation system and the ability to implement the Regional Blueprint and Growth Management Strategy.

POLICY 3: PRIORITIES FOR TRANSPORTATION INVESTMENTS

Regional, state and federal transportation investments will be consistent with the Regional Blueprint, the Growth Management Strategy and the policies, strategies and priorities of this guide chapter.

The decisions on where and when to make investments in the highway system are made jointly by

STRATEGY 4C: Transit Customer Involvement: The Council will solicit stronger community and customer involvement in transit planning and service restructuring to ensure transit is tailored to meet community needs.

Direct communication with local communities and employers, with affected neighborhood residents, with people who are transit dependent or who have other special transportation needs, with people of minority communities, and with agencies that provide social services is essential to plan and implement effective transportation services. The Council will solicit stronger customer and community involvement in transit planning to ensure that transit services are tailored to meet local community needs.

POLICY 5: TRANSITWAYS

The Metropolitan Council will promote the implementation of a regional network of dedicated transitways to provide a travel time advantage for transit vehicles, improve transit service reliability and increase transit accessibility to jobs. Transitways will be a tool to help promote higher density development along these major transportation corridors.

STRATEGY 5A: Bus Technologies: The Council will support incremental implementation of transitways with initial applications focusing on bus technology. This does not preclude other technologies in the future (e.g. light rail transit, and commuter rail), either as an evolution of an existing transitway or as an entirely new initiative, should a technology other than buses prove cost-effective and adequate funding for implementation becomes available.

STRATEGY 5B: Transitway Connections and Design Characteristics: The Council will support flexibility in implementing transitways relative to region connections (economic centers, urban, urban/suburban or suburban/suburban portions of the region) and design characteristics (i.e. exclusive busways, freeway/arterial shoulder bus lanes, arterial bus lanes).

STRATEGY 5C: Transitway Coordination: Transitway implementation will be coordinated with other transit facilities (i.e. park-ride lots, transit hubs, transit stations,...) and with other transit advantages (i.e. signal preemption, speed lites, automatic vehicle location and other intelligent transportation system applications).

STRATEGY 5D: HOV Lanes and Bypasses: The Council will continue to support the implementation of High Occupancy Vehicle (HOV) lanes and HOV bypasses at metered interchange entrance ramps to provide travel time advantages to transit and ridesharing vehicles.

STRATEGY 5E: Enhanced Transit Service Along Transitways: The Council will support enhanced transit service levels along transitway and HOV lane corridors and the restructuring of routes along these corridors to feed passengers into the transitway and HOV lane express routes.

STRATEGY 5F: Transitway Design and Implementation: The Council and Mn/DOT will establish an organizational structure, with strong involvement from local units of government and transit providers, for transitway identification, design and implementation. Through this structure, the Council and Mn/DOT will work with local units of government to identify opportunities for joint development of transitways and related facilities.

STRATEGY 5G: Transitways and Development: The Council will work with local units of government to ensure that transitway implementation promotes higher density economic development/redevelopment opportunities through the use of regional incentives. Local units of government will be expected to develop consistent local comprehensive plans, zoning and community development strategies to ensure that more intensified mixed-use development occurs along transitway corridors.

STRATEGY 5H: Transitways and HOV lanes: The Council will require that transitways and HOV lanes be included as alternatives in Major Investment Studies (MIS) when additional capacity is needed on metropolitan system highways.

POLICY 6: TAILORING TRANSIT SERVICES TO DIVERSE MARKET CONDITIONS

> **The Council will pursue making the transit system more compatible with different land use patterns and socioeconomic conditions, following the design standards and service delivery strategies defined in the Transit Redesign Study. The Council will also promote development of more transit-compatible land uses.**

Different employment, housing and population densities and different concentrations of transit dependent people define different transit markets. Those diverse markets must be served with different transit service strategies, service hours, operating frequencies and capital improvements. Those markets and the appropriate service standards, defined in the Transit Redesign Study, have been incorporated in the Transit System Plan.

STRATEGY 6A: Transit Service Options: The Council will continue to pursue a broad range of transit service options, including regular route services (fixed-route, fixed schedule) and paratransit services (more flexible and personalized services) , large and small vehicle operations, express and local services, reverse commute, community circulators and a combination of public and private providers , to better match services to demand.

STRATEGY 6B: Transit Oriented Communities: The Council will encourage cities, through regional incentives, to create more pedestrian- and transit-oriented communities that can be more effectively and efficiently served by transit.

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POLICY 7: PROMOTING COMPETITION IN THE DELIVERY OF SERVICES

The Council will promote innovation, efficiency and greater diversity of options through increased competition in delivering transit services.

STRATEGY 7A: Service Delivery Competition: The Council will focus competition in the delivery of peak-hour only express bus services, particularly high subsidy routes, ADA services and other small bus operations which may be more efficiently operated by the private sector through a competitive bidding process. MCTO will continue to be the primary provider of regular route transit services in the fully developed area of the region.

STRATEGY 7B: Deregulation: The Council will promote passenger transportation services deregulation and the removal of taxicab licensing constraints.

POLICY 8: INCREASING TRANSIT SERVICE ATTRACTIVENESS

The Council will strongly pursue improving transit service coordination and safety, providing financial incentives to transit users and making the system more visible and user friendly.

STRATEGY 8A: Coordination Among Services: The Council will promote coordination among the different transit services provided throughout the region to ensure that the overall regional transit system functions as a seamless and understandable network and to avoid inefficiencies and duplication. Some support services may be provided regionally as defined in the Transit Redesign Study whereas other support services may be the responsibility of individual providers.

STRATEGY 8B: Transit Fare Structure: The Council will support a transit fare structure that balances four different and somewhat conflicting objectives: 1) to maximize farebox revenues (efficiency); 2) to relate the price to the cost of providing the service (equity), 3) to be understandable and easy to implement and 4) to relate transit pricing to other transportation costs (parking and auto operating cots). The Council will pursue innovative fare packages and incentives with employers, school districts and other academic institutions.

STRATEGY 8C: Marketing Transit Services: The Council will promote efficient and targeted marketing of transit services through promotion of new and restructured services, employer incentives and outreach, regional guaranteed ride home and other initiatives that make the services more understandable and easier to use. A regional transit marketing plan will be developed annually by the Council based on input from customers and providers.

STRATEGY 8D: Safety and Security: The Council, working with transit operators and communities through which transit services run, will promote the provision of a safe and secure environment for transit passengers and employees.

1. To develop a regional network of dedicated transitways to provide a travel time advantage for transit vehicles, improve transit service reliability, and increase accessibility to jobs via transit.
2. To match the most appropriate transit services to different transit market areas.

Transitways

One of the key objectives of a transitway strategy is to facilitate development of an effective express transit route network connecting transit hubs and major economic activity centers. Dedicated transitways, where transit vehicles would not mix with other vehicular traffic, are essential in order to provide a travel time advantage over the single-occupant vehicle and to improve transit service reliability. A regional transitway network would build upon existing transit advantages (e.g., shoulder bus lanes, signal preemption,.....) and would be coordinated with other transit capacity facilities (e.g., park/ride lots, transit hubs, transit stations,....)

Transitways have been widely developed in North America in the last 20 years. Notable examples include exclusive busways (e.g., Ottawa and Pittsburgh) and light rail transit (LRT) lines (e.g., San Diego, Sacramento, Portland, St. Louis, Pittsburgh, Buffalo, Denver, San Jose,....). In addition, many high occupancy vehicle (HOV) lanes (e.g., Houston, Seattle, Santa Clara County, Washington D.C., Boston, Sacramento,....) which accommodate both transit and ridesharing vehicles have been built.

In the Twin Cities, the best examples are the University of Minnesota Transitway, connecting the Minneapolis and St. Paul campuses, and the Nicollet Mall. Other simpler design, such as shoulder bus lanes, are also being used to provide a dedicated right-of-way and a travel time advantage for buses. Finally, the region has also built HOV lanes on I-394 and I-35W.

For many years, LRT has been a major part of the transportation debate in the Twin Cities Metropolitan Area with strong leadership from the county regional railroad authorities in cooperation with the Council, Mn/DOT and affected cities. Several LRT proposals have been included in previous regional transportation plans. The I-35W and the Central Corridors were identified as the two corridors with the best potential for LRT in the region and other corridors were identified as potential LRT lines as well. After many years of debate and study, however, it has become evident that the funds to implement LRT are not available and might not be for many years.

The focus should be on creating the exclusive transit corridors as expeditiously as possible, with the choice of technology and vehicle secondary. For this reason, the Council supports an incremental approach to transitway implementation. The initial applications will begin with bus technology, but this does not preclude different types of technology in the future (e.g., LRT, commuter rail,....) either as an evolution of an existing transitway or as an entirely new initiative.

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Those applications of technologies other than buses would be predicated on their cost-effectiveness and the availability of adequate funding for implementation.

Transitway Investment Priority

The Council identifies four categories of regional transportation system investments in priority order: preservation, management, replacement/enhancement and expansion. Transitways are consistent with the key concept of management, which is to provide a travel time incentive to encourage people to share rides. Therefore, the Council will give transitways the same high investment priority as system management projects, second only to projects aimed at preserving the existing system.

Transitway Facility Identification/Project Development

The Council expects the facility identification and project development to be a cooperative process involving local units of government, Mn/DOT, transit operators and the Council, to be jointly defined in more detail once this transitway policy is officially adopted. Transitway implementation will be primarily funded from existing transportation funding sources.

Key criteria for the identification of potential transitways within transportation corridors are:

- Development/redevelopment opportunities
- Potential for revitalization of the region's core
- Local involvement and commitment
- Congestion levels
- Transit service levels/service structure
- Employment and housing concentrations
- Right-of-way availability

A lot of good transportation corridor planning has been carried out in this region over the past 20 years. This information should be fully utilized in the identification and development of transitways.

Three corridors are currently under consideration for potential transit improvements: Hiawatha Avenue between downtown Minneapolis, MSP International Airport and the Mall of America; the Northeast Corridor between downtown Minneapolis and the Northtown Transit Hub; and the Central Corridor between downtown Minneapolis and downtown St. Paul. In addition, the 1997-2000 Transportation Improvement Program (TIP) includes a funding commitment to extend the interim HOV lanes on I-35W north of I-494.

The socioeconomic development of a transitway along the Hiawatha Avenue Corridor should be pursued immediately because T.H. 55 is currently being reconstructed by Mn/DOT. Transitway construction in conjunction with the highway project would offer unique opportunities for

efficiencies and minimizing impacts. The right-of-way for a separate transitway has been already preserved for the majority of the corridor. The characteristics of the corridor would contribute to its success as a transitway. The corridor connects three of the largest economic centers in the region: downtown Minneapolis, MSP International, and the Mall of America. Economic redevelopment opportunities exist along the corridor. The region has recently made the decision, endorsed by the legislature, to maintain MSP International Airport at its current location.

The Council and Mn/DOT, in cooperation with the City of Minneapolis, Hennepin County, the Metropolitan Airports Commission, and the City of Bloomington, should develop a plan for implementation of the Hiawatha Transitway to be included in the 1997-2000 Transportation Improvement Program.

In addition, the Council and Mn/DOT, working with the affected local units of government as discussed in Policy 5, should also pursue other transitway type of improvements not only in the Northeast, Central and I-35W Corridors previously mentioned, but also throughout the entire system as opportunities arise and funds become available. Specific recommendations should also be developed for inclusion in the Transportation Improvement Program.

Transit Markets

A second objective is to better match the types and levels of transit services to different transit market areas throughout the region. The market area framework developed in *Transit Redesign* was used as the building block for developing the concept. In each market area shown in Figure 10, transit will be more responsive to the particular needs of persons in those areas (see Table VI-1). (*Transit Redesign's* Transit Service Design Standards and Performance Standards provide more detail on the service characteristics and performance guidelines appropriate for different markets.)

This Transit Plan takes the market area framework one step further. Four transit service zones have been defined that will be increasingly more responsive to the markets they serve as the region grows and redevelops. Each of the zones are described below and depicted in Figure 11.

TRANSIT SYSTEM CONCEPT: FOUR SERVICE AREA ZONES

CORE TRANSIT ZONE

Area with the highest concentrations of activity, both housing and jobs., where the most frequent, most intensive levels of transit are available 18-24 hours a day. Living and working in the core transit zone are so convenient and attractive from a transportation choice standpoint that this area is attractive to many more residents, workers and businesses. Those who live and work in the zone have the most convenient transit in the region for trips made within the zone. Service is easily understood; how to access multiple destinations within the zone is obvious. More people are persuaded to use the service for all trips (work, shopping, school, business trips) given the

Table 5.2

County CSAH Allocations 1995

County	1995 CSAH Allocation
Anoka	$ 4,228,364
Carver	2,319,404
Dakota	5,101,976
Hennepin	16,984,685
Ramsey	8,057,535
Scott	2,677,111
Washington	3,338,526
Total CSAH Allocation	$42,707,601
Assumed Percent Available for Principal/"A" Minor Arterials	62%
Amount Available for Principal/"A" Minor Arterials	$26,478,714[3]

ADEQUACY OF TRANSIT SYSTEM OPERATING COSTS FUNDING

This section presents the cost of operating current levels of transit service and the resources available to fund these costs. General service categories for the regional transit system include:

- Regular Route Services. Included in this category are routes provided by the Metropolitan Council Transit Operations, replacement service (opt-out) programs, and private operators under contract to the Metropolitan Council.
- Metro Mobility Service. The regional paratransit service for persons with disabilities.
- Community Based Programs. These are paratransit services provided by counties and cities which receive funding assistance from the Metropolitan Council.

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[3]Distribution:

Routine Maintenance 40%	=	10,591,485
Life Cycle Cost (Estimate)	=	3,000,000
Expansion, Reconstruction, Local Match	=	12,887,229

- Travel Demand Management Services (TDM). Included in this category are rideshare and other programs aimed at reducing single occupant vehicle trips.

The costs to operate these services for 1996 are recorded below.

Table 5.3

1996 Transit System Operating Costs

($ millions)

Regular Route/Opt Out Service	130 + 10.7 =	140.7
Metro Mobility		16.2*
Community Based Programs		3.3*
TDM Programs		1.4
Total		161.6

* Only the subsidy level is shown here

Funding for transit system operating costs is received from regional, state, and federal sources (Table 5.4). The following describes assumptions concern level of funding from these sources.

- Fare Revenue. Nearly all system-wide fare revenue is collected on regular routes. Significant increases in regular route fares occurred in 1991,1993 and again in 1996. Together, these increases resulted in a doubling of the base fare from $.50 to $1.00 and increase in the peak period fares. No additional regular route fare increases are planned in the short term.

- Property Tax. The Metropolitan Council levies a transit property tax for transit operations. The amount of this levy is set by statute. In the past two years, the total levy has grown by less than two percent annually. Annual increases in the next 5 years in the tax levy are expected at three to four percent level, given up turn in the economy which is generating increased construction, which provides for an increase in the property tax levy.

- State Funding. Projections of future levels of state assistance are based on funding proposed in the Governor's budget for the 1997-1998 biennium.

- Federal Funding. Federal operating assistance is obtained from formula funding programs and ISTEA grants. Although uncertainties exist about future levels of federal transit assistance, it is assumed that funding will continue at current levels.

Table 5.4

1996 Transit System Funding Sources

	($ millions)
Fare Revenue	$ 42.3
Property Tax	69.3
State	41.2
Federal	2.4
Interest/Misc.	8.3
Fund Balance	2.0
Total	165.4

As in the case with all large public transit systems, operation must be subsidized and therefore there is a constant pressure to find additional revenues. The Council is strongly committed to providing a viable transit service has recently completed a transit redesign study to improve the efficiency of operations. Recommendations from that study are being implemented now and are being incorporated into this regional transportation plan.

ALLOCATION OF CAPITAL RESOURCES WITH REGIONAL CAPITAL PRIORITIES

Table 5.5 depicts the level of capital resources expected to be available for investments in the region's transit and highway system over the next 24 years. The left column of Table 5.5 records funds available between 1997 and 2000 while the right column records funds estimated to be available between 2001 and 2020. The 1997 - 2000 funds are consistent with the adopted regional TIP and the regional transit bonding assumed to be authorized for sale.

Table 5.6 allocated the projected capital resources to major project categories. Specific short term projects are identified in Appendix B which was taken from the 1997-2001 Transportation Improvement Program. Major capital projects between the 2001 to 2020 period are shown in Tables 4.3 and 4.4, Chapter 4.

The comparison of the annual revenues available for 2001 to 2020 period (as recorded in Table 5.6) to the average capital requirements (from Table 5.5) illustrates that capital resources are under spent by approximately $9.5 million per year or approximately $190 million for the 2020 planning horizon. Clearly the Plan is in fiscal balance with reasonable expected resources.

The Council has deliberately restricted major capacity expansions of both the transit and highway system to achieve this balance. This does not mean additional capacity increases are not needed but instead time is required to define these needs working closely with TAB, Mn/DOT and local and county governments.

Most of the funding categories recorded in Table 5.6 have not been allocated to specific projects. This has been necessary since the projects or activities are selected through a number of processes that take place regularly and assign funds competitively. These processes are briefly described below.

Competitive regional processes are used to allocate the fund categories of selected regional projects (using STP regional guarantee funds), Enhancements and CMAQ. The Council and TAB conduct this selection process annually or semi-annually. Project types selected include: principal arterial-non freeway, "A" minor arterials, transit, pedestrian, bicycle, transportation demand management, air quality, and historic and scenic enhancements to the transportation system. The region's congestion management system plan is used as a tool to define criteria and projects in this process.

Mn/DOT uses a number of different methods to identify specific projects for funding. The bridge, pavement, safety and congestion management systems are the principal technical tools used for identifying preservation, and management projects. (As noted above, specific projects have been identified for most of the replace and improvement and expansion funds.) The Department also uses the ATP process (described in the Prospectus) to identify specific projects and their timing. Competitive selection is used for some of the safety hazard elimination, bridge, rail safety and cooperative agreement funds.

The transit improvements are selected in two ways, one from the development of the MCTO capital budget and from a regional selection process.

USE OF UNALLOCATED FUNDS AND THE DECISION-MAKING PROCESS

While the Council has completely revised the transportation plan to respond to the revised Regional Blueprint and Growth Management Strategy, it does not reflect all the capital projects needed to implement the many facets of that vision since the official support via revised local comprehensive plans are not due until 1998. After those plans are submitted, the capacity needs of regional transit, highways, freight, pedestrian and bicycle will be refined. The unallocated $190 million of capital funds are available to implement the needs noted in this Plan which recognize the projects required to implement the Regional Blueprint's Growth Management Strategy. The Council assumes these funds will not be adequate and that the Council will have to re-examine the categories and project priorities reflected in this plan. The 2020 Plan recorded in Chapter 4 notes a number of unfunded project categories in addition to implementing the Regional Blueprint.

STRATEGIES TO INCREASE AVAILABLE RESOURCES

The region is working to secure additional funds for transportation investments. These activities focus on the passage of bills that will increase the traditional sources of state revenue available to transit operations and capital projects. The Council is also working with Mn/DOT and the legislature on the study and implementation of alternative funding sources. In 1996 Mn/DOT and the Council presented preliminary findings of a congestion pricing and mileage based pricing study to the legislature. Also in 1996, Mn/DOT solicited public/private financing proposals and reached accord on a development agreement with a private sector sponsor to build TH 212 as a toll road. A local veto stopped further consideration of the project. The Council has called together a task force to study parking policies which will look at revenue raising as one aspect. Should any or all of these activities prove successful, the funding available to the region will need to be modified for use in the future revision of the plan. Some expansion projects or categories

of projects might be designated for specific funding methods such as tolls. The region will not identify these projects until funding sources are available.

In conclusion, the region has provided itself with some flexibility to provide for additional capital expenditures, but there are a number of reasons to believe these excess funds will not be adequate to address all the additional needs. If this is true, then the region will reexamine the commitments it has made in this Plan and it will continue to seek added funds. The following section provides direction for this effort.

Table 5.5

ESTIMATE OF REVENUES AVAILABLE FOR CAPITAL INVESTMENTS

1997-2020

	1997-2000 Funding Allocation	2001-2020 Estimated Funding Level
Historic Capital Funds for Highways		
Federal funds available to 8-county region according to Mn/DOT STIP Guidance (Title I)	$ 99m	$ 116.1m
State trunk highway funds available to 8-county region according to Mn/DOT STIP Guidance	82m	73.1m
Local funds to match federal funds.	$ 7.45* $ 188.45	$ 8.6m* $ 197.8m
Reduction of funds to reflect 7-county region. • Chisago Co. represents 1.4% of 8-county population in 1994	- 2.6 SUBTOTAL $ 185.8m	- 2.77m SUBTOTAL $ 195.03m
Historic Transit Capital Funds		
Federal Transit Funds (Title III)		
• Section 3 (10-year average)	$ 2.5m	$ 2.5m
• Section 5307 (includes fixed guideway funds)	14.0m	14.0m
• Section 16 (same level as ,1997)	0.185	0.185
• Section 26 (same as 1995 level)	0.5m SUBTOTAL $ 17.185m	0.5m SUBTOTAL $ 17.185
State Funds • None, Title III Section 16 funds are administered by State	–	–
Local/Regional Transit Capital Funds • Regional Bonding (5-year historic average of Principal excluding interest and 5 year projection of principal)	$ 25.0m	$ 25.0m
	SUBTOTAL 42.185 TOTAL $ 227.785m x 4 911.94	42.185 TOTAL $ 227.985m x 20 4559.7
24 -YEAR TOTAL		+ 909.94 5471.64
AVERAGE ANNUAL LEVEL		$ 227.85m

*The local share would be contributed by cities, counties and other sponsors of projects that receive federal funds.

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FUNDING OPTIONS

Briefly, described below are funding options that are either in use or have been discussed in the region as suitable sources to meet future transportation needs. These sources are evaluated based on the applicable criteria identified above. The evaluation of each funding source is found in Table 5.7. This table illustrates that various sources may be consistent with some criteria, but not others.

One funding source that has often been suggested for various purposes is the fiscal disparities program - a tax-base sharing program that redistributes a portion of the region's commercial-industrial tax base. Cities and other taxing jurisdictions levy taxes on this base to provide general government revenues. The fiscal disparities program was never meant to be earmarked for specific uses. The council does not support this type of use.

Highway Trust Fund - Two sources of revenue make up the State Highway Trust Fund. These are discussed below. All distributions are established in the state constitution. These funds are distributed in the following manner:

- 62% to the state
- 29% to counties
- 9% to municipalities over 5,000 population

This distribution occurs after approximately 5% is taken for specific uses such as for the State Patrol, township roads, bridge bonding, etc.

The eight county area contributes approximately 52% to the Highway Trust Fund and receives 36% of the total (also includes Federal Title I funds). This means that for every $1.00 contributed, only $.72 is returned to the area.

State Motor Fuel Tax - Currently the tax is 20 cents per gallon; a one-cent increase would raise bout $24 million statewide and increase Minnesota Department of Transportation funding for trunk highways in the Metropolitan Area by about $6 million. A one-cent increase at the regional level would raise about $12 million annually for the regional highway system.

Motor Vehicle Registration Fees - This is an annual fee based partly on flat charge and partly on the value of the vehicle. In 1994 it raised approximately $345 million.

Drivers License Fees - A $5 per driver increase, either statewide or as a surcharge in the metro area, would raise $2 to $2.5 million for regional highway projects in the Metropolitan Area.

Motor Vehicle Excise Tax - This is a sales tax on vehicles. This is allocated to the state general fund. In 1994 this generated 332 million. At one time it was distributed in part to transportation but this was repealed. Any shift to transportation would result in a loss to the General Fund or require an increase in an existing General Fund source.

Sales Tax on Motor Fuels at the Wholesale or Retail Level - The 6.5% sales tax on $1.15 gasoline would yield the equivalent of 7.5 cents of gasoline tax (5 cents if federal/state taxes are removed). Revenues may be constitutionally dedicated to highways.

Regional Sales Tax - This would be a new tax, enacted as a general sales tax in the seven-county metropolitan area. A tax at a rate of one-half of one percent would generate approximately $97 million in the metro area. This was recommended by a state legislative study committee and has been endorsed by the Council. It would be used in part to replace the present property tax used for transit operation.

Transit Fares - Increases in transit fares is an alternative for transit. The Council has established farebox recovery standards for various types of transit service in the metropolitan area and has a policy of regular fare increases to meet these standards. Fares have just been increased.

Sales Tax on Vehicle Services - This would be a new tax enacted on motor vehicle services. If enacted at the state level, a six percent sales tax would generate about $53 million statewide. A similar tax enacted at the regional level would generate about $25 million for highway projects.

Regional Employee Parking Space Surcharge - This would be a new tax that would be applied in the seven county metro area. Since it is new it could be structured in a variety of ways. The specifics recorded below are intended to accomplish four objectives.

1. Raise revenue
2. Make the transportation system more efficient by providing incentives to change present travel behavior
3 Treat the entire region equitably
4 Protect the low income workers from financial hardships

A surcharge would be collected on all employer provided employee parking spaces where there are 10 or more workers. The surcharge level should be set high enough to raise a reasonable percentage of the funds needed and also be an incentive to change travel behavior. The employer would collect the surcharge from the employee or deduct it from their pay. This would be paid quarterly to the Department of Revenue who would hold it for use by the region. Of course, if the employer does not provide free parking for the employee, no charges are required.

The intent of this charge is to provide an incentive to the individual to change their travel habits and thus help make the regional transportation system more efficient. Free employee parking encourages more driving and less ride sharing, transit use, bike use or walking to work. These commuter trips typically take place at the busiest times of day which congests the highway system thus adding to the time and cost of all other travelers. If these revenues are used to make alternative modes more convenient or to provide more highway capacity, the entire system will operate more efficiently.

In 1995, approximately 1,390,000 jobs existed in the seven county metro area. For this exercise, it will be assumed that the fee can be collected on 35% of the parking spaces. The parking fee would then be collected on 486,500 spaces. If the average work year is 220 days long, these spaces at $1/day would produce $107,000,000 annually. At $2/day, this increases to $214 million.

The administration costs must be paid from these funds before any distribution for transportation improvements or services. If the revenue raised for a $2 fee was used to provide for public transit the regional property tax and the general fund subsidy could be eliminated and the service improved. In addition, funds would be available to double

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the estimated $50 million presently available from the trunk highway for capacity projects.

Changes in travel behavior could be expected to lessen the number of SOVs during the peak periods and increase ridesharing, transit, bike use and walking. This in turn would reduce congestion and allow the present system to provide a good quality of service longer.

Tolls - These fees are charges to users of a specific facility. Historically, they were used to retire bonds sold to finance construction of a highway or a bridge or to maintain and improve such facilities. This is the definition used here. Tolls are separated from mobility enhancement fees which are discussed below.

Tolls would be used to fund the construction or reconstruction of a highway or a bridge in the region. Depending on a number of variables, the toll may or may not cover the full cost of construction, right of way and financing. They would only be used to build or rebuild highways identified in the TPP or projects consistent with the policies of the TPP. Today, these highways or bridges might include some type of exclusive HOV or bus lane, bicycle path or sidewalk, park and ride lots and passenger waiting areas. In addition, various traffic management tools would be built into the project.

Today's technology will allow electronic fee collection which will reduce the inconvenience of frequent stops to pay tolls. This is a major complaint about present toll roads. No estimate of toll charges or revenues are given because they will vary with the corridor and facility.

Mobility Enhancement Fee - **(Congestion Pricing)** This new user fee is intended to improve travel time by providing incentives to those willing to change modes or travel times. The intent is to raise revenues, reduce congestion, and therefore reduce travel time in peak periods. This fee has been called a peak period user fee, a congestion avoidance fee or a congestion pricing fee. Since the intent of the fee is to reduce peak period congestion and increase speeds on the busiest highways and bridges, it will be called a mobility enhancement fee for this paper.

Since this is a new fee, the structure is completely open for the region to design. MnDOT, MC and the HHH Institute have been studying this concept over the past three years at the direction of the legislature and have reached some conclusion about a recommended alternative. The Committee should understand that any of the features described here can be modified.

Primary Objectives of the Mobility Enhancement Fees follow:

- Generate stable revenue source for transportation infrastructure finance and transit operations;
- Increase economic efficiency of transportation system;
- Manage travel demand and influence travel behavior during peak travel periods;
- Reduce congestion on roadways
- Support regional growth management policies; and
- Improve air quality.

Characteristics of the Alternative

- Electronic fee collection for most users
- Fees: 12 cents/mile during Peak Period and Direction
  6 cents/mile Off-Peak Direction and Shoulders of Peak Period
- All congested freeways and expressways
- System expands as congestion increases on non-fee highways. At some time, enough corridors are covered by these fees the pricing system will be made region wide.
- By definition, the transit system would be improved to provide an alternative for those that do not want to pay fees. (The figure used was $45 million annually)
- Net revenue available - $96-130 million assuming $45 million dedicated to transit and $100 million for capital and operating
- Use of Revenues
  - Implement, operate and maintain transportation facilities in charged corridors
  - Improve transit to serve as an alternative in these corridors
  - Improve roads that serve as alternative routes
  - Address negative impacts to low income workers without alternatives
- Potential changes in travel behavior estimated by regional transportation model:
  - 52-66% stay on priced facility
  - 19-37% shift to alternative routes
  - 4-6% shift to rideshare or transit
  - 1-7% change origin or destination
  - 3-10% shift to off peak
  - 1-2% reduce trip making

    (These estimates represent 5 region wide alternatives that were evaluated but do not reflect the specific recommended hybrid alternative. Changes in travel behavior are anticipated to be similar)

Impact Fees - Impact fees have been used in various areas under a variety of names associated with a variety of functional topics. The region, as part of the development option process, has heard and discussed the idea of impact fees to ensure new development and redevelopment pays the cost it imposes on public utilities and services. The discussion here looks at a narrower application, specifically to transportation facilities and services.

The key question that needs to be answered is if impact fees can be charged to development or redevelopment to fund regional highway or transit facilities or various transportation services? If not, under today's laws can legislation be passed to allow this application?

The most common use of an impact fee in the region today is the park/open space/recreation dedication fees that are assessed in many regional communities. This was made legal by the State Legislature in (_____). The impact fees are assessed by local government and used for local recreation or park facilities. The regional system does not have access to these fees.

Two points seem common to legal challenges of impact fees:

1. *It must be fair.* In order to be fair, the expansion of the capital facilities must be required to accommodate the new users, and the fee cannot exceed the proportionate share of the expansion prorated to the new users.
2. *The funds must be earmarked.* To satisfy this a reasonable connection must be shown between the expenditures of the funds collected and the benefit accruing to new users.

Calculating the specific share of expansion costs attributable to new development or redevelopment is difficult. Can these costs be accurately and consistently calculated to reflect the actual cost and benefit? Various factors have been used to calculate cost and benefits. Some are typical of a computer traffic or transportation model, others address cost and available revenue. The list of measures follows:

1. Adopted level of service.
2. Configuration of existing road network.
3. Trip generation rates to determine impact on the traffic system.
4. Socioeconomic data along with adopted land use plan to predict growth patterns by various types of land use and by geographical location.
5. Capital improvements planned to accommodate new users.
6. Identification of roads in the capital improvements plan that do not currently meet the adopted standard (existing deficiencies).
7. Identification of some source of revenue, other than impact fees, to improve existing deficiencies.
8. Construction cost data by various road types.
9. Land value information to calculate right-of-way costs.
10. Gas tax credit mechanism to ensure that new users get credit for future gas taxes they will pay.

As the specific improvement moves from the local street to the county arterial to the state principal arterial, the direct impact appears harder to calculate. The smaller the project in this case again the harder it is to make the connection between the development and the impact on the regional system.

No estimate of revenues has been developed. The assumption is the impact fees would be set relative to the cost imposed on the system minus the revenues available for the improvement, so needed facilities could be provided.

Table 5.7

EVALUATION OF REVENUE SOURCES

CRITERIA	REVENUE SOURCE			
	Gasoline Tax	Vehicle Registration Fee	Transit Property Tax	Transit Fares
Legally address all transportation issues	No	No	No	No
User pays	Yes	Yes	No	Yes
Provides incentives to increase system efficiency	Yes	No	No	Yes
Supports regional growth management	No	No	No	No
Predictable/Stable	Yes	Yes	Yes	No
Sufficient to address regional needs	No	No	No	No
Cost/east of administration	Yes	Yes	Yes	No
% returned to region	Low	Low	High	High

CRITERIA	REVENUE SOURCE			
	Retail Sales Tax	Motor Fuel Sales Tax at Wholesale	Sales Tax on Vehicle Services	Motor Vehicle Excise Tax
Legally address all transportation issues	Not as defined	By definition	By definition	By definition
User pays	No	Indirect	Indirect	Indirect
Provides incentives to increase system efficiency	No	No	No	No
Supports regional growth management	No	No	No	No
Predictable/Stable	Yes	Yes	Yes	Fluctuates
Sufficient to address regional needs	No (½ cent)	No	No	Yes (if all)
Cost/ease of administration	Yes	Yes	Yes	Yes
% returned to region	High by definition	High by definition	High by definition	Unclear

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CRITERIA	REVENUE SOURCE			
	Tolls	Mobility Enhancement Fee	Impact Fee	Employee Parking Tax
Legally address all transportation issues	No	By definition	No	By Definition
User pays	Yes	Yes	No	Yes
Provides incentives to increase system efficiency	Yes	Yes	No	Yes
Supports regional growth management	Unclear	Yes, by definition	Yes, by definition	Unclear
Predictable/Stable	Unclear	Unclear	Fluctuates	Unclear
Sufficient to address regional needs	No	Yes	No	Yes
Cost/ease of administration	No	No	No	No
% returned to region	High by definition	High by definition	High by definition	High by definition

Attachment B

Regional Transit System: Twin Cities Metropolitan Area
State Appropriation Request (State Fiscal 1998-99)

(Figures in millions)

	State Funding		Passenger Ride
Baseline/Service Preservation*:(1998-1999)	**$93.7**		**128.9 Rides**
Growth Option - Transit Investments Needed	1998 Investments	1999 Investments	
• *Incentives For Business, Jobseekers and Reverse Commuters*	$1.8	$2.2	0.8
• *Increase Service Coverage And Reliability*	$3.3	$3.3	1.9
• *Improve Coordination And Mix Of Services*	$3.4	$3.4	1.3
• *Targeted Marketing*	$0.6	$0.3	2.5
Total Growth Option Transit Investments	$9.1	$9.2	6.5
Total Biennial State Appropriation Request	**$112.0**		**135.4 Rides**

***The appropriation for State Fiscal 1996-1997 is $89 million**

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY 3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K DeSpiegelaere
Authorized Signature

10/8/96
Date

Board Action Requested

A) Discussion of potential Burlington Northern/Santa Fe Railroad right of way acquisition;

B) Request for authorization for staff to solicit proposals and negotiate contracts for review and approval by RCRRA to obtain appraisals, surveys, environmental assessments , and title work; and

C) Request for authorization for RCRRA to work with HCRRA to ascertain Hennepin's interest in participating in costs for appraisals, surveys, environmental assessments and title work relative to the sections to be abandonded in each County..

ACTION IS REQUESTED

Request Justification

1) Proposed resolution
2) Memorandum from K. DeSpiegelaere with attachments

Budgeting and Accounting Marlene J. Thoen 10/9/96

County Attorney

Risk Management Jessica M. Kaplan 10-9-96

Documentation certified complete for:

October 15, 1996
Board Date

Judy McLaran
Signature

October 9, 1996
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, The Ramsey County Regional Railroad Authority's Northeast Corridor alignment study recommends two alignments for light rail transit, both of which make use of Burlington Northern Railroad Company (BN) right of way north of County Road F in White Bear Lake; and

WHEREAS, The portion of the BN right of way extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority on December 27, 1992; and

WHEREAS, The BN right of way from Beam Avenue to Hugo in Washington County has not yet been abandoned;

WHEREAS, On September 26, 1995, Ramsey County Regional Railroad Authority authorized its staff to (1) scope to options for purchase of the right of way north of Beam Avenue and (2) negotiate with Burlington Northern for purchase of the right of way before abandonment occurs; and

WHEREAS, On November 28, 1995, Ramsey County Regional Railroad Authority resolved to take the lead role in negotiations with BN for acquisition of the right of way; and

WHEREAS, The Burlington Northern Railroad Company and the Santa Fe Railroad Company have merged to become the Burlington Northern Santa Fe (BNSF); and

WHEREAS, BNSF has indicated its interest in selling the right of way north of Beam Avenue; and

WHEREAS, BNSF has also indicated that its east-west line from M&D Junction to Broadway Street in Minneapolis may also be available for acquisition; and

WHEREAS, The BNSF east-west line falls within the area designated for the East-West Crosstown LRT corridor as described in the Comprehensive Light Rail Transit Plan for Ramsey County; and

WHEREAS, A portion of the BNSF east-west line is located in Hennepin County; and

WHEREAS, In order for staff to further negotiate the acquisitions of right of way from BNSF, appraisal, surveying, environmental assessment, and title search activities will need to be performed; Now, Therefore, Be It

John T. Finley, Chairman

By: _____
Hal Norgard, Secretary

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

RESOLVED, That the Director of Light Rail Transit Planning and Ramsey County Attorney are authorized to negotiate with the Burlington Northern Santa Fe Railroad for the acquisition of all or part of the BNSF east-west right of way from M&D Junction to the west County line; and Be It Further

RESOLVED, That the Director of Light Rail Transit Planning and Ramsey County Attorney are authorized to engage one or more private real estate appraisers to determine the value of all or part of the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the issuance of a request for proposals for selection of a qualified land surveyor to perform a boundary survey and to prepare an accurate certificate of survey and legal description of all or part of the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the issuance of a request for proposals for selection of a consultant to conduct a Phase I environmental assessment of all or part of the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the issuance of a request for proposals for selection of a private title or abstract company to identify all ownership interests in all or part of the following properties, and to provide title insurance for the property upon acquisition: the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes staff of the Railroad Authority to initiate discussions with Hennepin County staff about joint funding of appraisals, surveys, environmental assessment and title work, based on the acreage of the respective units of government.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
John T. Finley	___	___	___
Susan M. Haigh	___	___	___
Hal Norgard	___	___	___
Rafael E. Ortega	___	___	___
Rich O'Connor	___	___	___
Brenda Thomas	___	___	___
Richard Wedell	___	___	___

John T. Finley, Chairman

By: _____
Hal Norgard, 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, County Manager

FROM: Kathryn DeSpiegelaere, Director of LRT Planning KD

SUBJECT: Burlington Northern Santa Fe Railroad property

DATE: October 8, 1996

This memo will provide an update as to the status of several issues relating to property owned by the Burlington Northern Santa Fe Railroad Company, and outline actions required to continue negotiations at this time.

NORTHEAST CORRIDOR

The Ramsey County Regional Railroad Authority's (RCRRA) Northeast Corridor alignment study recommends two alignments for light rail transit, both of which make use of Burlington Northern (BN) right of way north of County Road F in White Bear Lake.

In 1992, Ramsey County Regional Railroad Authority purchased 6.5 miles of right of way abandoned by Burlington Northern Railroad (BN) between Kellogg Boulevard in St. Paul and Beam Avenue in Maplewood (Figure 1) at a cost of $1.5 million. Half of the purchase price was funded by a state rail bank grant and the remaining $750,000 was provided by RCRRA levy.

The BN right of way has not been abandoned from Beam Avenue northerly to Hugo in Washington County. The right of way north of Hugo to North Branch has been abandoned and purchased by the Washington and Chisago County Regional Railroad Authorities.

At the RCRRA meeting of September 26, 1995, the issues and current projects relating to the acquisition of the right of way north of Beam Avenue were discussed. At that time, staff were authorized to (1) scope the options of purchase of the right of way and (2) negotiate with BN for purchase of the right of way before abandonment occurs.

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Meetings have recently occurred between RCRRA staff and BNSF representatives. While all issues relating to the abandonment of the corridor north of Beam Avenue have not been resolved, BNSF has indicated a willingness to negotiate a transfer of the right of way north of Beam Avenue to RCRRA.

There are several remaining issues:

a. White Bear Lake trail. The City of White Bear Lake has applied for and received a commitment of Intermodal Surface Transportation Efficiency Act (ISTEA) funds to construct a bike path on the BN right of way through White Bear Lake southerly to Beam Avenue. The grant is for $620,000 and it must be spent by December, 1997. City staff have indicated their preference to have the BNSF tracks, crossings, and train traffic removed from downtown White Bear Lake. Leaving the tracks in place in this area would greatly complicate the construction of the trail, and in some areas, because of the narrow right of way width, the separation needed of trains and trails might be impossible.

b. Northern States Power. NSP's Kohlman Lake substation facility is located westerly and adjacent to the right of way north of Beam Avenue. NSP has indicated in the past that rail service may be necessary to this facility if a replacement transformer is needed, as moving it by rail is the most feasible method of shipment. Transformers weigh over 300 tons. While this issue is not yet resolved, White Bear Lake staff feel that other options may be available for transformer delivery to the site, which would allow the abandonment of the right of way in this area.

c. Minnesota Commercial Railroad and current customers. Minnesota Commercial currently uses this right of way to service a customer, Interstate Lumber, in Hugo in Washington County. BNSF representatives have indicated that this service must continue, and may perhaps increase if a proposed Hugo industrial park is developed. The City of White Bear Lake has proposed that the rail traffic to Hugo be diverted along the Soo Line/Wisconsin Central right of way to its point of intersection with the Northeast Corridor, allowing the abandonment of all of the Northeast Corridor south of the Wisconsin Central junction. The City's ISTEA grant includes funds to construct the necessary turnout connection.

   The rerouting of rail traffic in this manner would impact the operations of the Minnesota Commercial.

   BNSF representatives have indicated that Minnesota Commercial has also expressed an interest in acquiring this right of way for continued rail service.

RCRRA staff have indicated a preference to acquire 5.28 miles of abandoned right of way from Beam Avenue northerly to the

Wisconsin Central junction. Such an acquisition would be eligible for State Rail Bank funding and would include all of the right of way needed for LRT purposes as specified in the Northeast Corridor alignment study. Operational service to Hugo would be maintained via a connection from the Soo Line/Wisconsin Central tracks on the remaining 1.77 miles of right of way to the north County line. BNSF staff are investigating the feasibility of such a proposal.

The BN Regional trail may need to use portions of the operating right of way northerly of the Wisconsin Central junction. Parks and Recreation staff are studying the options for a connection between the Wisconsin Central junction and the Bald Eagle park, and northerly into Washington County. Separate easements for trail access may need to be negotiated for this area of the right of way.

In order for RCRRA staff to further negotiate the acquisition of the right of way, certain activities will need to be performed, including appraisal, survey, environmental assessment and title work. These activities will need to be commenced soon in order to be completed within the time constraints imposed by the proposed White Bear Lake trail.

EAST-WEST CROSSTOWN CORRIDOR

The Comprehensive Light Rail Transit Plan for Ramsey County includes an East-West Crosstown Corridor which does not connect directly to downtown St. Paul (Figure 3). This corridor conceptually parallels Highway 36 from Anoka County's Northeast Corridor on the west to the Ramsey/Washington County border on the east. The comprehensive plan grouped this corridor among the "Level 2" corridors, which are those that show less promise for construction of LRT within the planning horizon, but which could become more significant beyond the 2010 timeframe.

During discussions with BNSF regarding the Northeast Corridor north of Beam Avenue, the railroad informed RCRRA staff that its east-west line which runs from Broadway Street in Minneapolis to the M&D Junction south of White Bear Lake is another possible candidate for sale and/or abandonment. This line is approximately 12.3 miles in length, 2 miles of which are located in Hennepin County (Figure 2). This line falls within the area designated for the East-West Crosstown LRT corridor.

This line is presently used by the Minnesota Commercial Railroad, under agreement with BNSF. Two customers are serviced along this line, one near the intersection of I-35E and the other at M&D Junction. Minnesota Commercial also uses this line to provide service along the Northeast Corridor line to Interstate Lumber in Hugo.

The eventual disposal of the east-west corridor by BNSF will likely depend on what is done regarding the sale and/or

abandonment of the Northeast Corridor line north of Beam Avenue. There are two likely options:

Option A. The Northeast Corridor is abandoned from the Wisconsin Central junction southerly to Beam Avenue and acquired by RCRRA. Under this scenario, in order to continue service to the customer in Hugo, the Minnesota Commercial would need to obtain operating rights from the Soo Line Railroad to access the Northeast Corridor at the Wisconsin Central junction north of White Bear Lake. This would leave the east-west line as a long spur to the customers at I-35E and M&D Junction. BNSF has indicated that, if this were to occur, they would pursue the development of a connection from the intersecting Soo Line track near Rice Street and Woodlyn Avenue, just south of I-694, and would abandon the remainder of the east-west line to Minneapolis. This section would then be available for acquisition by RCRRA.

Option B. The Northeast Corridor is abandoned from the M&D Junction southerly to Beam Avenue and acquired by RCRRA. Under this scenario, the Minnesota Commercial would still need to obtain operating rights from the Soo Line Railroad to access the Northeast Corridor at the Wisconsin Central junction north of White Bear Lake. Access to the customer at M&D Junction would be accomplished via the Northeast Corridor southerly through White Bear Lake. All of east-west line westerly of I-35E could be abandoned, and would be available for acquisition by RCRRA.

Option A is strongly preferred by RCRRA staff and the City of White Bear Lake.

The westerly section of the east-west line extends a short way into Hennepin County and would also likely be abandoned. RCRRA staff would work cooperatively with HCRRA should a joint acquisition be desirable.

Under all acquisition scenarios, BNSF has indicated its interest in liquidating these properties, whether abandoned or not. If RCRRA chooses to acquire only those portions of right of way which become abandoned, BNSF will likely seek another buyer for the portions which remain operational. The possible buyers could include the Minnesota Commercial Railroad and Northern States Power Company. RCRRA staff do not recommend the acquisition of operating railroad right of way at this time.

Recommendations:

1) Authorize the Director of Light Rail Transit Planning and the Ramsey County Attorney to negotiate with the Burlington Northern Santa Fe Railroad for the acquisition of all or part of the BNSF east-west right of way from M&D Junction to the west County line; and

2) Authorize the Director of Light Rail Transit Planning and the

Ramsey County Attorney to engage one or more private real estate appraisers to determine the value of all or part of the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and

3) Authorize the issuance of a request for proposals for selection of a qualified land surveyor to perform a boundary survey and to prepare an accurate certificate of survey and legal description of all or part of the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and

4) Authorize the issuance of a request for proposals for selection of a consultant to conduct a Phase I environmental assessment of all or part of the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and

5) Authorize the issuance of a request for proposals for selection of a private title or abstract company to identify all ownership interests in all or part of the following properties, and to provide title insurance for the property upon acquisition: the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and

6) Authorize staff of the Railroad Authority to initiate discussions with Hennepin County staff about joint funding of appraisals, surveys, environmental assessment and title work, based on the acreage of the respective units of government.

KD/dls
Attachments

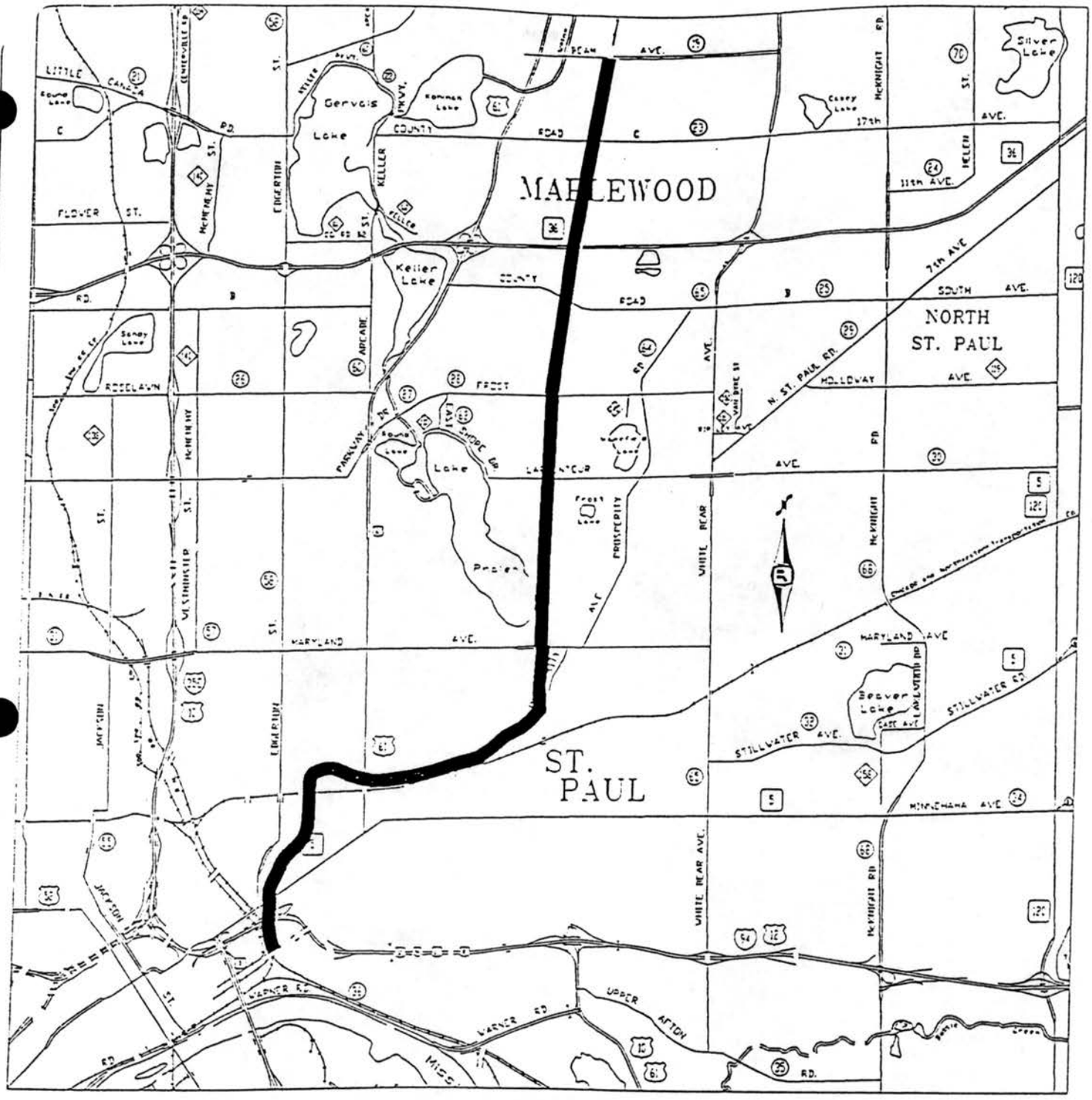


Figure 1

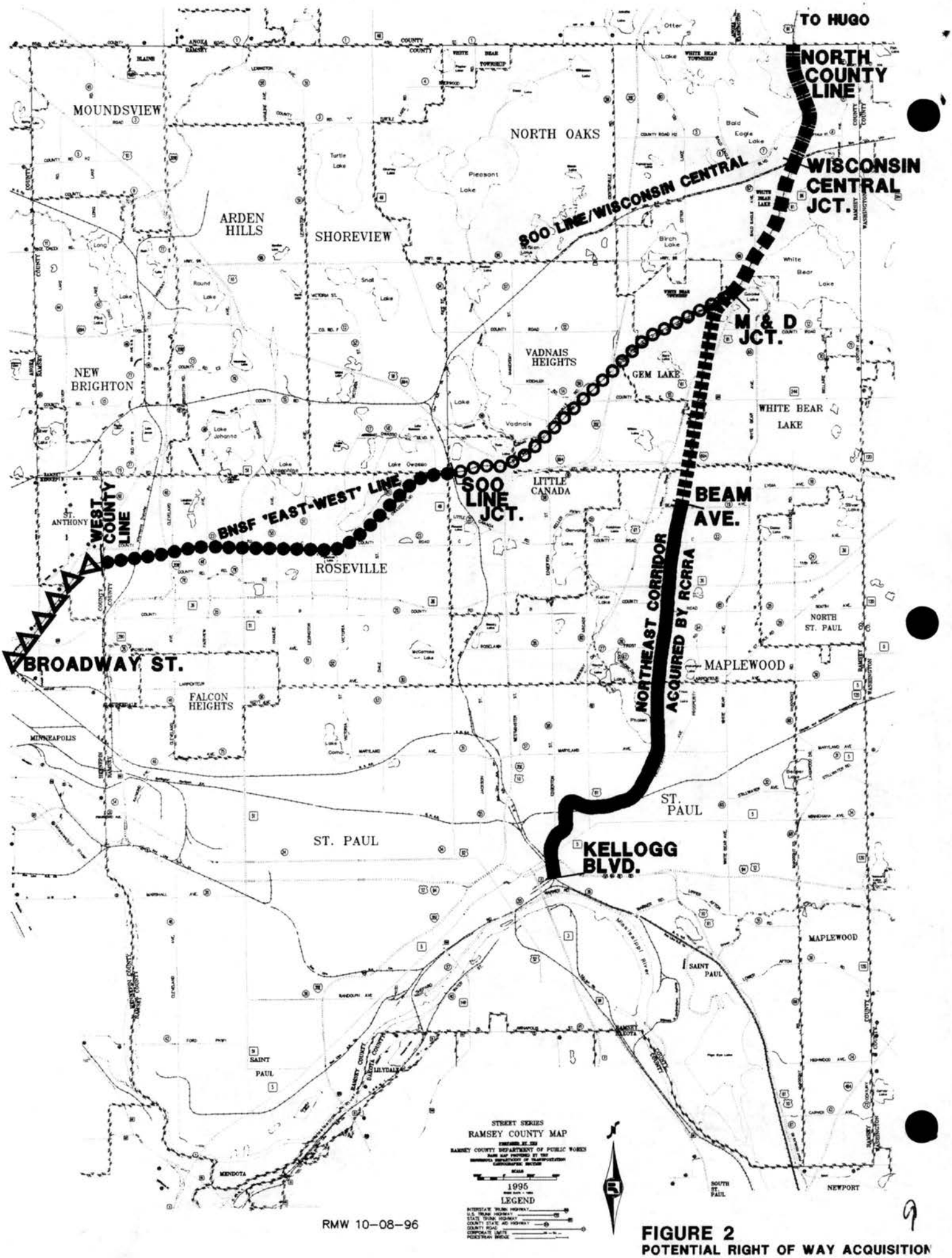
RAMSEY COUNTY

Regional Railroad Authority

LOCATION MAP

Northeast Corridor

Kellogg Boulevard to Beam Avenue



RMW 10-08-96

FIGURE 2
POTENTIAL RIGHT OF WAY ACQUISITION

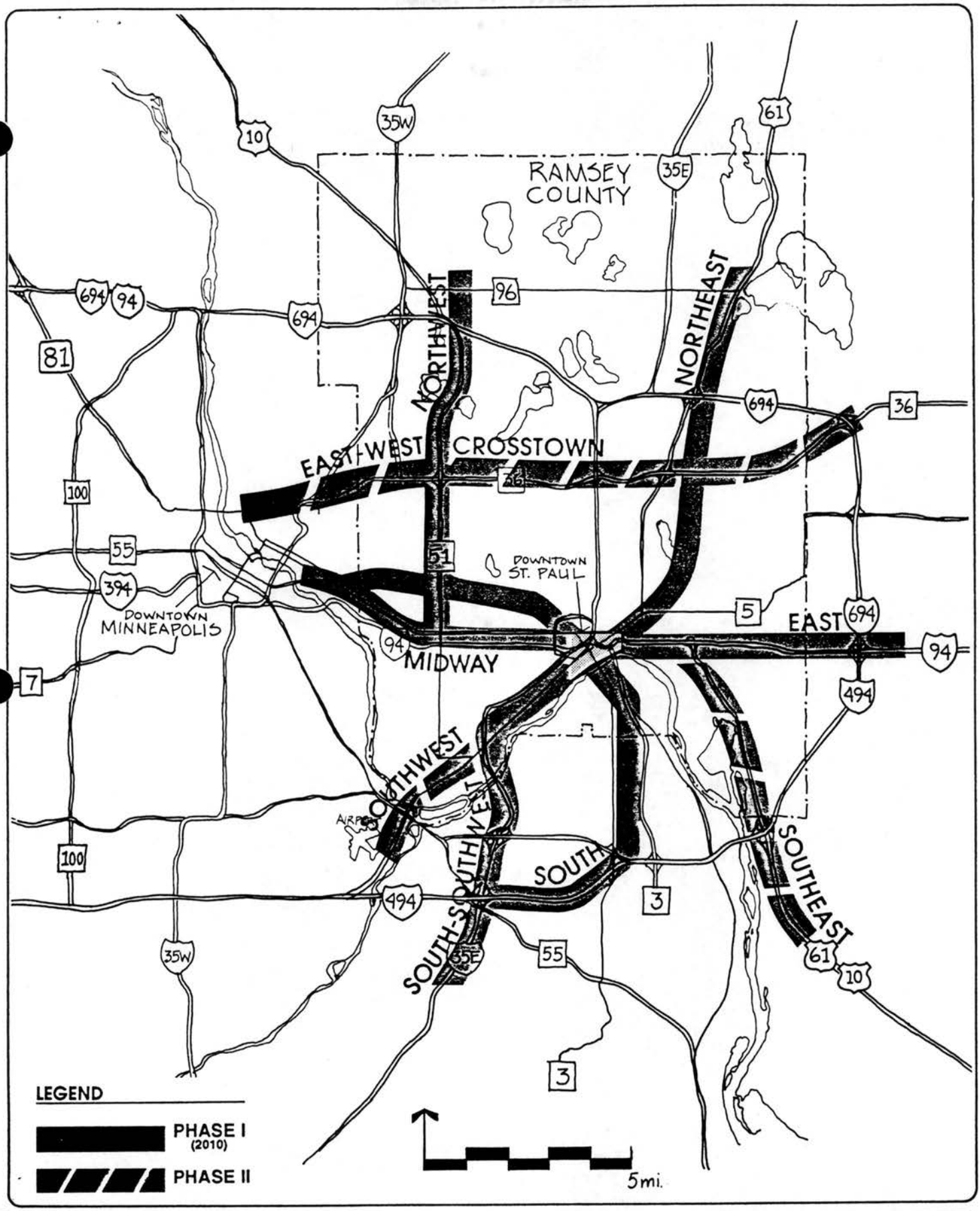


FIGURE 3
RAMSEY COUNTY COMPREHENSIVE LRT PLAN

PHASING OF LRT CORRIDORS

Ramsey County Regional Railroad Authority

SRF

4

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

10/7/96
Date

Board Action Requested

Authorize the issuance of a request for proposals for selection of a consultant to conduct a Phase II environmental assessment of the BNSF gap property between Earl and Atlantic Streets in St. Paul.

ACTION IS REQUESTED

Request Justification

See attached:
1) Proposed resolution
2) Memorandum from K. DeSpiegelaere with attachments

Budgeting and Accounting Marilyn Johnson 10/9/96

County Attorney

Risk Management Kevin D. Kaplan 10-9-96

Documentation certified complete for:

October 15, 1996
Board Date

Judy M. Rosar
Signature

October 7, 1996
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992; and

WHEREAS, Burlington Northern Santa Fe Railroad (BNSF) is the owner of a strip of land approximately 14 feet wide and 2,290 feet long, amounting to .74 acre, located northerly of and adjacent to the Northeast Corridor right of way easterly of Earl Street in St. Paul; and

WHEREAS, Combining this strip of land with the current Northeast Corridor right of way would widen a restricted area and alleviate possible future development problems; and

WHEREAS, Acquisition of this property now may best serve the long-range goals for which the corridor was acquired; and

WHEREAS, BNSF has indicated a willingness to sell this property to Ramsey County Regional Railroad Authority; and

WHEREAS, Based on site surveys and known past uses of the property, there is reason to question the environmental condition of the site; and

WHEREAS, It is prudent to assess the environmental condition of the property prior to conducting further negotiations; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the issuance of a request for proposals for selection of a consultant to conduct a Phase II environmental assessment of the BNSF property.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
John T. Finley	___	___	___
Susan M. Haigh	___	___	___
Hal Norgard	___	___	___
Rafael E. Ortega	___	___	___
Rich O'Connor	___	___	___
Brenda Thomas	___	___	___
Richard Wedell	___	___	___

John T. Finley, Chairman

By: _____
Hal Norgard, 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, County Manager

FROM: Kathryn DeSpiegelaere, Director of LRT Planning

SUBJECT: Gap property, Earl to Atlantic Streets, St. Paul
Burlington Northern Santa Fe Railroad Company

DATE: October 4, 1996

The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood, was acquired by RCRRA from Burlington Northern (BN) on December 27, 1992. It was acquired to preserve the property as an option for a future light rail transit line. RCRRA has entered into a Joint Powers Agreement and separate easement agreements with the City of St. Paul and Ramsey County to provide for the planning and development of the Northeast Corridor for joint light rail transit and recreational trail use.

At the March 20, 1995, RCRRA meeting, staff discussed several issues relating to the development of the Northeast Corridor. One of the issues related to an additional piece of property now owned by Burlington Northern Santa Fe Railroad (BNSF) located northerly of and adjacent to the Northeast Corridor right of way east of Earl Street in St. Paul.

In 1994, the property located northerly of the Northeast Corridor between Earl and Atlantic Streets was platted as "Trillium Addition". The legal descriptions between Trillium Addition and the RCRRA property do not conform, leaving a "gap" between the two properties of approximately 14 feet. Title to the gap remains with the BNSF Railroad.

This property is of value to RCRRA, in that the Northeast Corridor right of way narrows to a minimum width of 65 feet in this area, and is less than 100 feet in width for 683 feet easterly of Earl Street. Combining the gap with the current right of way would widen a restricted area and alleviate possible future development problems. Figure 2 is an illustration of the area of the gap, which is approximately .75 acres in size.

RCRRA staff have discussed with BNSF the issue of paid assessments levied on the property RCRRA purchased from BN in 1992. RCRRA has paid $11,666.50 in special assessments which should have been BN's obligation. BN has indicated a willingness to transfer the title to the gap property to RCRRA in exchange for RCRRA forgiving BNSF's obligation to refund this assessment balance.

An estimate of the value of the gap, approximated by the valuation of the adjoining Northeast Corridor in RCRRA's 1992 appraisal, is $42,500.

At the March 20, 1995, RCRRA meeting, staff discussed this issue and noted that the matter would be brought to RCRRA for approval when negotiations progressed further.

During 1995, it was discovered that gasoline pumps and two underground storage tanks were located on this property. Subsequent requests to BNSF and the adjoining property owner, Budget Towing, Inc., for information on the tanks have revealed the possibility of environmental contamination.

Ramsey County obtained a Phase I and partial Phase II environmental report upon acquisition of the adjoining compost yard facility in 1994. Copies of these reports have been shared with RCRRA staff and are inconclusive as to the condition of the property in question.

Before proceeding further with negotiations with BNSF, RCRRA staff recommend that the environmental condition of the property be determined.

Recommendation:

Authorize the issuance of a request for proposals for selection of a consultant to conduct a Phase II environmental assessment of the BNSF property.

KD/dls
Attachments

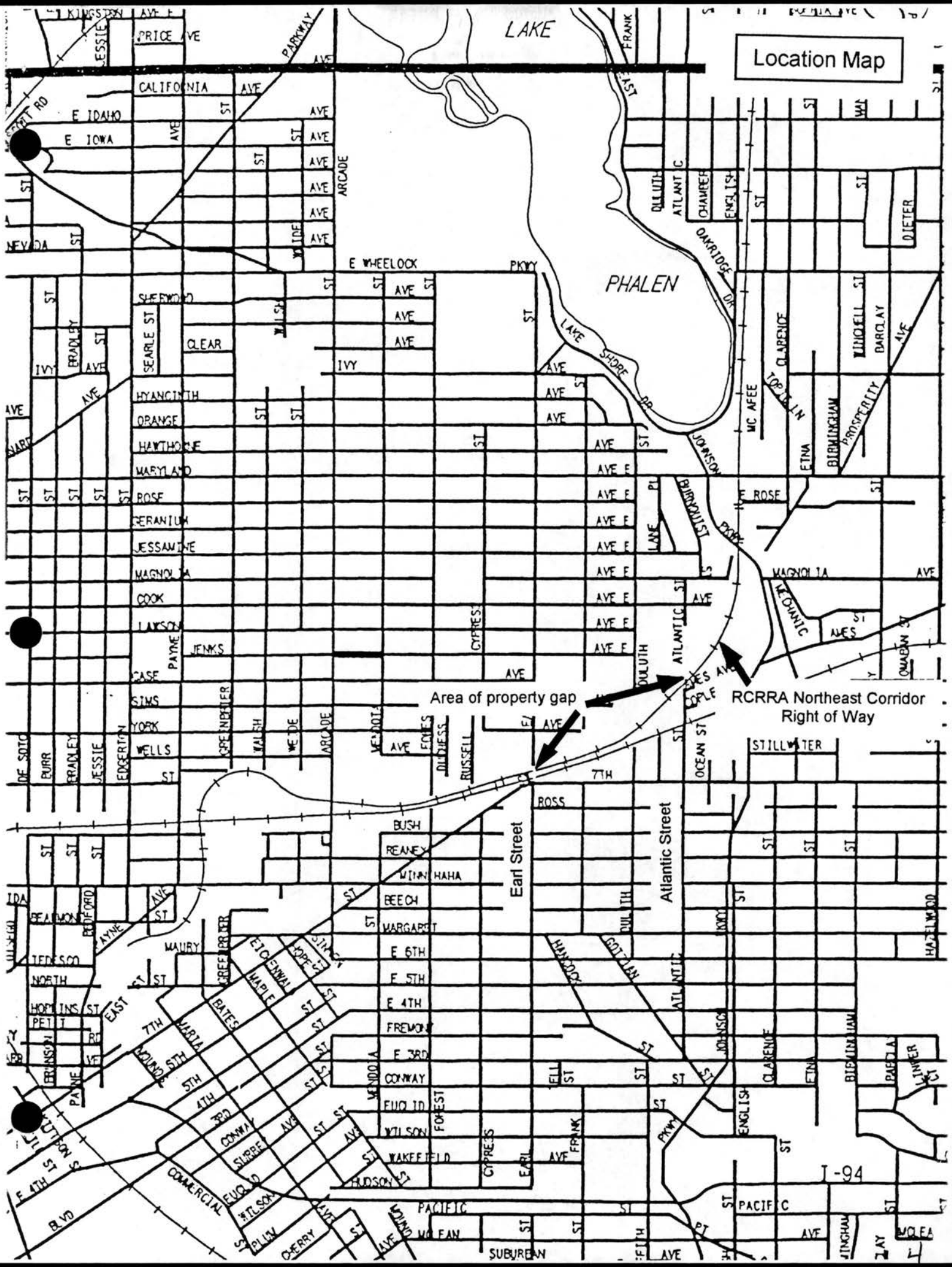

Location Map
LAKE
PHALEN
Area of property gap
RCRRA Northeast Corridor
Right of Way
Earl Street
Atlantic Street
I-94
E WHEELOCK PKWY
LAKE SHORE DR
OAKRIDGE DR
JOHNSON PKWY
ARCADE
PAYNE
MAGNOLIA AVE
ROSE
ATLANTIC
DULUTH
CYPRESS
FOREST
MAPLE
BATES
MARIA
MOUND
7TH
5TH
4TH
3RD
CONWAY
FREMONT
E 6TH
E 5TH
E 4TH
E 3RD
BUSH
REANEY
MINNEHAHA
BEECH
MARGARET
ROSS
7TH
STILLWATER
OCEAN ST
PACIFIC
SUBURBAN
HUDSON
WAKEFIELD
WILSON
FULTON
PLUM
CHERRY
COMMERCIAL
CALIFORNIA AVE
E IDAHO
E IOWA
NEVADA
PRICE AVE
KINGSTON
SHERWOOD
CLEAR
IVY
HYACINTH
ORANGE
HAWTHORNE
MARYLAND
GERANIUM
JESSAMINE
MAGNOLIA
COOK
LAWSON
JENKS
CASE
SIMS
YORK
WELLS
DE SOTO
BURR
BRADLEY
JESSIE
EDGERTON
WEBB
WALSH
WEIDE
ARCADE
RUSSELL
FOLES
DUDLEY
BEAUMONT
BEDFORD
MAURY
EATON
SIBLEY
NORTH
HOPKINS
PETIT
EAST 7TH
EAST 5TH
EAST 4TH
EAST 3RD
CONWAY
SUPERIOR
FULTON
WILSON
PLUM
CHERRY
COMMERCIAL
BLVD
MINNESOTA
FOREST
CYPRESS
EARL
FRANK
ENGLISH
CLARENCE
ETNA
BIRMINGHAM
PROSPERITY
BARCLAY
DIETER
OAKRIDGE
MC AFEE
MC KINNIC
ALES
RUSSELL
DUDLEY
HAZELWOOD
LINDER
PACIFIC
SUBURBAN

Figure 2

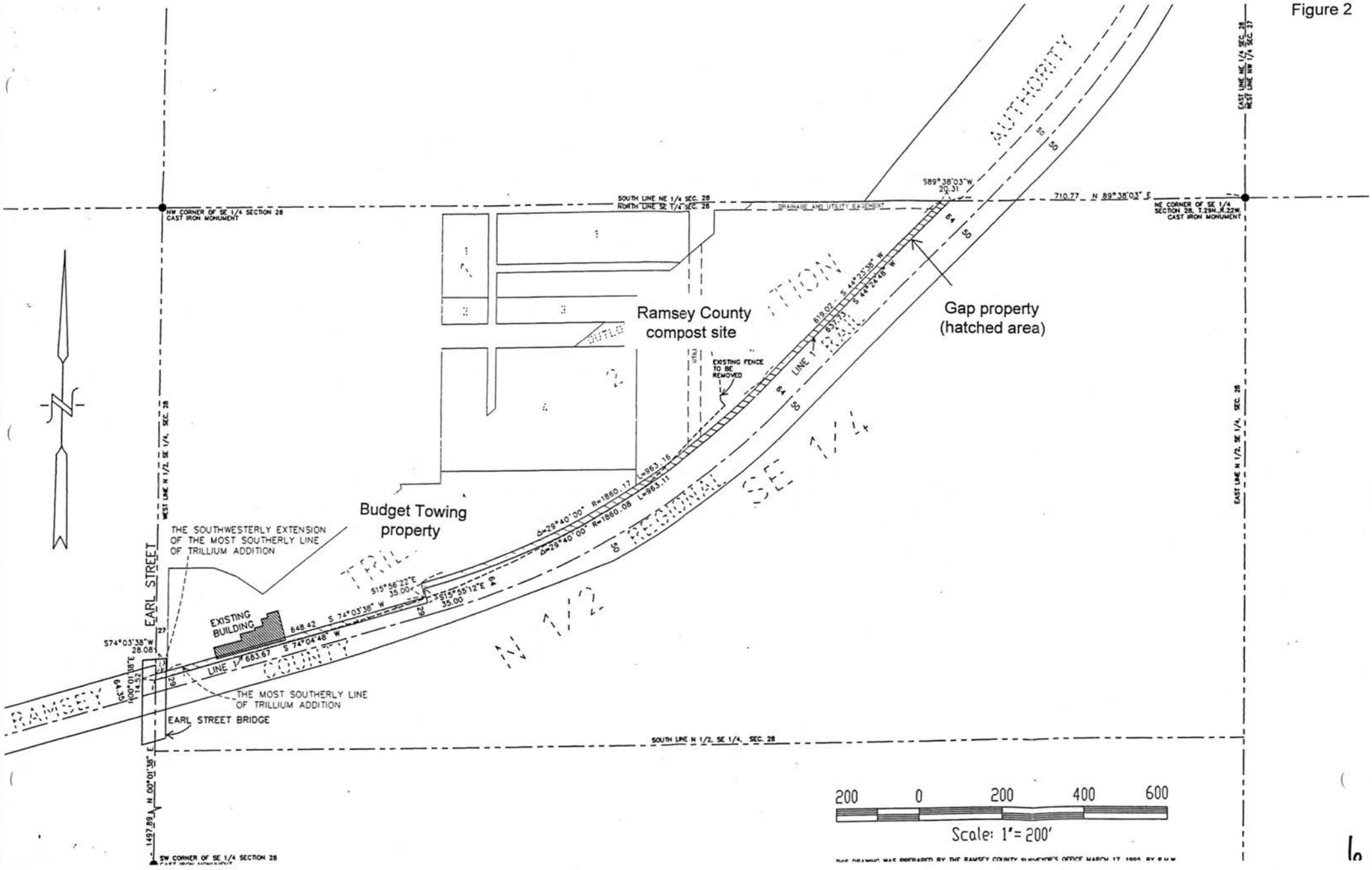

Ramsey County compost site
Gap property (hatched area)
Budget Towing property
EARL STREET
THE SOUTHWESTERLY EXTENSION OF THE MOST SOUTHERLY LINE OF TRILLIUM ADDITION
THE MOST SOUTHERLY LINE OF TRILLIUM ADDITION
EARL STREET BRIDGE
EXISTING BUILDING
EXISTING FENCE TO BE REMOVED
SOUTH LINE NE 1/4 SEC. 28
NORTH LINE SE 1/4 SEC. 28
NW CORNER OF SE 1/4 SECTION 28 CAST IRON MONUMENT
NE CORNER OF SE 1/4 SECTION 28, T.29N., R.22W. CAST IRON MONUMENT
WEST LINE N 1/2, SE 1/4, SEC. 28
EAST LINE N 1/2, SE 1/4, SEC. 28
SOUTH LINE N 1/2, SE 1/4, SEC. 28
SW CORNER OF SE 1/4 SECTION 28
S89°38'03"W 29.31
710.77' N 89°38'03" E
S74°03'38"W 28.08
N00°01'38"E 64.35
N00°01'38"E 1497.89
S74°04'48"W 683.67
S74°03'38"W 648.42
S15°56'22"E 35.00'
S15°55'12"E 35.00
Δ=29°40'00" R=1860.17 L=963.16
Δ=29°40'00" R=1860.08 L=963.11
S 46°23'38" W 619.02'
S 44°24'48" W 637.70'
LINE 1
200 0 200 400 600
Scale: 1"= 200'

Figure 2

NW CORNER OF SE 1/4 SECTION 28
CAST IRON MONUMENT

SOUTH LINE NE 1/4 SEC. 28
NORTH LINE SE 1/4 SEC. 28

DRAINAGE AND UTILITY EASEMENT

S89°38'03"W
20.31

710.77 N 89°38'03" E

NE CORNER OF SE 1/4
SECTION 28, T.29N., R.22W.
CAST IRON MONUMENT

EAST LINE NE 1/4 SEC. 28
WEST LINE NW 1/4 SEC. 27

AUTHORITY

64
50

Ramsey County
compost site

Gap property
(hatched area)

EXISTING FENCE
TO BE
REMOVED

LINE 1

619.02 S 44°23'38" W
637.73 S 44°24'48" W

64
50

963.16 L=963.16
Δ=29°40'00" R=1860.17
Δ=29°40'00" R=1860.08 L=963.11

Budget Towing
property

THE SOUTHWESTERLY EXTENSION
OF THE MOST SOUTHERLY LINE
OF TRILLIUM ADDITION

EARL STREET

WEST LINE N 1/2, SE 1/4, SEC. 28

S15°56'22"E
35.00

S15°55'12"E
35.00

64
50

EXISTING
BUILDING

648.42 S 74°03'38" W

S74°03'38"W
28.08

27

683.67 S 74°04'48" W

LINE 1

N00°01'38"E
14.52

64.35

29

RAMSEY

THE MOST SOUTHERLY LINE
OF TRILLIUM ADDITION

EARL STREET BRIDGE

SOUTH LINE N 1/2, SE 1/4, SEC. 28

EAST LINE N 1/2, SE 1/4, SEC. 28

N 00°01'38" E
1497.89

SW CORNER OF SE 1/4 SECTION 28
CAST IRON MONUMENT

200 0 200 400 600

Scale: 1"= 200'

THIS DRAWING WAS PREPARED BY THE RAMSEY COUNTY SURVEYOR'S OFFICE MARCH 17, 1995, BY R.M.W.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K DeSpiegelaere
Authorized Signature

10/7/96
Date

Board Action Requested

A) Approve the Permit to US West Communications for the continued location of an underground wire line on the RCRRA Northeast Corridor right of way easterly of Forest Street, St. Paul;

B) Authorize the Chairman of Ramsey County Regional Railroad Authority to sign the Permit on behalf of RCRRA.

ACTION IS REQUESTED

Request Justification

See attached:

1) Proposed resolution
2) Memorandum from K. DeSpiegelaere with attachment
3) Permit

Budgeting and Accounting Marlene Johnson 10/9/96

County Attorney Dan McCullough

Risk Management Lorraine G. Kepler 10-9-96

Documentation certified complete for:

October 15, 1996
Board Date

Judy M. Rocci
Signature

October 7, 1996
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992; and

WHEREAS, The Northeast Corridor was acquired to preserve the property as a future option for a light rail transit line; and

WHEREAS, At the time of acquisition, several areas of the Northeast Corridor right of way were subject to unauthorized encroachment; and

WHEREAS, One of the pre-existing encroachments is an underground wire line located easterly of Forest Street, St. Paul; and

WHEREAS, The encroaching party, US West Communications, Inc., has requested a permit for their continued use of this portion of the RCRRA property; and

WHEREAS, The granting of a permit for the continued use of this property will not affect the present or future development potential of the corridor for light rail transit or trail use; and

WHEREAS, The consideration for this permit will be $240 per year, with the permit fee based on fair market value of the property being occupied, and the permit may be canceled upon 30 days written notice by RCRRA; Now, Therefore, Be It

RESOLVED, That the permit is hereby approved; and Be It Further

RESOLVED, That the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the permit on behalf of Ramsey County Regional Railroad Authority.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
John T. Finley	___	___	___
Susan M. Haigh	___	___	___
Hal Norgard	___	___	___
Rafael E. Ortega	___	___	___
Rich O'Connor	___	___	___
Brenda Thomas	___	___	___
Richard Wedell	___	___	___

John T. Finley, Chairman

By: _____
Hal Norgard, 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, County Manager

FROM: Kathryn DeSpiegelaere, Director of LRT Planning KD

SUBJECT: Underground wire line permit, east of Forest Street
US West Communications, Inc.

DATE: October 4, 1996

The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood, was acquired by RCRRA from Burlington Northern (BN) on December 27, 1992. It was acquired to preserve the property as an option for a future light rail transit line. RCRRA has entered into a Joint Powers Agreement and separate easement agreements with the City of St. Paul and Ramsey County to provide for the planning and development of the Northeast Corridor for joint light rail transit and recreational trail use.

RCRRA has also developed a Northeast Corridor Management Plan which provides management guidelines for the property.

When the property was acquired by RCRRA, it was subject to various types of private encroachment by neighbors to the corridor. RCRRA staff have been addressing these situations on a case by case basis, using the guidelines as outlined in the Management Plan.

An underground wire line facility owned by US West Communications is located on the right of way easterly of Forest Street in St. Paul. This wire line was established without a written agreement prior to RCRRA acquisition of the corridor. US West Communications has requested a permit for the continued use of the RCRRA property.

This wire line does not affect the City of St. Paul's section of the BN Regional trail, nor will the granting of the attached permit preclude future development of the corridor by RCRRA. RCRRA may cancel the permit at any time upon 30 days written notice.

Printed on Recycled Paper

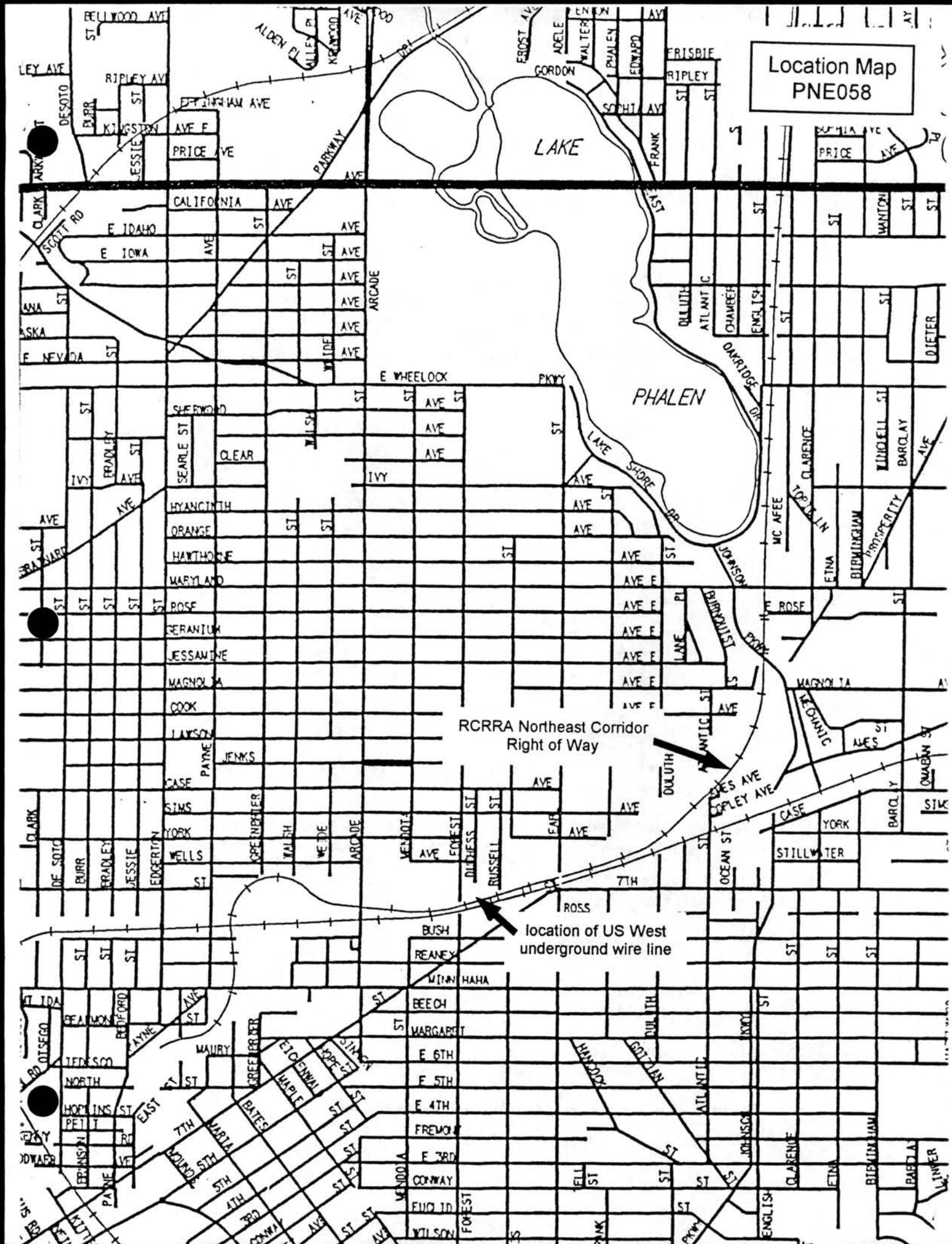
Consideration for this permit will be $240 per year, with the permit fee based on fair market value of the property being occupied.

Recommendation:

Approve the permit to US West Communications for the continued location of an underground wire line on the RCRRA Northeast Corridor easterly of Forest Street, St. Paul;

Authorize the Chairman of the Regional Railroad Authority to execute the permit on behalf of the Authority.

KD/dls
Attachments


Location Map
PNE058
LAKE
PHALEN
RCRRA Northeast Corridor
Right of Way
location of US West
underground wire line

RCRRA No. PNE058

PERMIT

This permit, made this _____ day of _____, 1996, is by and between Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, party of the first part (hereinafter referred to as "RCRRA"), and US West Communications, Inc., a Colorado corporation, party of the second part (hereinafter referred to as "Permittee").

WITNESSETH:

WHEREAS, RCRRA is the owner of the Burlington Northern Railroad Company's former St. Paul to Maplewood branch line right of way, now abandoned, which includes a strip of land of varying widths located between Forest Street and Earl Street in the City of St. Paul, Minnesota (hereinafter the "right of way"), as evidenced by Quit Claim Deed on file and of record in the office of the Ramsey County Recorder as document no. 2693267; and

WHEREAS, the Permittee has installed or caused to be installed on the right of way an underground wire line facility, including wires, cables, conduits, and other appurtenant fixtures, for the purpose of transmitting electric current for communication purposes (hereinafter the "wire line"); and

WHEREAS, the Permittee has requested a written agreement to provide for the continued location of the underground wire line upon the right of way; and

WHEREAS, RCRRA is desirous of cooperating with the Permittee, provided its future options for developing the right of way are not precluded,

NOW THEREFORE, in order to define the rights of the respective parties at the present and in the future, it is agreed as follows:

1. **License to Use.** RCRRA agrees that the Permittee may use and enjoy all that portion of the right of way which is presently occupied by the wire line, as shown on Exhibit A hereto attached and made a part of this permit (hereinafter the "premises"), along with reasonable access thereto, and may operate and maintain the wire line as it is now installed.

2. **Consideration.** In consideration of the foregoing the Permittee will pay to RCRRA the sum of Two Hundred Forty Dollars ($240.00) in advance for each year that this permit is in effect, as an acknowledgment that the use and enjoyment of the premises is under this permit, and not otherwise. RCRRA retains the right to adjust this fee as conditions warrant.

3. **Termination.** Either party may terminate this permit at any time by giving thirty (30) days notice in writing to that effect to the other party, and thereupon the Permittee shall immediately remove the wire line from the right of way and restore the premises to the satisfaction of RCRRA. If the

Permittee shall fail so to do, RCRRA may remove or otherwise dispose of the wire line as it sees fit at the expense of the Permittee, without any liability for damages.

4. **Relocation.** At the request of RCRRA, the Permittee, at its sole cost and expense, shall relocate any of the wire line to other areas of the right of way as determined by RCRRA, for any reason deemed necessary by RCRRA. Should the Permittee wish to relocate the wire line to a different area of the right of way, such relocation will be subject to the written approval of RCRRA, which approval may be withheld at the discretion of RCRRA.

5. **Restoration.** The Permittee shall be responsible to restore and repair any areas of the right of way disturbed by its use of the premises under this permit, at the sole cost and expense of the Permittee, to a condition acceptable to RCRRA.

6. **Maintenance.** All costs of maintaining and repairing the wire line shall be the sole responsibility of the Permittee.

   The Permittee recognizes that the wire line traverses property which will be landscaped and maintained in a natural state. No cutting or clearing of vegetation upon the premises shall be done without the prior written consent of RCRRA, its agents or assigns. Should cutting or clearing be conducted on the RCRRA property in violation of this condition, the Permittee shall be responsible to replace, at its sole cost and expense, any cut or cleared trees, shrubbery, or other vegetation with a reasonable substitute, to be approved by RCRRA, its agents or assigns.

7. **Taxes.** The Permittee shall pay any and all taxes, special assessments, or other charges which may be levied against the premises as a result of this permit.

8. **Indemnification.** The Permittee shall protect, indemnify, and hold harmless RCRRA, its commissioners, agents, and employees, from and against any and all cost, expense, liability, loss, claims for damages, actions, or causes of action arising out of, connected with, or caused by its use of the premises pursuant to this permit.

9. **Insurance.** In order to protect itself, as well as RCRRA under the indemnification provisions set forth in paragraph 8, the Permittee agrees to purchase and maintain in force during the entire term of this permit a policy of General Liability Insurance with a minimum coverage limit of $1,000,000. RCRRA shall be added as an additional insured on the policy with a cross-suits endorsement included to the benefit of RCRRA and a certificate of insurance evidencing such coverage shall be provided by the Permittee to RCRRA.

   Permittee shall evidence and keep in force worker's compensation and employee's liability coverage in accordance with Minnesota State statutes during the term of this permit.

Nothing in this permit shall constitute a waiver by RCRRA of any statutory

or common law immunities or liability limitations.

10. **Non-exclusivity.** This permit is non-exclusive and the license herein granted is subject to the outstanding rights of others to occupy the premises.

11. **Assignment.** The Permittee shall not transfer, assign, sell, sublet, sublicense, or otherwise convey its interest in this permit without the prior written consent of RCRRA. The granting or withholding of such consent is solely within the discretion of RCRRA and may be subject to any additional conditions that RCRRA feels appropriate.

12. **Notices.** Written notices required under this agreement shall be addressed to RCRRA at:

Ramsey County Regional Railroad Authority
Ramsey County Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
RE: PNE058

and to the Permittee at:

US West Communications, Inc.
500 North Carlton Street
Maplewood, MN 55119

IN WITNESS WHEREOF, the parties hereto have signed this permit on the day and year first above written.

Approved as to form and execution:

10/9/96
David F. MacMillan Date
Assistant Ramsey County Attorney

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

By _____
John T. Finley Date
Chair

Insurance approved:

6-18-96
Denise Kapler Date
Risk Management

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US WEST COMMUNICATIONS, INC.

By _____

Its MGR - ENG.

Date 6-13-96

This instrument was drafted by:
Ramsey County Regional Railroad Authority
Ramsey County Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
(612) 266-2764
RE: PNE058

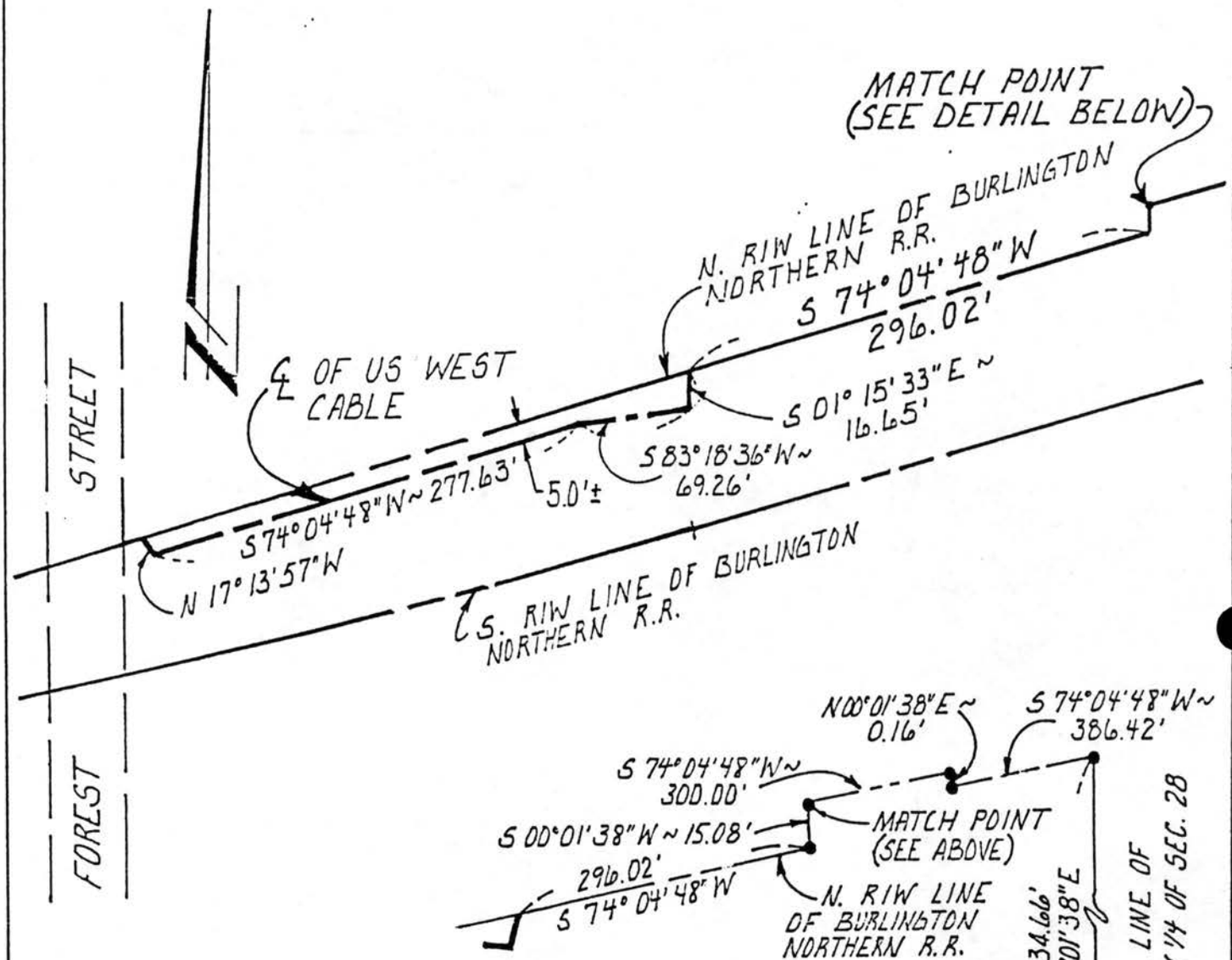
8

Easmnt. Dated: _____

Recorded: _____ as

Doc. No. _____

EXHIBIT 'A'



DETAIL

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

BARTON G. AHRENS, MINN. REG. NO. 19162

North Star Land Services Co.

PROFESSIONAL LAND and RIGHT OF WAY ACQUISITION SERVICES

Telephone (612) 631-1778

Fax: 631-1039

Suite 306E, Roseville West Office Bldg.
2277 West Highway 36
St. Paul, Minnesota 55113-3830

Facility: US WEST CABLE

Location: BURLINGTON NORTHERN R.R. R/W IN SEC. 28, T29, R22 ST. PAUL, RAMSEY COUNTY MINN.

Proj: RE 96-1-2

Date: 4-19-96

Drawn: P.J.C.

Scale: 1" = 100'

Sheet 1 of 1

6

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K DeSpiegelaere
Authorized Signature

10/7/96
Date

Board Action Requested

A) Approve the Easement to Kevin G. and Darla R. Stebbins for the continued location of a portion of a garage on the RCRRA Northeast Corridor right of way adjacent to the property at 1426 Kohlman Avenue, Maplewood;

B) Authorize the Chairman of Ramsey County Regional Railroad Authority to sign the Easement on behalf of RCRRA.

ACTION IS REQUESTED

Request Justification

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

Budgeting and Accounting Marlene Johnson 10/9/96

County Attorney

Risk Management Lenine G. Kaplan 10-9-96

Documentation certified complete for:

October 15, 1996
Board Date

Judy M. Persoon
Signature

October 7, 1996
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992; and

WHEREAS, The Northeast Corridor was acquired to preserve the property as a future option for a light rail transit line; and

WHEREAS, At the time of acquisition, several areas of the Northeast Corridor right of way were subject to unauthorized encroachment by neighboring property owners; and

WHEREAS, One of the pre-existing encroachments is a portion of a garage attached to the residence at 1426 Kohlman Avenue, in Maplewood; and

WHEREAS, The encroaching parties, Kevin G. and Darla R. Stebbins, have requested the continued use of this portion of the RCRRA property; and

WHEREAS, This section of the Northeast Corridor is not needed for public use at this time; and

WHEREAS, An easement agreement has been negotiated to provide for the continued location of the encroachment onto the Northeast Corridor; and

WHEREAS, The granting of this easement will not affect the future development potential of the corridor for light rail transit or trail use; Now, Therefore, Be It

RESOLVED, That the easement is hereby approved; and Be It Further

RESOLVED, That the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the easement on behalf of Ramsey County Regional Railroad Authority.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
John T. Finley	___	___	___
Susan M. Haigh	___	___	___
Hal Norgard	___	___	___
Rafael E. Ortega	___	___	___
Rich O'Connor	___	___	___
Brenda Thomas	___	___	___
Richard Wedell	___	___	___

John T. Finley, Chairman

By: _____
Hal Norgard, 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, County Manager

FROM: Kathryn DeSpiegelaere, Director of LRT Planning

SUBJECT: Easement agreement, 1426 Kohlman Avenue, Maplewood
Kevin G. and Darla R. Stebbins

DATE: October 4, 1996

The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood, was acquired by RCRRA from Burlington Northern (BN) on December 27, 1992. It was acquired to preserve the property as an option for a future light rail transit line. RCRRA has entered into a Joint Powers Agreement and separate easement agreements with the City of St. Paul and Ramsey County to provide for the planning and development of the Northeast Corridor for joint light rail transit and recreational trail use.

RCRRA has also developed a Northeast Corridor Management Plan which provides management guidelines for the property.

When the property was acquired by RCRRA, it was subject to various types of private encroachment by neighbors to the corridor. RCRRA staff have been addressing these situations on a case by case basis, using the guidelines as outlined in the Management Plan.

The property at 1426 Kohlman Avenue adjoins the right of way on its westerly side north of County Road C in Maplewood. An error in the plat of the adjoining subdivision has resulted in an overlap between the RCRRA property and the adjoining lots in this area. A garage attached to the residence at 1426 Kohlman Avenue encroaches onto the RCRRA property by 2.34 feet. This improvement was established without a written agreement prior to RCRRA acquisition of the corridor. The current owners of 1426 Kohlman Avenue, Kevin G. and Darla R. Stebbins, have requested an agreement for the continued use of the RCRRA property.

Printed on Recycled Paper

Because this encroachment is not of a temporary nature, an easement agreement, rather than a temporary permit, has been negotiated with Mr. and Ms. Stebbins. The term of the easement is tied to the life of the encroachment, and at the time the garage is removed or destroyed, the easement will revert to RCRRA. The easement also allows RCRRA to use the premises for any purpose not inconsistent with the use thereof for the location of the garage encroachment.

The easement encompasses the area of the plat overlap, and encumbers a total area of 1,275.75 square feet.

This section of the corridor is 150 feet in width, and has already been improved with Ramsey County's section of the BN Regional Trail. The granting of this easement will not preclude future development of the corridor by RCRRA.

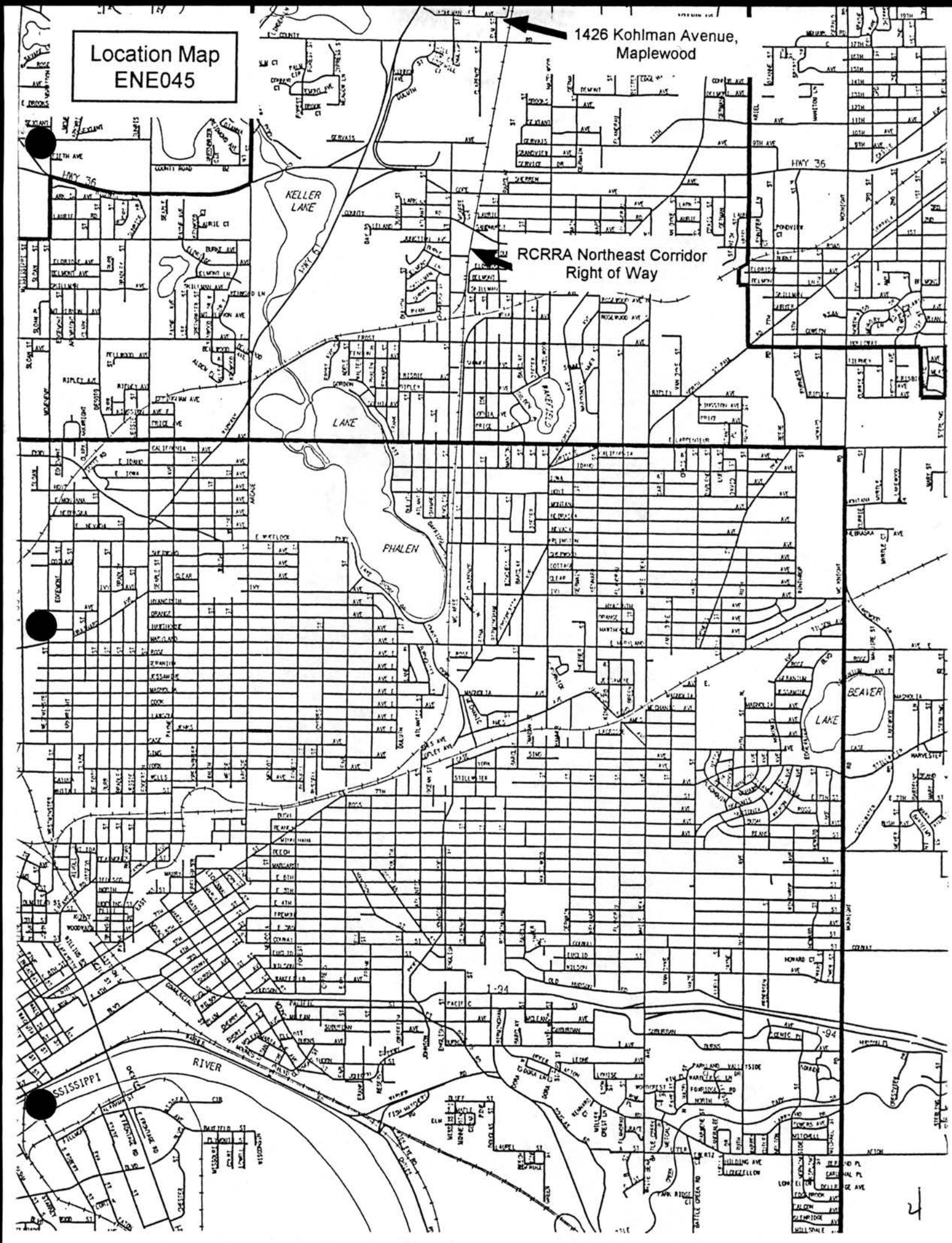
The consideration for this easement will be $204.12, and is based on the appraised value of the property being encumbered.

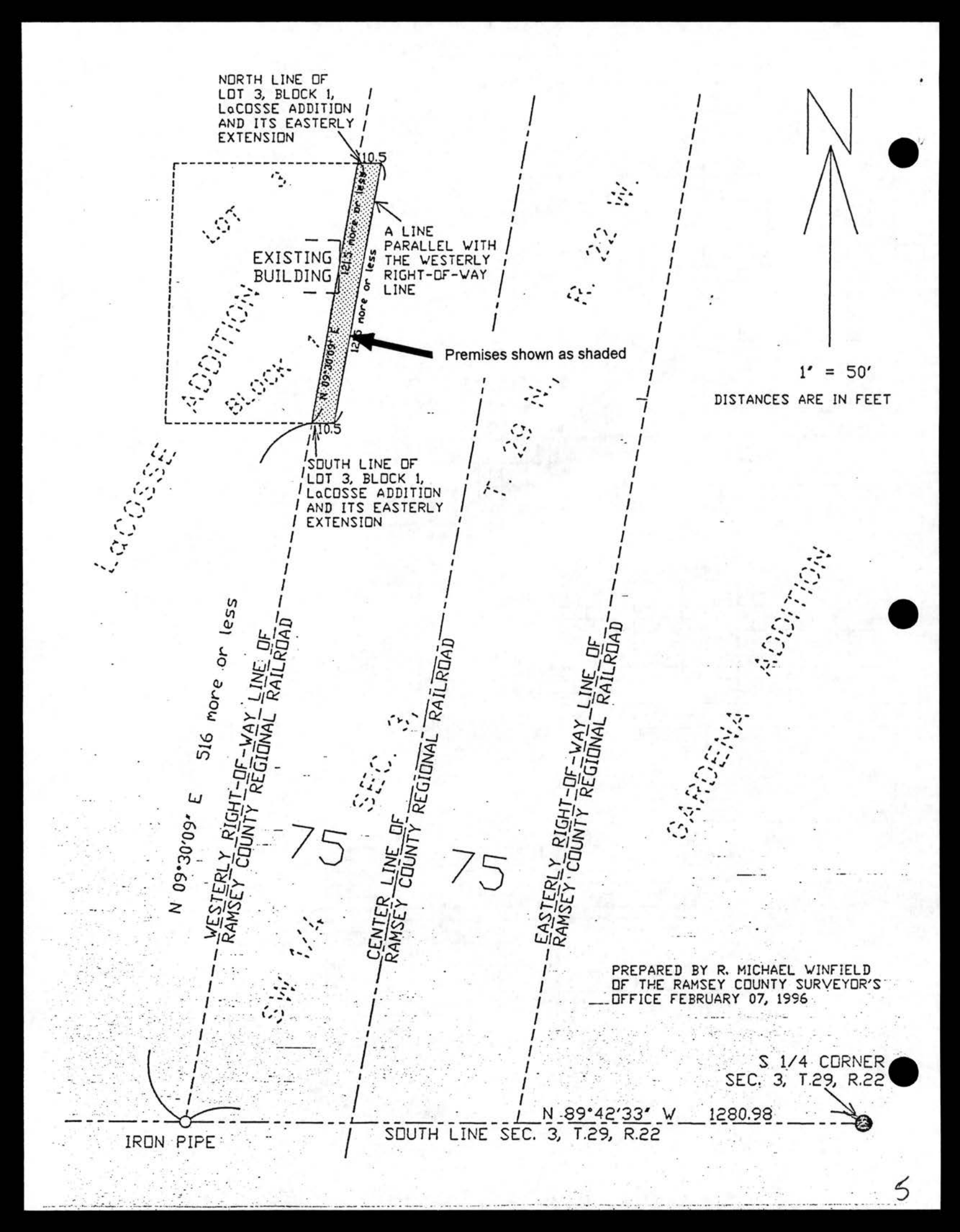
Recommendation:

Approve the easement to Kevin G. and Darla R. Stebbins for the continued location of a portion of a garage on the RCRRA Northeast Corridor adjacent to the property at 1426 Kohlman Avenue, Maplewood;

Authorize the Chairman of the Regional Railroad Authority to execute the easement on behalf of the Authority.

KD/dls
Attachments


Location Map
ENE045
1426 Kohlman Avenue,
Maplewood
RCRRA Northeast Corridor
Right of Way
HWY 36
KELLER
LAKE
LAKE
PHALEN
BEAVER
LAKE
I-94
I-94
RIVER
SSISSIPPI
4


NORTH LINE OF LOT 3, BLOCK 1, LaCOSSE ADDITION AND ITS EASTERLY EXTENSION
10.5
A LINE PARALLEL WITH THE WESTERLY RIGHT-OF-WAY LINE
EXISTING BUILDING
121.5 more or less
N 09°30'09" E
Premises shown as shaded
10.5
SOUTH LINE OF LOT 3, BLOCK 1, LaCOSSE ADDITION AND ITS EASTERLY EXTENSION
1" = 50'
DISTANCES ARE IN FEET
LaCOSSE ADDITION
BLOCK 1
516 more or less
N 09°30'09" E
WESTERLY RIGHT-OF-WAY LINE OF RAMSEY COUNTY REGIONAL RAILROAD
CENTER LINE OF RAMSEY COUNTY REGIONAL RAILROAD
EASTERLY RIGHT-OF-WAY LINE OF RAMSEY COUNTY REGIONAL RAILROAD
GARDENA ADDITION
PREPARED BY R. MICHAEL WINFIELD OF THE RAMSEY COUNTY SURVEYOR'S OFFICE FEBRUARY 07, 1996
S 1/4 CORNER SEC. 3, T.29, R.22
N 89°42'33" W 1280.98
IRON PIPE
SOUTH LINE SEC. 3, T.29, R.22

RCRRA No. ENE045

EASEMENT

THIS EASEMENT, made this _____ day of _____, 1996, is by and between Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, party of the first part (hereinafter referred to as "RCRRA"), and Kevin G. Stebbins and Darla R. Stebbins, husband and wife, as joint tenants, parties of the second part (collectively hereinafter referred to as the "Grantee").

WITNESSETH:

WHEREAS, RCRRA is the owner of the Burlington Northern Railroad Company's former St. Paul to Maplewood branch line right of way, now abandoned, which includes a strip of land 150 feet in width located between County Road C and Beam Avenue in the City of Maplewood, Minnesota (hereinafter the "right of way"), as evidenced by Quit Claim deed on file and of record in the office of the Ramsey County Recorder as document number 2693267; and

WHEREAS, the Grantee is the owner of a certain other parcel of land lying adjacent to and westerly of the right of way, legally described as follows,

Lot 3, Block 1, LaCOSSE ADDITION,

upon which a building presently identified as 1426 Kohlman Avenue has been constructed; and

WHEREAS, a garage has been constructed as part of the building and partially encroaches onto the right of way,

NOW THEREFORE, for and in consideration of Two Hundred Four DOLLARS and Twelve CENTS ($204.12) and other good and valuable consideration, the receipt of which is hereby acknowledged, along with the promises and covenants herein contained, RCRRA does hereby grant and convey unto the Grantee an easement for the encroachment of a garage upon the property legally described as follows:

That part of the Southwest Quarter of Section 3, Township 29 North, Range 22 West of the 4th Principal Meridian, Ramsey County, Minnesota, described as follows:

Commencing at an iron monument on the South line of said Section 3, Township 29 North, Range 22 West of the 4th Principal Meridian, which lies North 89° 42′ 33" West (assumed bearing) 1280.98 feet from the South one quarter (1/4) corner of said Section 3; thence North 09° 30′ 09" East, along the Westerly right of way line of the Ramsey County Regional Railroad Authority property 516 feet, more or less, to the

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South line and its easterly extension of Lot 3, Block 1, LaCOSSE ADDITION, as recorded in the office of the Ramsey County Recorder, which is the point of beginning of the easement to be described; thence continuing North 09° 30′ 09" East along said right of way line 121.5 feet more or less to the North line of said Lot 3 and its easterly extension; thence easterly along said North line and its extension 10.5 feet; thence southerly parallel with said westerly right of way line 121.5 feet, more or less, to the southerly line of said Lot 3 and its easterly extension; thence westerly along said southerly line and its extension 10.5 feet to the point of beginning,

(hereinafter the "premises");

SUBJECT to the following express conditions:

1. RCRRA hereby reserves the right to construct, maintain, use, operate, relocate, reconstruct, and renew such facilities as it may desire at any time, and from time to time, within the premises, including the right and privilege to use the premises for any and all purposes not inconsistent with the use thereof for the location of a garage.

2. The Grantee hereby covenants and agrees not to construct any additional structures on or within the premises or right of way, and further agrees that if the present garage located upon the premises is at any time in the future removed, razed, relocated, or destroyed, by act of nature or otherwise, no new structure shall be built on the premises, and the easement herein granted shall immediately cease and terminate and without notice or other proceedings on the part of RCRRA, the premises shall, without compensation to the Grantee, revert to RCRRA.

3. The Grantee hereby agrees to defend and does hereby indemnify and hold harmless RCRRA, its commissioners, officers, agents, and employees from and against any and all claims, proceedings, actions or causes of action, lawsuits, judgments, losses, damages, whether direct, indirect, or otherwise, costs, and expenses, including attorney's fees, related to or arising out of the Grantee's use of the premises pursuant to this easement.

4. The Grantee shall pay any and all taxes, special assessments, or other charges which may be levied against the premises during the term of this easement.

5. This easement is non-exclusive and is granted subject to the outstanding rights of others to occupy the premises. RCRRA does not warrant its title to the premises nor undertake to defend the Grantee in the peaceable possession, use or enjoyment thereof.

This easement shall run with the land and inure to the benefit of and be binding upon the parties hereto, their successors and assigns.

IN WITNESS WHEREOF, the parties hereto have signed this easement on the day and year first above written.

Approved as to form and execution:

_____
David F. MacMillan Date
Assistant Ramsey County Attorney

Recommended:

_____
Kathryn DeSpiegelaere Date
Director of LRT Planning

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

By _____
John T. Finley
Chair

GRANTEE

Kevin G. Stebbins
Kevin G. Stebbins

Darla R. Stebbins
Darla R. Stebbins

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STATE OF MINNESOTA)
) ss.
COUNTY OF RAMSEY)

The foregoing was acknowledged before me on this _____ day of _____, 1996, by John T. Finley, Chair of Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, on behalf of Ramsey County Regional Railroad Authority.

_____
Notary Public

STATE OF MINNESOTA)
) ss.
COUNTY OF RAMSEY)

The foregoing was acknowledged before me on this 13 day of July, 1996, by Kevin G. Stebbins and Darla R. Stebbins, husband and wife.

Cynthia L Mitchell
Notary Public

CYNTHIA L. MITCHELL
NOTARY PUBLIC MINNESOTA
MY COMMISSION EXPIRES
JANUARY 31, 2000

This instrument was drafted by:
Ramsey Grantee Regional Railroad Authority
Ramsey Grantee Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
(612) 266-2764
RE: ENE045

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

10/7/96
Date

Board Action Requested

Ratify the Permit dated May 17, 1996 between RCRRA and Douglas L. Tomhave for the continued location of a fence on the RCRRA Northeast Corridor right of way adjacent to his residence at 1421 McAfee Street, St. Paul.

ACTION IS REQUESTED

Request Justification

See attached:
1) Proposed resolution
2) Memorandum from K. DeSpiegelaere with attachment
3) Permit

Budgeting and Accounting — Marla Johnson 10/9/96

County Attorney

Risk Management — Denise G. Kaplan. 10-9-96

Documentation certified complete for:

October 15, 1996
Board Date

Signature

October 7, 1996
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992; and

WHEREAS, The Northeast Corridor was acquired to preserve the property as a future option for a light rail transit line; and

WHEREAS, At the time of acquisition, several areas of the Northeast Corridor right of way were subject to unauthorized encroachment by neighboring property owners; and

WHEREAS, One of the pre-existing encroachments is a fence adjacent to the residence at 1421 McAfee Street in St. Paul; and

WHEREAS, The encroaching party, Douglas L. Tomhave, has requested a permit for his continued use of the RCRRA property; and

WHEREAS, This section of the Northeast Corridor is not needed for public use at this time; and

WHEREAS, The granting of a permit for the continued use of this property will not affect the present or future development potential of the corridor for light rail transit or trail use; and

WHEREAS, A permit was drafted and executed by the Rail Authority and Mr. Tomhave in July, 1996, in order to resolve the encroachment issue and allow for the marketing and sale of the Tomhave property; Now, Therefore, Be It

RESOLVED, That the Permit dated May 17, 1996 between the Rail Authority and Douglas L. Tomhave is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
John T. Finley	___	___	___
Susan M. Haigh	___	___	___
Hal Norgard	___	___	___
Rafael E. Ortega	___	___	___
Rich O'Connor	___	___	___
Brenda Thomas	___	___	___
Richard Wedell	___	___	___

John T. Finley, Chairman

By: _____
Hal Norgard, 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, County Manager

FROM: Kathryn DeSpiegelaere, Director of LRT Planning KD

SUBJECT: Encroachment permit, 1421 McAfee Street
Douglas L. Tomhave

DATE: October 4, 1996

The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood, was acquired by RCRRA from Burlington Northern (BN) on December 27, 1992. It was acquired to preserve the property as an option for a future light rail transit line. RCRRA has entered into a Joint Powers Agreement and separate easement agreements with the City of St. Paul and Ramsey County to provide for the planning and development of the Northeast Corridor for joint light rail transit and recreational trail use.

RCRRA has also developed a Northeast Corridor Management Plan which provides management guidelines for the property.

When the property was acquired by RCRRA, it was subject to various types of private encroachment by neighbors to the corridor. RCRRA staff have been addressing these situations on a case by case basis, using the guidelines as outlined in the Management Plan.

The property at 1421 McAfee Street is enclosed by a fence which encroaches onto the RCRRA property. This fence was established without a written agreement prior to RCRRA acquisition of the corridor. The owner of 1421 McAfee Street, Douglas L. Tomhave, has requested a permit for the continued use of the RCRRA property.

The granting of this permit will not affect the present or future development potential of the corridor for light rail transit or trail use.

Printed on Recycled Paper

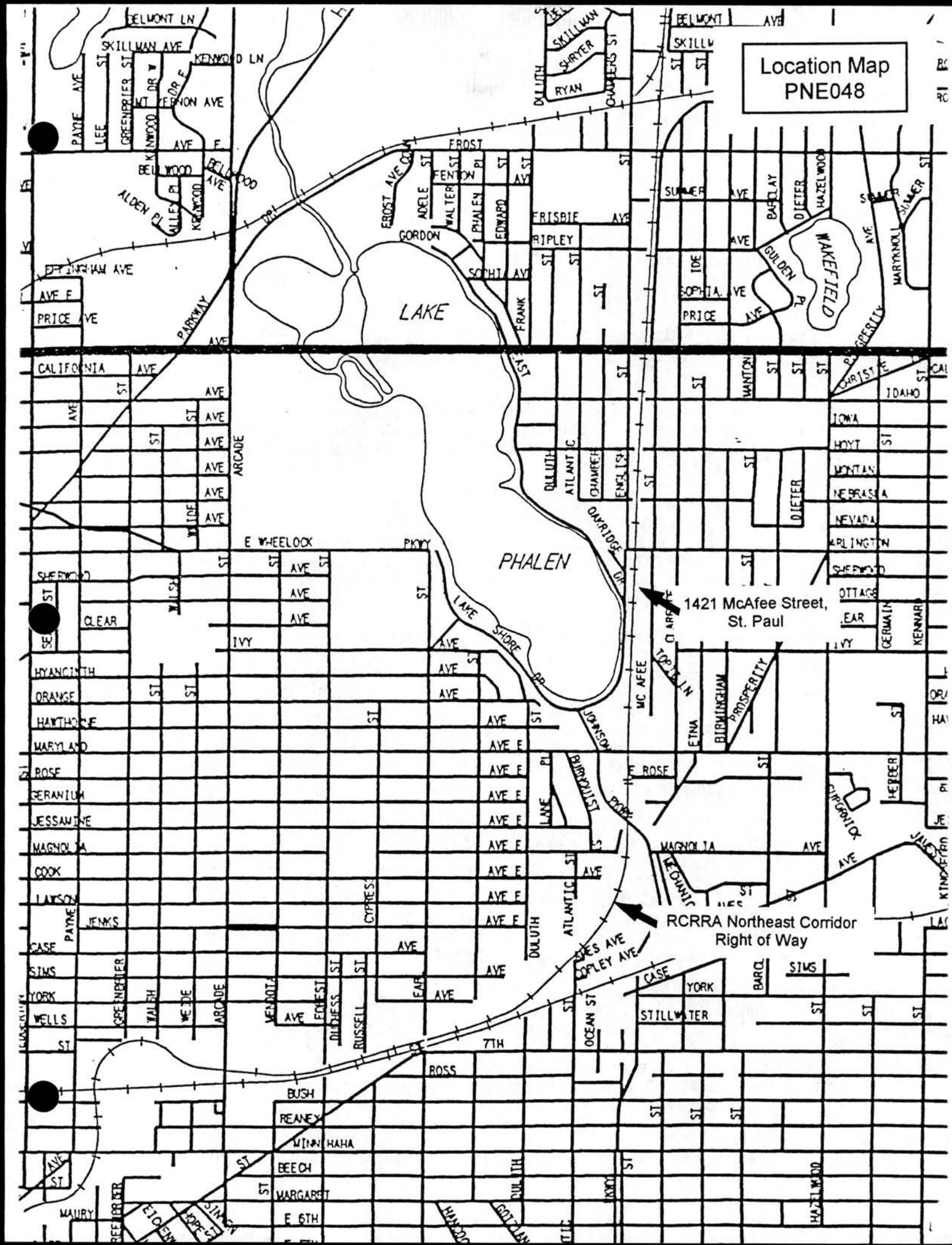
Because of time constraints faced by Mr. Tomhave relating to the marketing and sale of his property, a permit was drafted and signed by Mr. Tomhave and RCRRA in July, 1996.

Consideration for the permit will be $100 for three years, with the permit fee based on the fair market value of the property and the administrative costs for issuing the permit. The permit can be canceled by RCRRA at any time on 30 days written notice.

Recommendation:

Ratify the permit dated May 17, 1996 between RCRRA and Douglas L. Tomhave for the continued location of a fence on the RCRRA Northeast Corridor adjacent to his residence at 1421 McAfee Street, St. Paul.

KD/dls
Attachments


Location Map
PNE048
1421 McAfee Street,
St. Paul
RCRRA Northeast Corridor
Right of Way
LAKE
PHALEN
WAKEFIELD
DELMONT LN
SKILLMAN AVE
KENWOOD LN
MT VERNON AVE
BELLWOOD AVE
ALDEN PL
EFFINGHAM AVE
AVE F
PRICE AVE
PARKWAY
CALIFORNIA AVE
ARCADE
E WHEELOCK PKWY
LAKE SHORE DR
OAKRIDGE DR
MC AFEE
TOPSIN
ETNA
BIRMINGHAM
PROSPERITY
JOHNSON PKWY
BURGOYNE
LANE PL
CYPRESS
DULUTH
ATLANTIC
OLIVE AVE
COPLEY AVE
OCEAN ST
STILLWATER
7TH
ROSS
BUSH
REANEY
MINNEHAHA
BEECH
MARGARET
E 6TH
MAURY
FROST AVE
FENTON PL
ADELE
WALTER
PHALEN
EDWARD
FRISBIE AVE
RIPLEY
GORDON
SOPHIA AVE
FRANK
SUMMER AVE
BARCLAY
DIETER
HAZELWOOD
GULDEN PL
MARYKNOLL
RAGGERLY
CHRISTINE
MANTON
IDAHO
IOWA
HOYT
MONTANA
NEBRASKA
NEVADA
ARLINGTON
SHERWOOD
OTTAWA
GERMAIN
KENNARD
CLEAR
IVY
HYACINTH
ORANGE
HAWTHORNE
MARYLAND
ROSE
GERANIUM
JESSAMINE
MAGNOLIA
COOK
LAWSON
PAYNE
JENKS
CASE
SIMS
YORK
WELLS
GREENBRIER
WALSH
WEIDE
ARCADE
WENDOTA
FOREST
DUDLEY
RUSSELL
EARL
HEBER
CALIFORNIA
JACKSON
KINGSFORD
BARCLAY

RCRRA No. PNE048

PERMIT

This permit, made this ~~May 19~~ FRIDAY day of MAY 17, 1996, is by and between Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, party of the first part (hereinafter referred to as "RCRRA"), and Douglas L. Tomhave, party of the second part (hereinafter referred to as "Permittee").

WITNESSETH:

WHEREAS, RCRRA is the owner of the Burlington Northern Railroad Company's former St. Paul to Maplewood branch line right of way, now abandoned, which includes a strip of land 100 feet in width located between Maryland Avenue and Arlington Avenue in the City of St. Paul, Minnesota (hereinafter the "right of way"); and

WHEREAS, the Permittee is the owner of a certain other parcel of land which lies adjacent to and easterly of the right of way, described as follows:

> Lot 4, Block 1, Witt's Addition, according to the plat thereof on file or of record in the office of the County Recorder, Ramsey County, Minnesota,

(hereinafter the "property"); and

WHEREAS, the correct location of the boundary lines of the right of way are as shown upon the plat of survey attached hereto as Exhibit A; and

WHEREAS, the Permittee has constructed or caused to be constructed on the right of way a fence running north and south and enclosing a part thereof with the said property of the Permittee, the location of which fence is correctly shown upon Exhibit A; and

WHEREAS, the Permittee has requested a written agreement to provide for the continued location of the fence upon the right of way; and

WHEREAS, RCRRA is desirous of cooperating with the Permittee, provided its future options for developing the right of way are not precluded,

NOW THEREFORE, in order to define the rights of the respective parties at the present and in the future, it is agreed as follows:

1. **Admission of No Right.** The Permittee agrees that the correct location of the boundary line between the property and the right of way is as shown upon Exhibit A, which is incorporated by reference and hereby made a part of this permit, and that the fence stands upon the right of way. The Permittee does not now, nor will it hereafter claim any right or title to the right of way by reason of past, present, or future occupancy thereof.

2. **License to Use.** RCRRA agrees that the Permittee may use and enjoy all that portion of the right of way which is presently occupied by the fence and that portion of the right of way between the fence and the property, as shown on Exhibit A (hereinafter the "premises"), subject to the restrictions outlined in paragraph 6 of this permit, and may maintain the fence where it now stands.

3. **Term.** The term of this permit shall be for a period of three (3) years, commencing upon the date here above written.

4. **Consideration.** In consideration of the foregoing the Permittee will pay to RCRRA as rent for the use of the premises, the sum of One Hundred Dollars ($100.00), as an acknowledgment that the use and enjoyment of the premises is under this permit, and not otherwise. This payment shall be non-refundable should this permit terminate for any reason prior to the end of the three year term.

5. **Termination.** RCRRA may terminate this permit at any time by giving thirty (30) days notice in writing to that effect to the Permittee, and thereupon the Permittee shall immediately remove the fence from the right of way and restore the premises to the satisfaction of RCRRA. If the Permittee shall fail so to do, RCRRA may remove or otherwise dispose of the fence as it sees fit at the expense of the Permittee, without any liability for damages.

6. **Prohibited Uses.** The following uses of the premises by the Permittee are prohibited:
   a. The construction, installation, or placement of additional walls, fencing, billboards, structures, or physical site improvements of any kind.
   b. The obstruction of waterways, lines of drainage, or utilities, if any.
   c. Burning or disking operations to control or kill trees, brush and other vegetation.
   d. The dumping of any materials whatsoever, natural or manufactured, or the accumulation of junk, debris, or other unsightly materials.
   e. The use, storage, treatment, transport, manufacture, handling, or production of any hazardous substance.

7. **Taxes.** The Permittee shall pay any and all taxes, special assessments, or other charges which may be levied against the premises as a result of this permit.

8. **Indemnification.** The Permittee shall hold harmless and indemnify RCRRA, its commissioners, agents, and employees, from and against any and all liability, costs, claims for damages, actions, or causes of action arising out of its use of the premises pursuant to this permit.

9. **Insurance.** In order to protect itself, as well as RCRRA under the indemnification provisions set forth in paragraph 8, the Permittee agrees to purchase and maintain in force during the entire term of this permit a policy of General Liability Insurance with a minimum coverage limit of

$300,000. RCRRA shall be added as an additional insured on the policy and a certificate of insurance evidencing such coverage shall be provided by the Permittee to RCRRA. Nothing in this permit shall constitute a waiver by RCRRA of any statutory or common law immunities or liability limitations.

10. **Non-exclusivity.** This agreement is non-exclusive and the license herein granted is subject to the outstanding rights of others to occupy the premises.

11. **Assignment.** The Permittee shall not transfer, assign, or sublet its interest in this permit without the prior written consent of RCRRA.

12. **Notices.** Written notices required under this agreement shall be addressed to RCRRA at:

Ramsey County Regional Railroad Authority
Ramsey County Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
RE: PNE048

and to the Permittee at:

Douglas L. Tomhave
1421 McAfee Street
St. Paul, MN 55106-2111

13. **Removal.** Subject to the provisions of paragraph 5 hereof, it is the intention of the parties hereto that this permit and the covenants herein contained shall remain in force and effect only so long as the present fence shall remain standing upon the right of way; upon the removal or destruction of the fence all rights of the Permittee here agreed upon shall cease.

IN WITNESS WHEREOF, the parties hereto have signed this permit on the day and year first above written.

Approved as to form and execution:

6-28-96
David F. MacMillan Date
Assistant Ramsey County Attorney

Insurance approved:

6.25.96
Denise Kapler Date
Risk Management

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

By
John T. Finley Date
Chair

7

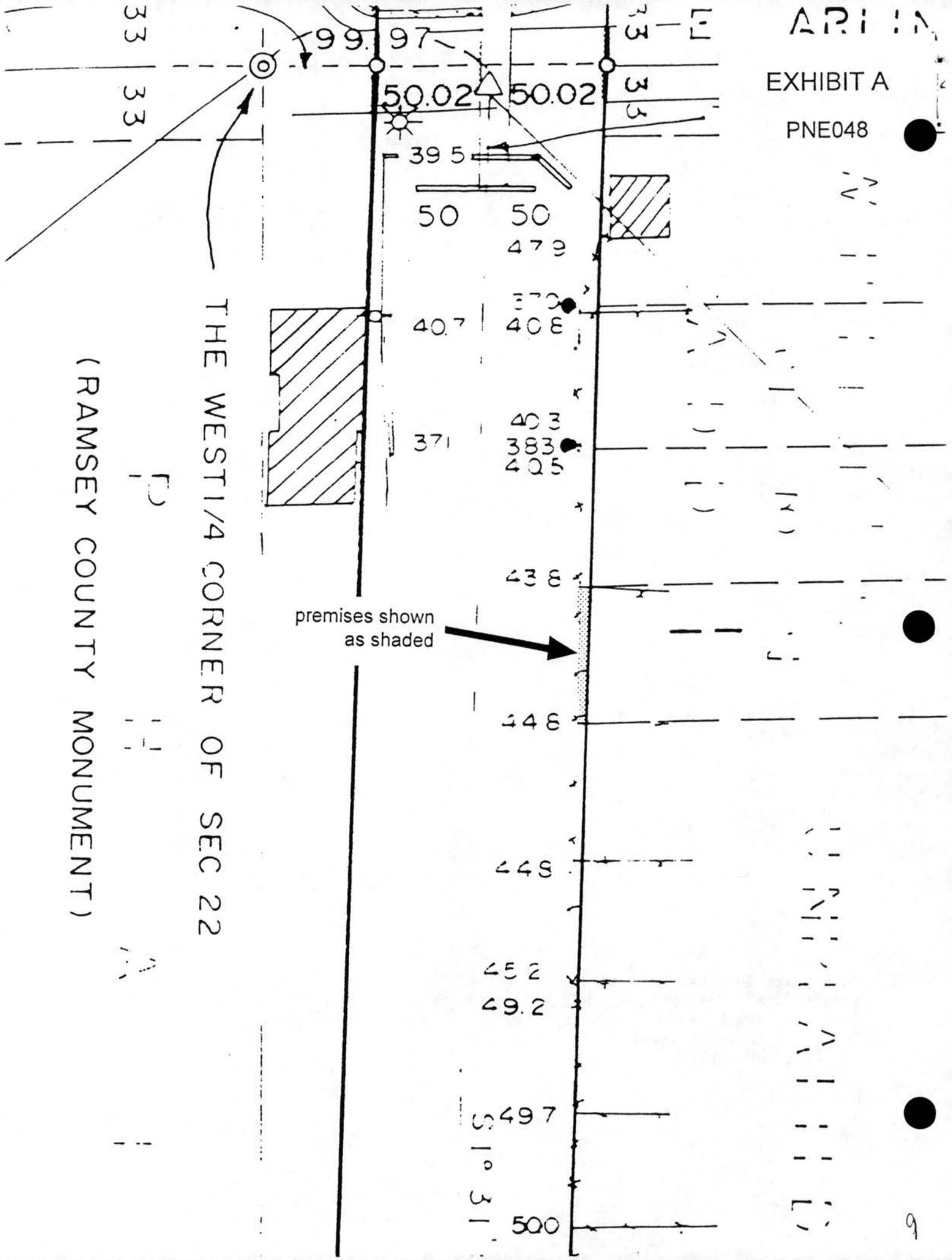
PERMITTEE:

x Douglas L. Tomhave 5/17/96

Douglas L. Tomhave Date

This instrument was drafted by:
Ramsey County Regional Railroad Authority
Ramsey County Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
(612) 266-2764
RE: PNE048

8


EXHIBIT A
PNE048
premises shown as shaded
THE WEST 1/4 CORNER OF SEC 22
(RAMSEY COUNTY MONUMENT)
99.97
50.02
50.02
395
50
50
479
407
408
371
403
383
405
438
448
449
452
492
497
500

8

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K Holsvigelaere
Authorized Signature

10/8/96
Date

Board Action Requested

Ratify quarterly report of payments for April 1 through June 30, 1996.

ACTION IS REQUESTED

Request Justification

See attached:

1) Proposed resolution
2) Memorandum from J. Van Houdt, dated July 17, 1996
3) Detail disbursement report for April through June, 1996
4) Budget condition report as of June 30, 1996

Budgeting and Accounting — 10/9/96

County Attorney

Risk Management — 10.9.96

Documentation certified complete for:

October 15, 1996
Board Date

Signature

October 9, 1996
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period April 1, 1996 through June 30, 1996, 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.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
John T. Finley	___	___	___
Susan M. Haigh	___	___	___
Hal Norgard	___	___	___
Rafael E. Ortega	___	___	___
Rich O'Connor	___	___	___
Brenda Thomas	___	___	___
Richard Wedell	___	___	___

John T. Finley, Chairman

By: _____
Hal Norgard, Secretary

Office of Budgeting and Accounting
James Van Houdt, Director

270 Court House
15 West Kellogg Boulevard
St. Paul, MN 55102

Tel: 612-266-8041
Fax: 612-266-8066

M E M O R A N D U M

TO: Terry Schutten, County Manager

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

SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payment: April-June, 1996

DATE: July 17, 1996

Ramsey County Regional Railroad Authority Resolution of October 5, 1987, authorized the Budget and Accounting Director to approve payment of bills for the Regional Railroad Authority and report these disbursements to the Regional Railroad Authority and the condition of the Regional Railroad Authority's budget on a quarterly basis.

A summary of the payments for the period are:

59101	Regional Railroad Authority Administration	$62,701.59
59109	Northeast Corridor Maintenance	3,302.22
	Total	$66,003.81

I am attaching a report of Detail Disbursements made from the Regional Railroad Authority budget for the period April through June, 1996 and a copy of the Budget Condition Report as of June 30, 1996.

JVH:MJ:dmh/gcl
Attachments

cc: K. DeSpiegelaere, Director,
R C Regional Railroad Authority Planning

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RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
020102	CONSULTING SERVICES 61,000.00	0.00	0.00	61,000.00	61,000.00	0.00	0.00	
020122	STATE AUDITOR 3,502.00	1,114.25	0.00	2,387.75	2,387.75	0.00	0.00	31.82
020154	LEGISLATIVE REPRESENTATIVE 25,000.00	15,000.00	0.00	10,000.00	10,000.00	0.00	0.00	60.00
020174	COUNTY ATTORNEY SERVICES 13,787.00	0.00	0.00	13,787.00	13,787.00	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 8,000.00	0.00	0.00	8,000.00	8,000.00	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 7,106.00	1,831.30	0.00	5,274.70	5,274.70	0.00	0.00	25.77
020193	COUNTY PROJECT MANAGEMENT SERVICES 183,807.00	52,580.22	0.00	131,226.78	131,226.78	0.00	0.00	28.61
020202	POSTAGE 3,000.00	458.42	0.00	2,541.58	2,541.58	0.00	0.00	15.28
020207	TELEPHONE LONG DISTANCE CHARGES 380.00	11.38	0.00	368.62	368.62	0.00	0.00	2.99
020208	TELEPHONE-LOCAL SERVICE 2,100.00	519.00	0.00	1,581.00	1,581.00	0.00	0.00	24.71
020209	TELEPHONE-EQUIPMENT RENTAL 200.00	87.07	0.00	112.93	112.93	0.00	0.00	43.54
020301	TRANSPORTATION ALLOWANCE 500.00	0.00	0.00	500.00	500.00	0.00	0.00	
020305	MESSENGER SERVICE 850.00	147.50	0.00	702.50	702.50	0.00	0.00	17.35
020501	PRINTING & STATIONERY 12,000.00	873.41	0.00	11,126.59	11,126.59	0.00	0.00	7.28

PCT OF YEAR ELAPSED = 49.73

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY * CONTINUED *							
	LIABILITY & PROPERTY DAMAGE							
020611 --	850.00	709.00	0.00	141.00	141.00	0.00	0.00	83.41
	EQUIPMENT & MACHINERY REPAIRS							
020803 --	2,000.00	102.00	0.00	1,898.00	1,898.00	0.00	0.00	5.10
	BUILDINGS & OFFICE SPACE							
020906 --	12,883.00	6,339.00	0.00	6,544.00	6,544.00	0.00	0.00	49.20
	PARKING SPACE							
020909 --	500.00	216.00	0.00	284.00	284.00	0.00	0.00	43.20
	BOOKS, PERIODICALS, SUBSCRIPTIONS							
021101 --	500.00	81.00	0.00	419.00	419.00	0.00	0.00	16.20
	TUITION							
021134 --	1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
	INTEREST							
021192 --	0.00	1.61	0.00	1.61CR	1.61CR	0.00	0.00	
	MEMBERSHIP & DUES							
021401 --	500.00	172.00	0.00	328.00	328.00	0.00	0.00	34.40
	CONFERENCE & SEMINAR EXPENSES							
021403 --	6,000.00	120.00	0.00	5,880.00	5,880.00	0.00	0.00	2.00
	OTHER TRAVEL							
021407 --	10,000.00	0.00	0.00	10,000.00	10,000.00	0.00	0.00	
	CED MEETING EXPENSES ACCOUNT							
021409 --	3,000.00	530.57	0.00	2,469.43	2,469.43	0.00	0.00	17.69
	TRANSIT JOINT POWERS							
022213 --	16,453.00	0.00	0.00	16,453.00	16,453.00	0.00	0.00	
TOTL 02	374,918.00	80,893.73	0.00	294,024.27	294,024.27	0.00	0.00	21.58
	OFFICE SUPPLIES							
030101 --	2,700.00	702.02	0.00	1,997.98	1,997.98	0.00	0.00	26.00

PCT OF YEAR ELAPSED = 49.73

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY		* CONTINUED *					
	COMPUTER OPERATING SUPPLIES							
030201	1,000.00	84.76	0.00	915.24	915.24	0.00	0.00	8.48
TOTL 03	3,700.00	786.78	0.00	2,913.22	2,913.22	0.00	0.00	21.26
CURR ORG-TOT	378,618.00	81,680.51	0.00	296,937.49	296,937.49	0.00	0.00	21.57

PCT OF YEAR ELAPSED = 49.73

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
R95 59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
000000	61,243.18	51,898.97	0.00	9,344.21	9,344.21	0.00	0.00	84.74
ORG-TOT	439,861.18	133,579.48	0.00	306,281.70	306,281.70	0.00	0.00	30.37

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59103	RCRRA - PHASE 1 PRELIMINARY ENGINEERING							
020102 --	CONSULTING SERVICES 75,637.68	0.00	0.00	75,637.68	75,637.68	0.00	0.00	
020174 --	COUNTY ATTORNEY SERVICES 4,278.06	0.00	0.00	4,278.06	4,278.06	0.00	0.00	
020176 --	COUNTY MANAGER-SERVICES 1,134.14	0.00	0.00	1,134.14	1,134.14	0.00	0.00	
020179 --	BUDGETING AND ACCOUNTING SERVICES 1,202.17	0.00	0.00	1,202.17	1,202.17	0.00	0.00	
020185 --	DATA PROCESSING SERVICES-MTCE 78.92	0.00	0.00	78.92	78.92	0.00	0.00	
020193 --	COUNTY PROJECT MANAGEMENT SERVICES 17,223.70	0.00	0.00	17,223.70	17,223.70	0.00	0.00	
020194 --	PUBLIC INFORMATION SERVICES 1,051.68	0.00	0.00	1,051.68	1,051.68	0.00	0.00	
020202 --	POSTAGE 10.98	0.00	0.00	10.98	10.98	0.00	0.00	
020305 --	MESSENGER SERVICE 49.05	0.00	0.00	49.05	49.05	0.00	0.00	
020401 --	PUBLISHING MINUTES & NOTICES 179.90	0.00	0.00	179.90	179.90	0.00	0.00	
020501 --	PRINTING & STATIONERY 12.11	0.00	0.00	12.11	12.11	0.00	0.00	
021192 --	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226 --	COMMITTEE COMPENSATION 100.00	0.00	0.00	100.00	100.00	0.00	0.00	
021407 --	OTHER TRAVEL 0.36	0.00	0.00	0.36	0.36	0.00	0.00	

PCT OF YEAR ELAPSED = 49.73

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59103	RCRRA - PHASE 1 PRELIMINARY ENGINEERING		* CONTINUED *					
021408 VOLUNTEER/COMMITTEE MEETING EXPENSE	0.27	0.00	0.00	0.27	0.27	0.00	0.00	
TOTL 02	100,959.02	0.00	0.00	100,959.02	100,959.02	0.00	0.00	
ORG-TOT	100,959.02	0.00	0.00	100,959.02	100,959.02	0.00	0.00	

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59105	PHASE II PE-MIDWAY CORRIDOR							
	CONSULTING SERVICES							
020102 --	626,936.61	0.00	0.00	626,936.61	626,936.61	0.00	0.00	
	COUNTY ATTORNEY SERVICES							
020174 --	46,640.56	0.00	0.00	46,640.56	46,640.56	0.00	0.00	
	COUNTY MANAGER-SERVICES							
020176 --	2,728.59	0.00	0.00	2,728.59	2,728.59	0.00	0.00	
	BUDGETING AND ACCOUNTING SERVICES							
020179 --	9,806.30	0.00	0.00	9,806.30	9,806.30	0.00	0.00	
	DATA PROCESSING SERVICES-MTCE							
020185 --	494.91	0.00	0.00	494.91	494.91	0.00	0.00	
	COUNTY PROJECT MANAGEMENT SERVICES							
020193 --	122,796.15	0.00	0.00	122,796.15	122,796.15	0.00	0.00	
	POSTAGE							
020202 --	3,412.81	0.00	0.00	3,412.81	3,412.81	0.00	0.00	
	PUBLISHING MINUTES & NOTICES							
020401 --	3,976.60	0.00	0.00	3,976.60	3,976.60	0.00	0.00	
	PRINTING & STATIONERY							
020501 --	9,832.06	0.00	0.00	9,832.06	9,832.06	0.00	0.00	
	INTEREST							
021192 --	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	COMMITTEE COMPENSATION							
021226 --	1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
	OTHER TRAVEL							
021407 --	10,906.20	0.00	0.00	10,906.20	10,906.20	0.00	0.00	
	VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408 --	915.80	0.00	0.00	915.80	915.80	0.00	0.00	
TOTL 02	839,446.59	0.00	0.00	839,446.59	839,446.59	0.00	0.00	
ORG-TOT	839,446.59	0.00	0.00	839,446.59	839,446.59	0.00	0.00	

PCT OF YEAR ELAPSED = 49.73

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59106	RIGHT-OF-WAY ACQUISITION							
	COUNTY ATTORNEY SERVICES							
020174 --	151.61	0.00	0.00	151.61	151.61	0.00	0.00	
	COUNTY MANAGER-SERVICES							
020176 --	1,344.24	0.00	0.00	1,344.24	1,344.24	0.00	0.00	
	BUDGETING AND ACCOUNTING SERVICES							
020179 --	163.92	0.00	0.00	163.92	163.92	0.00	0.00	
	DATA PROCESSING SERVICES-MTCE							
020185 --	329.96	0.00	0.00	329.96	329.96	0.00	0.00	
	SURVEYING SERVICE							
020192 --	95.63	0.00	0.00	95.63	95.63	0.00	0.00	
	COUNTY PROJECT MANAGEMENT SERVICES							
020193 --	3,608.31	0.00	0.00	3,608.31	3,608.31	0.00	0.00	
	POSTAGE							
020202 --	96.05	0.00	0.00	96.05	96.05	0.00	0.00	
	INTEREST							
021192 --	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TOTL 02	5,789.72	0.00	0.00	5,789.72	5,789.72	0.00	0.00	
ORG-TOT	5,789.72	0.00	0.00	5,789.72	5,789.72	0.00	0.00	

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59108	SOUTH CORRIDOR STUDY							
020102	CONSULTING SERVICES 1,416.40	0.00	0.00	1,416.40	1,416.40	1,416.40		0.00
020174	COUNTY ATTORNEY SERVICES 0.55	0.00	0.00	0.55	0.55	0.55		0.00
020176	COUNTY MANAGER-SERVICES 66.45	0.00	0.00	66.45	66.45	66.45		0.00
020179	BUDGETING AND ACCOUNTING SERVICES 197.97	0.00	0.00	197.97	197.97	197.97		0.00
020185	DATA PROCESSING SERVICES-MTCE 114.58	0.00	0.00	114.58	114.58	114.58		0.00
020193	COUNTY PROJECT MANAGEMENT SERVICES 263.24	0.00	0.00	263.24	263.24	263.24		0.00
020202	POSTAGE 5.43	0.00	0.00	5.43	5.43	5.43		0.00
020305	MESSENGER SERVICE 25.00	0.00	0.00	25.00	25.00	25.00		0.00
020401	PUBLISHING MINUTES & NOTICES 8.57	0.00	0.00	8.57	8.57	8.57		0.00
020501	PRINTING & STATIONERY 81.88	0.00	0.00	81.88	81.88	81.88		0.00
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00		0.00
021226	COMMITTEE COMPENSATION 100.00	0.00	0.00	100.00	100.00	100.00		0.00
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 100.00	0.00	0.00	100.00	100.00	100.00		0.00
ORG-TOT	2,380.07	0.00	0.00	2,380.07	2,380.07	2,380.07		0.00

PCT OF YEAR ELAPSED = 49.73

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE							
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	9,534.00	0.00	0.00	9,534.00	9,534.00	0.00	0.00	
	IMPROVEMENTS OTHER THAN BUILDINGS							
020802	34,891.00	0.00	0.00	34,891.00	34,891.00	0.00	0.00	
	GROUNDS-REPAIRS							
020804	5,000.00	0.00	0.00	5,000.00	5,000.00	0.00	0.00	
	ASSESSMENTS							
021131	5,000.00	3,302.22	0.00	1,697.78	1,697.78	0.00	0.00	66.04
	TREE TRIMMING & REMOVAL							
021183	1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
	INTEREST							
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CURR ORG-TOT	55,425.00	3,302.22	0.00	52,122.78	52,122.78	0.00	0.00	5.96

PCT OF YEAR ELAPSED = 49.73

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
R95 59109 RCRRA - NORTHEAST CORRIDOR MAINTENANCE								
000000	26,478.80	11,617.62	0.00	14,861.18	14,861.18	0.00	0.00	43.88
ORG-TOT	81,903.80	14,919.84	0.00	66,983.96	66,983.96	0.00	0.00	18.22

PCT OF YEAR ELAPSED = 49.73

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
R95 59110	CENTRAL CORRIDOR AA/DEIS							
000000	19,314.32	0.00	0.00	19,314.32	19,314.32	19,314.32	0.00	
ORG-TOT	19,314.32	0.00	0.00	19,314.32	19,314.32	19,314.32	0.00	

PCT OF YEAR ELAPSED = 49.73

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
R95 59111	CENTRAL CORRIDOR PRELIMINARY ENGINEERING							
000000	142,100.00	0.00	0.00	142,100.00	142,100.00	142,100.00	0.00	
ORG-TOT	142,100.00	0.00	0.00	142,100.00	142,100.00	142,100.00	0.00	

PCT OF YEAR ELAPSED = 49.73

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59112	NE CORRIDOR BEAM TO N CO LINE							
020102	CONSULTING SERVICES 10,000.00	0.00	0.00	10,000.00	10,000.00	0.00	0.00	
020192	SURVEYING SERVICE 40,000.00	0.00	0.00	40,000.00	40,000.00	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 47,670.00	0.00	0.00	47,670.00	47,670.00	0.00	0.00	
020804	GROUNDS-REPAIRS 30,000.00	0.00	0.00	30,000.00	30,000.00	0.00	0.00	
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
030507	SIGNS & SIGN REPAIRS 20,000.00	0.00	0.00	20,000.00	20,000.00	0.00	0.00	
040103	LAND ACQUISITION-RIGHT OF WAY 2,000,000.00	0.00	0.00	2,000,000.00	2,000,000.00	0.00	0.00	
ORG-TOT	2,147,670.00	0.00	0.00	2,147,670.00	2,147,670.00	0.00	0.00	
ACT-TOT	3,779,424.70	148,499.32	0.00	3,630,925.38	3,630,925.38	163,794.39	0.00	3.93
5 FC	3,779,424.70	148,499.32	0.00	3,630,925.38	3,630,925.38	163,794.39	0.00	3.93
FUND CURR TOT	3,530,288.40	84,982.73	0.00	3,445,305.67	3,445,305.67	2,380.07	0.00	2.41
FUND R95 TOT	249,136.30	63,516.59	0.00	185,619.71	185,619.71	161,414.32	0.00	25.49
FUND TOTAL	3,779,424.70	148,499.32	0.00	3,630,925.38	3,630,925.38	163,794.39	0.00	3.93

REGIONAL RAILROAD QTRLY REPORT
PERIOD APR 1, 1996 THRU JUN 30, 1996.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

REG	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
RAMSEY COUNTY REGIONAL RAILROAD AUTH									
		020122	STATE AUDITOR						
59101		020122	CA	11049	050796	00712587	1,114.25	MINNESOTA STATE AUDITORS	
		020122		1,114.25					
		020154	LEGISLATIVE REPRESENTATIVE						
59101		020154	CA	12550	052496	00726428	5,000.00	LARKIN HOFFMAN DALY & LINDGREN	
			CA	31503	041696	00698506	5,000.00	LARKIN HOFFMAN DALY & LINDGREN	
		020154		10,000.00					
		020185	DATA PROCESSING SERVICES-MTCE						
59101		020185	IC	31080	040596	00690317	270.14	IC TRNSF PMT 574 57401	301385 C06327 01
			IC	54731	051096	00716319	185.01	IC TRNSF PMT 574 57401	301385 C06409 01
			IC	54817	060796	00736531	510.85	IC TRNSF PMT 574 57401	301385 C06476 01
		020185		966.00					
		020193	COUNTY PROJECT MANAGEMENT SERVICES						
59101		020193	IC	31086	040596	00690317	5,140.14	IC TRNSF PMT 400 47101	300434 B03535 01
			IC	31086A	040596	00690317	1,850.45	IC TRNSF PMT 400 47101	300434 B03535 02
			IC	31086B	040596	00690317	1,953.25	IC TRNSF PMT 400 47101	300166 B03535 03
			IC	54733	051096	00716319	5,382.00	IC TRNSF PMT 400 40301	300908 A00798 01
			IC	54733A	051096	00716319	5,740.80	IC TRNSF PMT 400 40301	300908 A00798 02
			IC	54733B	051096	00716319	6,458.40	IC TRNSF PMT 400 40301	300908 A00798 03
			IC	54734	051096	00716319	3,931.79	IC TRNSF PMT 400 47101	300434 B03605 01
			IC	54734A	051096	00716319	1,415.44	IC TRNSF PMT 400 47101	300434 B03605 02
			IC	54734B	051096	00716319	1,494.08	IC TRNSF PMT 400 47101	300166 B03605 03
			IC	54818	060796	00736531	7,837.54	IC TRNSF PMT 400 47101	300434 B03629 01
			IC	54818A	060796	00736531	2,189.90	IC TRNSF PMT 400 47101	300166 B03629 02
		020193		43,393.79					
		020202	POSTAGE						
59101		020202	CA	34852C	052496	00725956	160.00	POSTMASTER-ST PAUL	
			IC	54732	051096	00716319	3.10	IC TRNSF PMT 521 52104	350323 W02901 01
			IC	54732A	051096	00716319	89.35	IC TRNSF PMT 521 52104	350323 W02901 02
			IC	54732B	051096	00716319	0.96	IC TRNSF PMT 521 52104	350323 W02901 03
			IC	54732C	051096	00716319	75.68	IC TRNSF PMT 521 52104	350323 W02901 04
			IC	54819	060796	00736531	1.68	IC TRNSF PMT 521 52104	350323 W02929 01

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REGIONAL RAILROAD QTRLY REPORT
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RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
	59101	020202	IC	54819A	060796	00736531	39.12	IC TRNSF PMT 521 52104	350323 W02929 02
		020202		369.89					
		020207	TELEPHONE LONG DISTANCE CHARGES						
	59101	020207	IC	31087A	040596	00690317	11.38	IC TRNSF PMT 578 57801	301601 Y01726 02
		020207		11.38					
		020208	TELEPHONE-LOCAL SERVICE						
	59101	020208	IC	31087	040596	00690317	259.50	IC TRNSF PMT 578 57801	301602 Y01726 01
		020208		259.50					
		020209	TELEPHONE-EQUIPMENT RENTAL						
	59101	020209	CA	31082	040596	00690318	7.19	ST PAUL CITY OF FIN/TREAS DIV	
			CA	31083	040596	00690318	79.88	ST PAUL CITY OF FIN/TREAS DIV	
		020209		87.07					
		020305	MESSENGER SERVICE						
	59101	020305	CA	11050	050796	00712610	64.40	ROADRUNNER TRANSPORTATION INC	
			CA	31085	040596	00690917	15.95	ROADRUNNER TRANSPORTATION INC	
		020305		80.35					
		020501	PRINTING & STATIONERY						
	59101	020501	CA	11051	050796	00712611	451.56	CDP IMAGING SYSTEMS	
			CA	14685	062096	00746776	88.66	THOELE PRINTING	
			CA	31084	040596	00690318	48.39	ST PAUL CITY OF FIN/TREAS DIV	
		020501		588.61					
		020611	LIABILITY & PROPERTY DAMAGE						
	59101	020611	CA	11052	050796	00712609	709.00	MINNESOTA COUNTIES INSURANCE T	
		020611		709.00					
		020803	EQUIPMENT & MACHINERY REPAIRS						
	59101	020803	CA	13560	060796	00737246	102.00	AMERIDATA	

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RAMSEY COUNTY REGIONAL RAILROAD AUTH

R-C	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		020803		102.00					
		020906	BUILDINGS & OFFICE SPACE						
	59101	020906	IC	31077	040596	00690317	948.00	IC TRNSF PMT 576 57601	360513 Y00863 01
			IC	31077A	040596	00690317	108.50	IC TRNSF PMT 576 57604	360513 Y00863 02
			IC	54820	060796	00736531	1,896.00	IC TRNSF PMT 576 57601	360513 Y00886 01
			IC	54820A	060796	00736531	217.00	IC TRNSF PMT 576 57604	360513 Y00886 02
			IC	54859	062196	00746179	948.00	IC TRNSF PMT 576 57601	360513 Y00903 01
			IC	54859A	062196	00746179	108.50	IC TRNSF PMT 576 57604	360513 Y00903 02
		020906		4,226.00					
		020909	PARKING SPACE						
	59101	020909	CA	11053	050796	00712612	36.00	WELSH COMPANIES	
			CA	14649	061896	00743973	36.00	WELSH COMPANIES	
			CA	31078	040596	00690390	36.00	WELSH COMPANIES	
		020909		108.00					
		021192	INTEREST						
	59101	021192	CA	13561	060796	00737241	1.61	GENERAL OFFICE PROD CO-8	
		021192		1.61					
		021401	MEMBERSHIP & DUES						
	59101	021401	CA	11054	050796	00712613	172.00	AMERICAN PLANNING ASSOCIATION	
		021401		172.00					
		030101	OFFICE SUPPLIES						
	59101	030101	CA	11055	050796	00712163	301.00	ST PAUL CITY OF FIN/TREAS DIV	
			CA	13561A	060796	00737241	107.38	GENERAL OFFICE PROD CO-8	
			CA	13562	060796	00736559	19.00	ST PAUL CITY OF FIN/TREAS DIV	
		030101		427.38					
		030201	COMPUTER OPERATING SUPPLIES						
	59101	030201	CA	11056	050796	00712154	84.76	GENERAL OFFICE PROD CO-8	

REGIONAL RAILROAD QTRLY REPORT
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RAMSEY COUNTY REGIONAL RAILROAD AUTH

REC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
		030201		84.76				
RAMSEY COUNTY REGIONAL RAILROAD AUTH							62,701.59	

REGIONAL RAILROAD QTRLY REPORT
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NORTHEAST CORRIDOR MAINT

R/C	DEPT	OBJECT	CLAIM ID	CLAIM NBR	NAR DATE	WAR NBR	WAR AMT	VENDOR NAME
NORTHEAST CORRIDOR MAINT								
	021131	ASSESSMENTS						
59109	021131	CA	13563		060796	00736559	3,302.22	ST PAUL CITY OF FIN/TREAS DIV
	021131		3,302.22					
NORTHEAST CORRIDOR MAINT							3,302.22	

REGIONAL RAILROAD QTRLY REPORT
PERIOD APR 1, 1996 THRU JUN 30, 1996.

NORTHEAST CORRIDOR MAINT

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
						FUND 591 TOTAL	66,003.81	

Ramsey County Regional Railroad Authority
220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

John T. Finley, Chairman
District 3
Dick Wedell, Vice Chairman
District 1
Hal Norgard, Secretary
District 7
Susan M. Haigh, Treasurer
District 4
Rich O'Connor
District 6
Rafael E. Ortega
District 5
Brenda C. Thomas
District 2

Agenda

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

SPECIAL MEETING

TUESDAY, December 17, 1996

9:00 AM

COUNCIL CHAMBERS - 3RD FLOOR COURTHOUSE

1. * Approve the proposed 1997 budget for the Ramsey County Regional Railroad Authority in the amount of $326,864.

* Action is requested.

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

12/9/96
Date

Board Action Requested

Approve the proposed budget for the Ramsey County Regional Railroad Authority for 1997 in the amount of $326,864 and no tax levy in 1997.

ACTION IS REQUESTED

Request Justification

See attached:
1) Memorandum from K. DeSpiegelaere
2) Proposed resolution
3) Proposed budget information

Budgeting and Accounting Marlene Johnson 12/11/96

County Attorney

Risk Management

Documentation certified complete for:

December 17, 1996
Board Date

Judy M. Tocci
Signature

Date

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

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

From: Kathryn DeSpiegelaere KD

Subject: Proposed 1997 Budget

Date: December 9, 1996

The 1997 Regional Railroad Authority budget is proposed for your approval. No tax levy is proposed for the Regional Railroad Authority in 1997. There will be no 1997 Homestead and Agricultural Credit Aid or fiscal disparity distribution to Ramsey County Regional Railroad Authority due to legislative changes in 1996. In 1996, those aids totalled $442,714.

The 1997 budget in the amount of $326,864 is proposed to be funded entirely from other revenues credited to the Regional Railroad Authority account.

Budget requested for 1997 $326,864

This budget will allow continuation of Regional Railroad Authority activities in 1997 which are anticipated to include:

- o Staffing the statutorily required Metro Transit Joint Powers Board.
- o Negotiating for purchase of additional right of way.
- o Representing the Railroad Authority's interests at meetings on the Phalen Corridor Initiative.
- o Managing 6.5 miles of right of way owned by the Railroad Authority, including handling leases, permits, encroachment and structural issues.
- o Managing 15 miles of additional right of way which may be purchased in 1997 by the Railroad Authority.

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- o Working with Metropolitan Council staff on growth options, transit planning and transportation issues.

- o Participating in the work of the Metropolitan Transit Education Committee with the Metropolitan Council, Minnesota Department of Transportation, and others.

- o Researching, coordinating and completing special projects relating to the integration of economic development, welfare reform and transportation.

- o Responding to questions and comments from the public about transit and light rail transit.

- o Preparing documentation for and staffing Regional Railroad Authority meetings.

- o Monitoring state and federal legislation related to transit.

- o Reviewing and responding to plans that impact potential light rail transit locations.

The 1996 budget was a total of $ 2,581,713 which included $434,043 for regular activities and $2,147,670 for acquisition of the additional right of way currently owned by Burlington Northern north of Beam Avenue. The right of way purchase north of Beam Avenue has not yet occurred and funds will be continued into 1997 for the purchase. Timing of the purchase is dependent upon several factors not under Ramsey County's control. Excluding the right of way costs, the 1997 proposed budget is a decrease of $107,179 from the approved 1996 budget.

Recommendation:

The 1997 budget is to be adopted in December, 1996. The tax levy for the Regional Railroad Authority in 1997 is $0. Approval of the proposed budget is requested.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: December 17, 1996 No: R96-15

WHEREAS, The Ramsey County Regional Railroad Authority was organized by Resolution 87-230, April 20, 1987, Board of Ramsey County Commissioners, pursuant to Minnesota Statutues, 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, wishes 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 Metropolitan Council and other county regional railroad authorities; Now Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby approves the 1997 budget as follows:

1997 Approved Budget	$326,864
Less estimated revenue	$326,864
Tax levy	0

And Be It Further

Resolved, That appropriations of $2,147,670 or the remaining balance from 1996 for cost center 59112, to fund acquisition of additional right of way in the Northeast Corridor from Beam Avenue to the North County Line, be continued into 1997.

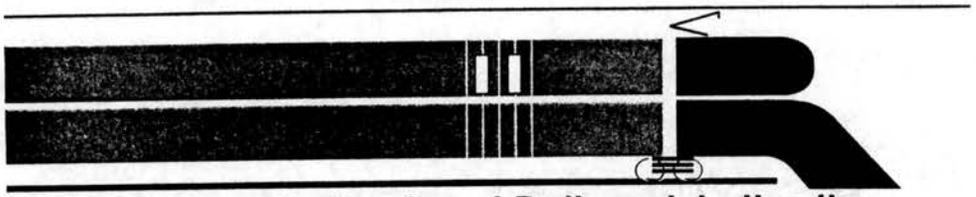
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
John T. Finley	___	___	___
Susan M. Haigh	___	___	___
Hal Norgard	___	___	___
Rafael E. Ortega	___	___	___
Rich O'Connor	___	___	___
Brenda Thomas	___	___	___
Richard Wedell	___	___	___

John T. Finley, Chairman

By: _____
Hal Norgard, Secretary

Department Summary



Kathryn DeSpiegelaere, Director 665 RCGC-West 266-2762

MISSION STATEMENT **REGIONAL RAILROAD AUTHORITY**

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.

Department Summary

Ramsey County Regional Railroad Authority

EXPENDITURE/APPROPRIATION SUMMARY BY COST CENTER — RC REGIONAL RAILROAD AUTHORITY

Code	Title	1994 Actual	1995 Actual	1996 Approved	1997 Requested	1997 Proposed	1997 Approved
TAX LEVY COST CENTERS							
59101	Regional Railroad Administration	293,106	309,534	378,618	287,835	287,835	-
59109	Northeast Corridor Maintenance	157,929	68,412	55,425	39,029	39,029	-
59110	Central Corridor AA/DEIS	46,314	27,150	-	-	-	-
59111	Central Corridor Preliminary Engineering	-	142,100	-	-	-	-
59112	NE Corridor Beam To N County Line	-	-	2,147,670	-	-	-
	Total Expenditure/Appropriation-Tax Levy	497,349	547,196	2,581,713	326,864	326,864	-
GRANT COST CENTERS							
59103	Phase I Preliminary Engineering & EIS	-	-	100,959	- *	- *	- *
59105	Phase II PE-Midway Corridor	128,184	-	839,446	- *	- *	- *
59106	Right-of-Way Acquisition	1,179	-	5,790	- *	- *	- *
59108	South Corridor Study	-	-	2,380	- *	- *	- *
	Total Expenditure/Appropriation-Grants	129,363	-	948,575	- *	- *	- *
	Total Expenditure/Appropriation	626,712	547,196	3,530,288	326,864	326,864	-

* Note: The unexpended balances in the Grant Cost Centers will be carried forward in to 1997.

REVENUE/ESTIMATED REVENUE & FUND BALANCE SUMMARY BY COST CENTER

Code	Title	1994 Actual	1995 Actual	1996 Approved	1,997 Requested	1997 Proposed	1997 Approved
TAX LEVY COST CENTERS							
59101	Regional Railroad Administration	415,331	150,000	-	326,864	326,864	-
59112	NE Corridor Beam To N County Line	-	-	2,147,670	-	-	-
	Total Revenue/Estimated Revenue & F.B.	415,331	150,000	2,147,670	326,864	326,864	-
GRANT COST CENTERS							
59103	Phase I Preliminary Engineering & EIS	-	-	-	-	-	-
59105	Phase II PE-Midway Corridor	128,184	-	-	-	-	-
59106	Right-of-Way Acquisition	1,179	-	-	-	-	-
59108	South Corridor Study	-	-	-	-	-	-
	Total Revenue/Estimated Revenue-Grants	129,363	-	-	-	-	-
	Total Revenue/Estimated Revenue	544,694	150,000	2,147,670	326,864	326,864	-

OVERALL TAX LEVY SUMMARY

Tax Levy	837,831	689,498	434,043	-	-	-
Allowance for Uncollectible Tax-2%	16,757	13,790	8,681	-	-	-
Total Tax Levy	854,588	703,288	442,724	-	-	-
Less HACA	(397,883)	(397,633)	(392,842)	-	-	-
Net Tax Levy	456,705	305,655	49,882	-	-	-
Inc/(Dec) From 1996				(49,882)	(49,882)	-
% Inc/(Dec) From 1996				-100%	-100%	0%

Department Summary

Ramsey County Regional Railroad Authority

MAJOR DEPARTMENT ACTIVITIES AND ACCOMPLISHMENTS **REGIONAL RAILROAD AUTHORITY**

LISTED BELOW ARE THE DEPARTMENT'S EFFORTS AND SUCCESSES IN MEETING THE PRIORITY GOALS AS IDENTIFIED BY THE RAMSEY COUNTY BOARD OF COMMISSIONERS.

TO PLACE INCREASED EMPHASIS ON THE PREVENTION OF PROBLEMS AND FUTURE NEEDS RATHER THAN SOLUTIONS TO PROBLEMS.

1. Light rail transit, the major project of the Regional Railroad Authority, has preventative goals of easing congestion and the need for roadway expansion. It would provide economic development benefits and access to jobs and services.

2. Rail Authority staff participated in the Metropolitan Transit Education Committee. The focus of the committee in 1995 was on developing a school curriculum for fifth through eighth grade students about transit and to encourage their use of it. Increased transit use and reduced auto use would have environmental, economic, and social benefits.

3. The Rail Authority has purchased and is in conversations with railroad companies about purchasing right of way previously used for freight operations. The land is purchased for future needs for space for light rail transit.

TO DEVELOP ALTERNATIVE WAYS AND METHODS OF DELIVERING COUNTY SERVICES.

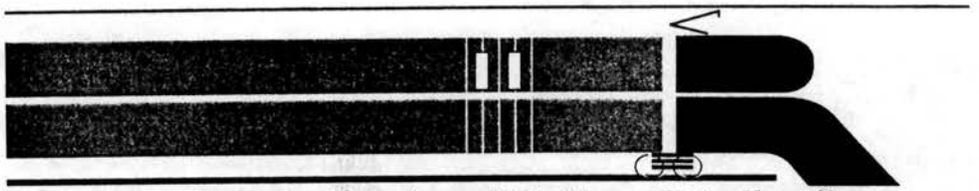
1. Light rail transit is an alternative means of transit use. In cities where it has been constructed, it has succeeded as an alternative to single occupant auto use, attracting both former bus and former auto users.

TO DETERMINE ALTERNATIVE METHODS FOR FINANCING COUNTY GOVERNMENT IN A COUNTY WITH LIMITED OR NO-GROWTH FUNDING AND APPROXIMATELY 30 PERCENT OF ITS PROPERTY NON-TAXABLE, FUNDING INCREASING DEMANDS IN STATE AND FEDERAL MANDATED SERVICES.

1. The Regional Railroad Authority Commissioners have adopted goals which include reducing reliance on property taxes for transit services. Consequently, Commissioners and staff are often involved in studies and legislative initiatives related to sources and support for alternative means of funding transit.

2. Grant funds from the state and federal government have been sought and received in previous years. The funds provide alternatives to funding planning, engineering, and right of way acquisition solely with property tax levies.

Department Summary



TO FOSTER INCREASED INTERGOVERNMENTAL COOPERATION WITH MUNICIPALITIES, SCHOOL DISTRICTS, OTHER COUNTIES, STATE AND FEDERAL GOVERNMENTS, AND OTHER GOVERNMENTAL UNITS.

1. Rail Authority work includes participation in Central Corridor projects with joint lead agencies of the Minnesota Department of Transportation and Hennepin County Regional Railroad Authority.

2. Ramsey County Regional Railroad Authority is a member, with the six other metro county railroad authorities, of the Metro LRT Joint Powers Board.

3. In managing right of way owned by the Rail Authority, the Authority allows trail use of its property by St. Paul and Ramsey County Parks Departments. The Authority participates in discussions with St. Paul and others about the Phalen Corridor project, which impacts Rail Authority-owned property.

TO REFLECT AND RECOGNIZE THE DIVERSITY OF THE POPULATION WITHIN RAMSEY COUNTY, BOTH IN THE MAKE-UP OF THE COUNTY WORKFORCE AND IN THE PROVISION OF COUNTY-FINANCED SERVICES AND PROGRAMS.

1. The Central Corridor light rail transit project serves a diverse population of St. Paul residents. The area where it would be located is heavily transit dependent.

2. The Rail Authority participates on committees and groups related to the Phalen Corridor Initiative, a project designed to benefit the diverse East Side area of St. Paul.

Department Summary

Ramsey County Regional Railroad Authority

EXPLANATION OF MAJOR CHANGES — REGIONAL RAILROAD AUTHORITY

LISTED BELOW ARE THE MAJOR ITEMS THAT HAVE CONTRIBUTED TO CHANGES IN THE DEPARTMENT'S APPROPRIATION AND REVENUE OVER THE PREVIOUS YEAR. THIS MAY NOT EQUAL THE DIFFERENCE OVER 1996 AS ONLY THE MAJOR CHANGES ARE LISTED HERE.

Description	1997 Appropriation	1997 Revenue	1997 Levy
Dollar decrease over 1996	($2,254,849)	($1,820,806*)	($434,043)
Percent decrease over 1996	(87.33%)	(84.78%)	(100.00%)

* Includes fund balance

1. NORTHEAST CORRIDOR MAINTENANCE	($13,852)	0	($13,852)

With the construction of trails on the Northeast Corridor right of way, the City of St. Paul and County Parks Department have assumed responsibility for routine clean-up and maintenance of the right of way owned by the Regional Railroad Authority. Repair of structures and placement of fences in select locations may continue to be done by the Railroad Authority, however.

2. THE METRO LRT JOINT POWERS BOARD	($16,453)	0	($16,453)

The Metro Joint Powers Board estimated contribution from Ramsey County Regional Railroad Authority is reduced from $16,453 in the 1996 budget to $0 in the 1997 budget. The Joint Powers Board anticipates funding 1997 activties with carryover funds.

3. CONSULTING SERVICES	($51,000)	0	($51,000)

The amount budgeted for consulting services is proposed to be reduced to reflect a diminished need for outside services.

4. RIGHT OF WAY ACQUISITION	($2,147,670)	($2,147,670)	0

In 1996, funds were budgeted to acquire right of way from Burlington Northern Railroad. Those funds will be carried over into 1997.

5. OTHER INCOME	0	$326,864	0
6. VARIOUS ADDITIONAL LINE ITEMS	($25,874)	0	($25,874)

Various additional line items are reduced in the 1997 budget.

Total	($2,254,849)	($1,820,806)	($434,043)

Department Summary

Ramsey County Regional Railroad Authority

EXPLANATION OF MAJOR CHANGES — REGIONAL RAILROAD AUTHORITY

Description	1997 Appropriation	1997 Revenue	1997 Levy

STAFFING

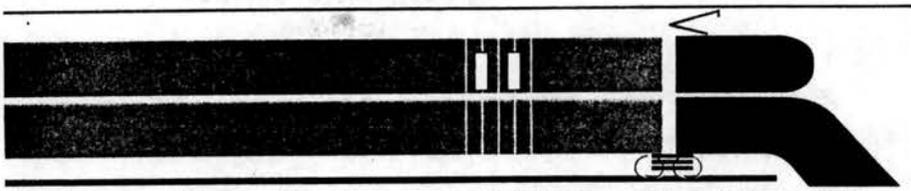
Regional Railroad Authority work is accomplished by loaned employees from County departments. In 1997, staffing needs are anticipated to be similar to 1996 as follows:

Position	Estimated 1996 FTE's	Estimated 1997 FTE's
Director	1.0	1.0
Administrative Secretary	1.0	1.0
Right of Way Specialist	0.77	0.77
TOTAL	2.77	2.77

County Project Management Services

Cost Center	1996 amount	1997 amount
59101 General Administration	$ 183,807	$ 178,000
59109 Northeast Corridor	9,534	9,740
59110 Central Corridor Alternatives Analysis	0	0
59111 Central Corridor Preliminary Engineering	0	0
59112 Northeast Corridor Segment 2	27,670	27,670
TOTAL	$221,011	$215,410

Department Summary



Ramsey County Regional Railroad Authority

OPERATING CAPITAL OUTLAY SUMMARY — REGIONAL RAILROAD AUTHORITY

Title	1994 Actual	1995 Actual	1996 Approved	1997 Requested	1997 Proposed	1997 Approved
Equipment	0	0	0	0	0	0
Office Furniture	0	0	0	0	0	0
Office Equipment	458	243	0	800	800	0
Improvements other than bldgs.	56,097	10,556	2,000,000	0	0	0
Total Operating Capital Outlay	56,555	10,799	2,000,000	800	800	0

Department Summary

Ramsey County Regional Railroad Authority

MANDATED/DISCRETIONARY SERVICES REPORT — REGIONAL RAILROAD AUTHORITY

	1996 Approved Budget	1996 Approved Revenue	1996 Approved Levy	1997 Proposed Budget	1997 Proposed Revenue	1997 Proposed Levy
MANDATED						
	0	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0
MANDATED (LEVEL/METHOD DISCRETIONARY)						
Administration	16,453	0	16,453	0	0	0
	0	0	0	0	0	0
	16,453	0	16,453	0	0	0
DISCRETIONARY (LEVEL/METHOD MANDATED)						
	0	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0
DISCRETIONARY						
Administration	362,165	0	362,165	287,835	287,835	0
Northeast Corridor Maintenance	55,425	0	55,425	39,029	39,029	0
Central Corridor AA/DEIS	0	0	0	0	0	0
Central Corridor Preliminary Engineering	0	0	0	0	0	0
Northeast Corridor Beam to North County Line	2,147,670	2,147,670	0	0	0	0
	2,565,260	2,147,670	417,590	326,864	326,864	0
SUMMARY						
MANDATED	0	0	0	0	0	0
	0.0%		0.0%	0.0%		
MANDATED (LEVEL/METHOD DISCRETIONARY)	16,453	0	16,453	0	0	0
	0.6%		3.8%	0.0%		
DISCRETIONARY (LEVEL/METHOD MANDATED)	0	0	0	0	0	0
	0.0%		0.0%	0.0%		
DISCRETIONARY	2,565,260	2,147,670	417,590	326,864	326,864	0
	99.4%		96.2%	100.0%		
TOTAL	2,581,713	2,147,670	434,043	326,864	326,864	0

Cost Center

Ramsey County Regional Railroad Authority

Kathryn DeSpiegelaere, Director | 665 RCGC - West | 266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
59101-Administration

STATEMENT OF MISSION

To provide overall administration consistent with the Railroad Authority's mission and direction provided by the Board of the Regional Railroad Authority.

OBJECTIVES

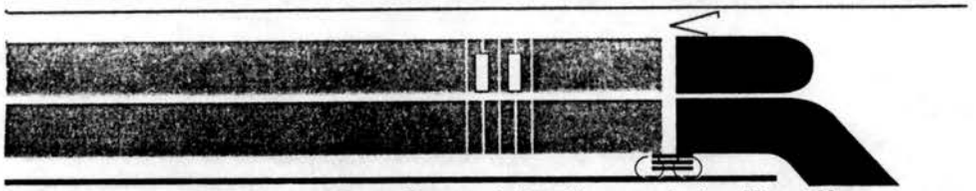
1. To advocate for transit services to meet changing needs for today and for succeeding generations.

2. To respond to the transit needs of the County's citizens in a manner that is sensitive to the financial impact to County taxpayers.

3. To plan integrated transportation services in cooperation with other agencies.

4. To encourage community participation in Rail Authority deliberations and decision-making processes.

Cost Center



Ramsey County Regional Railroad Authority

EXPENDITURE/APPROPRIATION SUMMARY

RC REGIONAL RAILROAD AUTHORITY
59101-ADMINISTRATION

Code	Title	1994 Actual	1995 Actual	1996 Approved	1997 Requested	1997 Proposed	1997 Approved
020000	Other Services & Charges	284,042	306,924	374,918	283,335	283,335	
030000	Supplies	2,232	2,367	3,700	3,700	3,700	
040000	Capital Outlay	6,832	243	-	800	800	
Total RCRRA - Administration:		293,106	309,534	378,618	287,835	287,835	-
Inc(Dec) From Previous Year					(90,783)	(90,783)	-
% Inc(Dec) From Previous Year					-23.98%	-23.98%	0.00%

REVENUE/ESTIMATED REVENUE SUMMARY

Code	Title	1994 Actual	1995 Actual	1996 Approved	1,997 Requested	1997 Proposed	1997 Approved
Revenue from Use of Money and Property							
360102	Interest on Investments	415,331	150,000	-	326,864	326,864	
	Total Revenue/Estimated Revenue	415,331	150,000	-	326,864	326,864	-
Inc(Dec) From Previous Year					326,864	326,864	-
% Inc(Dec) From Previous Year					100.00%	100.00%	0.00%
Tax Levy		(122,225)	159,534	378,618	(39,029)	(39,029)	-
Inc/(Dec) From 1996					(417,647)	(417,647)	-
% Inc/(Dec) From 1996					-110.31%	-110.31%	0.00%

Cost Center

Ramsey County Regional Railroad Authority

EXPENDITURE AND REVENUE DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
59101-ADMINISTRATION

Code	Title	1994 Actual	1995 Actual	1996 Approved	1997 Requested	1997 Proposed	1997 Approved
020000	OTHER SERVICES AND CHARGES						
020102	Consulting Services	-	-	51,000	-	-	
020122	State Auditor	1,827	1,584	3,502	1,739	1,739	
020154	Legislative Representative	22,080	34,000	35,000	35,000	35,000	
020174	County Attorney Services	6,698	11,552	13,787	8,545	8,545	
020176	County Manager Services	42,123	24,610	-	-	-	
020179	Budgeting & Accounting Services	5,286	6,000	8,000	7,000	7,000	
020185	Data Processing Services-MTCE	3,540	10,709	7,106	3,368	3,368	
020193	County Project Management Services	133,785	165,200	183,807	178,000	178,000	
020194	Public Information Services	25	-	-	-	-	
020202	Postage	1,424	1,579	3,000	2,500	2,500	
020207	Telephone Long Dist Charges	213	101	380	300	300	
020208	Telephone-Local Service	1,817	1,722	2,100	2,100	2,100	
020209	Telephone-Equipment Rental	43	166	200	200	200	
020301	Transportation Allowance	1,362	574	500	500	500	
020305	Messenger Service	601	258	850	850	850	
020501	Printing & Stationery	3,559	3,754	12,000	5,000	5,000	
020611	Liability & Property Damage-Ins	687	731	850	850	850	
020803	Equipment & Machinery Repairs	945	200	2,000	2,000	2,000	
020903	Equipment & Machinery-Rental	-	444	-	-	-	
020906	Building & Office Space	12,883	13,956	12,883	12,883	12,883	
020909	Parking Space	864	540	500	800	800	
021101	Books, Periodicals, Subscriptions	129	253	500	500	500	
021134	Tuition	500	500	1,000	1,000	1,000	
021180	Employee Development	-	246	-	500	500	
021401	Membership & Dues	286	241	500	500	500	
021403	Conference & Seminar Expenses	3,194	11,733	6,000	6,000	6,000	
021407	Other Travel	6,953	64	10,000	10,000	10,000	
021408	Volunteer/Committee Meeting Expense	516	53	-	200	200	
021409	Meeting Expense Account	2,672	321	3,000	3,000	3,000	
022213	Transit Joint Powers	30,030	15,833	16,453	-	-	
	Total Other Services & Charges	284,042	306,924	374,918	283,335	283,335	-

Code	Title	1994 Actual	1995 Actual	1996 Approved	1997 Requested	1997 Proposed	1997 Approved
030000	SUPPLIES						
030101	Office Supplies	2,013	2,063	2,700	2,700	2,700	
030201	Computer Operating Supplies	219	304	1,000	1,000	1,000	
	Total Supplies	2,232	2,367	3,700	3,700	3,700	-

Code	Title	1994 Actual	1995 Actual	1996 Approved	1997 Requested	1997 Proposed	1997 Approved
040000	OPERATING CAPITAL OUTLAY						
040300	Equipment	458	243	-	800	800	
040302	Computer Network Equipment	6,374	-	-	-	-	
Total 59101 - Administration		293,106	309,534	378,618	287,835	287,835	-

Cost Center

Ramsey County Regional Railroad Authority

SELECTED LINE ITEM EXPLANATIONS
For Expenditures and Revenues

REGIONAL RAILROAD AUTHORITY
59101-Administration

THE FOLLOWING LINE ITEMS MAY BE OF PARTICULAR INTEREST TO THE COUNTY BOARD OR REPRESENT A SIGNIFICANT CHANGE FROM THE CURRENT YEAR'S APPROVED BUDGET.

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1994 ACTUAL	1995 ACTUAL	1996 APPROVED	1997 REQUESTED	1997 PROPOSED	1997 APPROVED
DP Services - Maintenance	$3,540	$10,709	$7,106	$3,368	$3,368	

EXPLANATION: This account provides funds for office automation and computer equipment. It also includes charges for DP installation and support services and DP training.

TITLE	1994 ACTUAL	1995 ACTUAL	1996 APPROVED	1997 REQUESTED	1997 PROPOSED	1997 APPROVED
Liability Insurance	$687	$731	$850	$850	$850	

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. Therefore, liability insurance is purchased for RCRRA annually by Risk Management.

TITLE	1994 ACTUAL	1995 ACTUAL	1996 APPROVED	1997 REQUESTED	1997 PROPOSED	1997 APPROVED
Buildings and Office Space	$12,883	$13,956	$12,883	$12,883	$12,883	

EXPLANATION: This account covers rent for space for Regional Railroad Authority staff offices at 665 Ramsey County Government Center West, 1300 square feet @ $9.91 per square foot.

Cost Center

Ramsey County Regional Railroad Authority

SELECTED LINE ITEM EXPLANATIONS
For Expenditures and Revenues

REGIONAL RAILROAD AUTHORITY
59101-Administration

SELECTED EXPENDITURE EXPLANATIONS

Administration Cost Center

TITLE	1994 ACTUAL	1995 ACTUAL	1996 APPROVED	1997 REQUESTED	1997 PROPOSED	1997 APPROVED
County Project Management Services and County Manager Services	$200,974	$189,810	$183,807	$178,000	$178,000	

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, County Parks and County Manager's Office. This account provides a specific identifier to reimburse Ramsey County departments for these services.

In 1997, project management services are concentrated in three cost centers, Administration and two Northeast Corridor right of way projects. Project Management services in 1994 and 1995 included funding in additional cost centers which were supported by grant sources. The information on this page is only for the Administration cost center for 1996 and 1997.

PROJECT MANAGEMENT TEAM (Administration Cost Center)

Staff		Estimated Cost (including salaries, fringe benefits, and indirect costs)
Director (a) (Public Works)	1 FTE	$103.000
Administrative Secretary (b) (County Manager)	1 FTE	75,000
Total FTE	2	
Total Estimated Cost		$178,000

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.

SELECTED LINE ITEM EXPLANATIONS
For Expenditures and Revenues

REGIONAL RAILROAD AUTHORITY
59101-Administration

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1994 ACTUAL	1995 ACTUAL	1996 APPROVED	1997 REQUESTED	1997 PROPOSED	1997 APPROVED
Legislative Representative	$22,080	$34,000	$35,000	$35,000	$35,000	

EXPLANATION: Legislation impacts Regional Railroad Authority taxing ability and ability and responsibilities. This account provides funds for monitoring legislation and providing information to Legislators.

TITLE	1994 ACTUAL	1995 ACTUAL	1996 APPROVED	1997 REQUESTED	1997 PROPOSED	1997 APPROVED
Meeting Expenses	$2,672	$321	$3,000	$3,000	$3,000	

EXPLANATION: Funds are used to provide for meeting space rental and meals for Rail Authority-related meetings.

Cost Center

Ramsey County Regional Railroad Authority

Kathryn DeSpiegelaere, Director | 665 RCGC - West | 266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
59109-Northeast Corridor

STATEMENT OF MISSION

To provide for acquisition and maintenance of right of way purchased in order to preserve options for rail transit.

OBJECTIVES

1. To monitor rail abandonments in Ramsey County.
2. To coordinate with other units of government on rail abandonment and right of way re-use issues.
3. To purchase rail corridors with potential for light rail transit use.
4. To maintain property acquired by the Railroad Authority in accordance with the public interest.

Cost Center

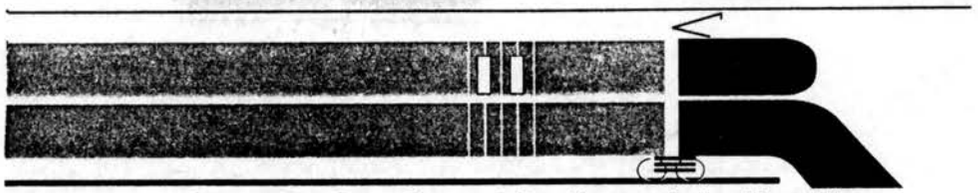
Ramsey County Regional Railroad Authority

EXPENDITURE/APPROPRIATION SUMMARY

RC REGIONAL RAILROAD AUTHORITY
59109-NORTHEAST CORRIDOR MAINTENANCE

Code	Title	1994 Actual	1995 Actual	1996 Approved	1997 Requested	1997 Proposed	1997 Approved
020000	Other Services & Charges	97,576	57,606	55,425	38,779	38,779	
030000	Supplies	17,462	250	-	250	250	
040000	Capital Outlay	42,891	10,556	-	-	-	
Total RCRRA - Administration:		157,929	68,412	55,425	39,029	39,029	-
Inc(Dec) From Previous Year					(16,396)	(16,396)	-
% Inc(Dec) From Previous Year					-29.58%	-29.58%	0.00%
Tax Levy		157,929	68,412	55,425	39,029	39,029	-
Inc/(Dec) From 1996					(16,396)	(16,396)	-
% Inc/(Dec) From 1996					-29.58%	-29.58%	0.00%

Cost Center



Ramsey County Regional Railroad Authority

EXPENDITURE AND REVENUE DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
59109-NORTHEAST CORRIDOR MAINTENANCE

Code	Title	1994 Actual	1995 Actual	1996 Approved	1997 Requested	1997 Proposed	1997 Approved
020000	OTHER SERVICES AND CHARGES						
020174	County Attorney Services	435	2,500	-	-	-	
020185	Data Processing Maintenance	237	-	-	-	-	
020193	County Project Management	55,362	46,575	9,534	9,740	9,740	
020618	Public Liability Insurance	-	-	-	-	-	
020802	Improvements Other Than Buildings	-	-	34,891	21,039	21,039	
020804	Grounds-Repairs	35,383	5,495	5,000	3,000	3,000	
021131	Special Assessments	5,489	2,942	5,000	5,000	5,000	
021144	Worker's Compensation	-	94	-	-	-	
021183	Tree Trimming & Removal	670	-	1,000	-	-	
	Total Other Services & Charges	97,576	57,606	55,425	38,779	38,779	-

Code	Title	1994 Actual	1995 Actual	1996 Approved	1,997 Requested	1997 Proposed	1997 Approved
030000	SUPPLIES						
030101	Office Supplies	179	-	-	-	-	-
030507	Signs and Repairs	17,283	250	-	250	250	-

Code	Title	1994 Actual	1995 Actual	1996 Approved	1,997 Requested	1997 Proposed	1997 Approved
040000	OPERATING CAPITAL OUTLAY						
040101	Land	-	463	-	-	-	-
040400	Improvements Other Than Buildings	42,891	10,093	-	-	-	-

Total 59109 - Northeast Corridor Maintenance	157,929	68,412	55,425	39,029	39,029	-

Cost Center

Ramsey County Regional Railroad Authority

SELECTED LINE ITEM EXPLANATIONS
For Expenditures and Revenues

REGIONAL RAILROAD AUTHORITY
59109-Northeast Corridor Maintenance

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1994 ACTUAL	1995 ACTUAL	1996 APPROVED	1997 REQUESTED	1997 PROPOSED	1997 APPROVED
County Project Management Services	$55,362	$46,575	$9,534	$9,740	$9,740	

EXPLANATION: This account will provide funds to reimburse Ramsey County Parks Department for staff time spent on right of way issues related to the Northeast Corridor, Kellogg to Beam. The estimate is for 0.2 FTE's. In 1995, the Rail Authority had .5 FTE working on right of way issues including leases, permits and encroachments, and coordination of issues related to trail construction. Many of those issues have been addressed, and therefore less staff time is required for those tasks in 1997.

TITLE	1994 ACTUAL	1995 ACTUAL	1996 APPROVED	1997 REQUESTED	1997 PROPOSED	1997 APPROVED
Improvements other than buildings			$34,891	$21,039	$21,039	

EXPLANATION: This will provide for repair of bridges, walls, and other structures on Railroad Authority right of way.

Cost Center

Ramsey County Regional Railroad Authority

Kathryn DeSpiegelaere, Director | 665 RCGC - West | 266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
59110-Central Corridor Alternatives Analysis/Draft Environmental Impact Statement

STATEMENT OF MISSION

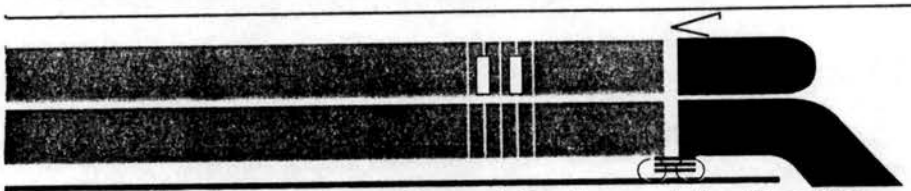
To complete an Alternatives Analysis/Draft Environmental Impact Statement for the Central Corridor.

OBJECTIVES

1. To complete selection of the locally preferred alternative, in accordance with guidelines of the Federal Transit Administration and in coordination with the Joint Lead Agencies of Minnesota Department of Transportation, Hennepin County Regional Railroad Authority, and Ramsey County Regional Railroad Authority.

2. To seek funding for implementing light rail transit in the Central Corridor.

Cost Center



Ramsey County Regional Railroad Authority

EXPENDITURE/APPROPRIATION SUMMARY

RC REGIONAL RAILROAD AUTHORITY
59110-CENTRAL CORRIDOR AA/DEIS

Code	Title	1994 Actual	1995 Actual	1996 Approved	1997 Requested	1997 Proposed	1997 Approved
020000	Other Services & Charges	46,314	27,150	-	-	-	
Total RCRRA - Administration:		46,314	27,150	-	-	-	-
Inc(Dec) From Previous Year					-	-	-
% Inc(Dec) From Previous Year					0.00%	0.00%	0.00%
Tax Levy		46,314	27,150	-	-	-	-
Inc/(Dec) From 1996					-	-	-
% Inc/(Dec) From 1996					0.00%	0.00%	0.00%

Cost Center

Ramsey County Regional Railroad Authority

EXPENDITURE AND REVENUE DETAIL

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

Code	Title	1994 Actual	1995 Actual	1996 Approved	1997 Requested	1997 Proposed	1997 Approved
020000	OTHER SERVICES AND CHARGES						
020176	County Manager Services	5,497	-	-	-	-	
020185	Data Processing Services-MTCE	701	-	-	-	-	
020193	County Project Management Services	38,136	25,000	-	-	-	
020305	Messenger	-	150	-	-	-	
020401	Printing Minutes & Notices	744	-	-	-	-	
020501	Printing & Stationery	257	-	-	-	-	
021151	Security Services	253					
021407	Other Travel	256	2,000	-	-	-	
021408	Volunteer/commitee Meeting Expense	470	-	-	-	-	
	Total 59110-Central Corridor AA/DEIS	46,314	27,150	-	-	-	-

Cost Center

Ramsey County Regional Railroad Authority

Kathryn DeSpiegelaere, Director | 665 RCGC - West | 266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
59111-Central Corridor Final Environmental Impact Statement/ Preliminary Engineering

STATEMENT OF MISSION

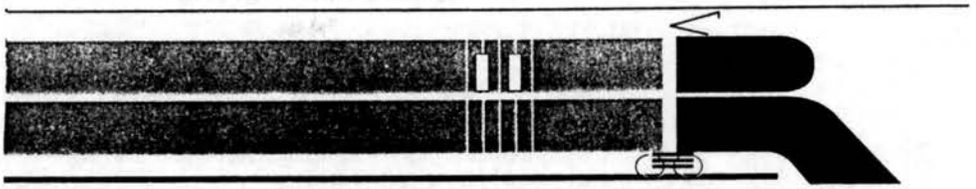
To complete a Final Environmental Impact Statement and preliminary engineering for the Central Corridor.

OBJECTIVES

1. To coordinate with the Joint Lead Agencies (Minnesota Department of Transportation, Hennepin County Regional Railroad Authority, and Ramsey County Regional Railroad Authority) in preparing the next phase of engineering and environmental work for the Central Corridor.

2. To seek funding for implementing light rail transit in the Central Corridor.

Cost Center



Ramsey County Regional Railroad Authority

EXPENDITURE/APPROPRIATION SUMMARY

RC REGIONAL RAILROAD AUTHORITY
59111-CENTRAL CORRIDOR PRELIMINARY ENGINEERING

Code	Title	1994 Actual	1995 Actual	1996 Approved	1997 Requested	1997 Proposed	1997 Approved
020000	Other Services & Charges	-	142,100	-	-	-	
Total RCRRA - Administration:		-	142,100	-	-	-	-
Inc(Dec) From Previous Year					-	-	-
% Inc(Dec) From Previous Year					0.00%	0.00%	0.00%
Tax Levy		-	142,100	-	-	-	-
Inc/(Dec) From 1996					-	-	-
% Inc/(Dec) From 1996					0.00%	0.00%	0.00%

Cost Center

Ramsey County Regional Railroad Authority

EXPENDITURE AND REVENUE DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
59111-CENTRAL CORRIDOR PRELIMINARY ENGINEERING

Code	Title	1994 Actual	1995 Actual	1996 Approved	1997 Requested	1997 Proposed	1997 Approved
020000	OTHER SERVICES AND CHARGES						
020102	Consulting Services			-	-	-	
020193	County Project Management Services	-	130,000	-	-	-	
020194	Public Information Services	-	10,000	-	-	-	
020305	Messenger Service	-	100	-	-	-	
021407	Travel	-	2,000	-	-	-	
Total 59111-Central Corrdior Prelim. Engineering		-	142,100	-	-	-	-

Cost Center

Ramsey County Regional Railroad Authority

Kathryn DeSpiegelaere, Director | 665 RCGC - West | 266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
59112-Northeast Corridor
Segment 2

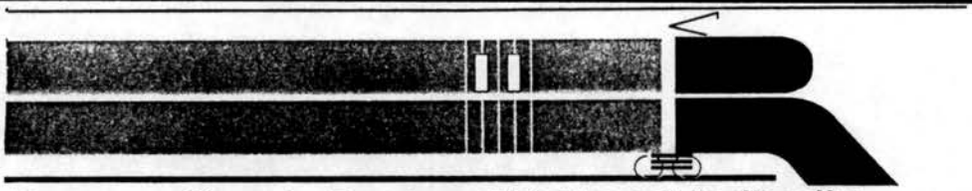
STATEMENT OF MISSION

To provide for acquisition and maintenance of right of way purchased in order to preserve options for rail transit.

OBJECTIVES

1. To monitor rail abandonments in Ramsey County.
2. To coordinate with other units of government on rail abandonment and right of way re-use issues.
3. To purchase rail corridors with potential for light rail transit use.
4. To maintain property acquired by the Railroad Authority in accordance with the public interest.

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Ramsey County Regional Railroad Authority

EXPENDITURE/APPROPRIATION SUMMARY

RC REGIONAL RAILROAD AUTHORITY
59112-NORTHEAST CORRIDOR BEAM AVE TO N COUNTY LINE

Code	Title	1994 Actual	1995 Actual	1996 Approved	1997 Requested	1997 Proposed	1997 Approved
020000	Other Services & Charges	-	-	127,670	-	-	
030000	Supplies	-	-	20,000	-	-	
040000	Capital Outlay	-	-	2,000,000	-	-	
Total RCRRA - Administration:		-	-	2,147,670	-	-	-
Inc(Dec) From Previous Year					(2,147,670)	(2,147,670)	-
% Inc(Dec) From Previous Year					-100.00%	-100.00%	0.00%

ESTIMATED REVENU/FUND BALANCE SUMMARY

Code	Title	1994 Actual	1995 Actual	1996 Approved	1997 Requested	1997 Proposed	1997 Approved
Fund Balance							
591	Fund Balance	-	-	2,147,670	-	-	
	Total Revenue/Estimated Revenue	-	-	2,147,670	-	-	-
Inc(Dec) From Previous Year					(2,147,670)	(2,147,670)	-
% Inc(Dec) From Previous Year					-100.00%	-100.00%	0.00%
Tax Levy		-	-	-	-	-	-
Inc/(Dec) From 1996					-	-	-
% Inc/(Dec) From 1996					0.00%	0.00%	0.00%

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Ramsey County Regional Railroad Authority

EXPENDITURE AND REVENUE DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
59112-NORTHEAST CORRIDOR BEAM AVE TO N COUNTY LINE

Code	Title	1994 Actual	1995 Actual	1996 Approved	1997 Requested	1997 Proposed	1997 Approved
020000	OTHER SERVICES AND CHARGES						
020102	Consulting Services	-	-	10,000	-	-	
020192	Surveying	-	-	60,000	-	-	
020193	County Project Management Service	-	-	27,670	-	-	
020804	Repairs - Grounds	-	-	30,000	-	-	
Total Other Services and Charges		-	-	127,670	-	-	-

Code	Title	1994 Actual	1995 Actual	1996 Approved	1997 Requested	1997 Proposed	1997 Approved
030000	SUPPLIES						
030507	Signs and Repairs	-	-	20,000	-	-	-

Code	Title	1994 Actual	1995 Actual	1996 Approved	1997 Requested	1997 Proposed	1997 Approved
040000	OPERATING CAPITAL OUTLAY						
040103	Land Aquisition Right-of-Way	-	-	2,000,000	-	-	-
Total 59112-NE Corridor Beam To N County Line		-	-	2,147,670	-	-	-

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Ramsey County Regional Railroad Authority

SELECTED LINE ITEM EXPLANATIONS
For Expenditures and Revenues

REGIONAL RAILROAD AUTHORITY
59112-Northeast Corridor - Segment 2

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1994 ACTUAL	1995 ACTUAL	1996 APPROVED	1997 REQUESTED	1997 APPROVED
Land Acquisition - Right of Way			$2,000,000		

EXPLANATION: This account provides funds for acquisition of right of way north of Beam Avenue to the north Ramsey County border.

TITLE	1994 ACTUAL	1995 ACTUAL	1996 APPROVED	1997 REQUESTED	1997 APPROVED
Consulting Services			$10,000		

EXPLANATION: This account provides funds for consulting services for studies related to the right of way north of Beam Avenue. Examples are environmental analyses of soil conditions.

TITLE	1994 ACTUAL	1995 ACTUAL	1996 APPROVED	1997 REQUESTED	1997 APPROVED
Surveying			$60,000		

EXPLANATION: Surveys of the area Ramsey County Regional Railroad may purchase from Burlington Northern will be necessary.

TITLE	1994 ACTUAL	1995 ACTUAL	1996 APPROVED	1997 REQUESTED	1997 APPROVED
County Project Management Services			$27,670		

EXPLANATION: Staff on loan to the Rail Authority from the County Parks Department will be responsible for the day to day activities necessary in accomplishing acquisition and work on the right of way acquired north of Beam Avenue.

TITLE	1994 ACTUAL	1995 ACTUAL	1996 APPROVED	1997 REQUESTED	1997 APPROVED
Repairs - Grounds			$30,000		

EXPLANATION: Cleanup activities are likely to be needed after railroad property is acquired by the Regional Railroad Authority.