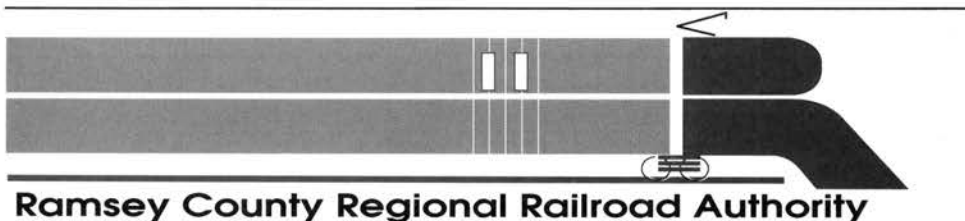




Ramsey County Regional Railroad Authority.
Records.

Copyright Notice:

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



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

Agenda

Ramsey County Regional Railroad Authority Meeting

Tuesday, June 3, 1997

1:30 PM

COUNCIL CHAMBERS -- 3RD FLOOR COURT HOUSE

1. * Approve minutes of May 6, 1997
 2. * Approve minutes of May 20, 1997
 3. * Action on commuter rail demonstration project:
 - a. Authorize budget adjustment of \$70,838 to fund the commuter rail demonstration project;
 - b. Authorize the Director of RCRRA to enter into contracts and disburse funds to pay for Ramsey County costs associated with the commuter rail demonstration project;
 - c. Authorize the Director of RCRRA to execute the joint funding agreement with Anoka and Washington County Regional Railroad Authorities for a cost not to exceed \$33,000 pending approval by the County Attorney, Risk Management and Budgeting and Accounting offices.
- * Action is requested



1

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
BOARD MEETING

MAY 6, 1997

The Ramsey County Regional Railroad Authority met on Tuesday, May 6, 1997, in Council Chambers.

MEMBERS PRESENT: Chairman Rafael Ortega
 Commissioner Tony Bennett
 Commissioner Dino Guerin
 Commissioner Susan M. Haigh
 Commissioner Victoria Reinhardt
 Commissioner Janice Rettman -
 (arrived 1:35 p.m.)
 Commissioner Jan Wiessner

OTHERS PRESENT: Dave MacMillan, County Attorney; Terry
 Schutten, County Manager; Jim VanHoudt,
 Director of Budgeting and Accounting;
 Marlen Johnson, Budgeting and
 Accounting; Karen Tero, County Manager
 Staff; Terry Lindeke, County Manager
 Staff; Nick Riley, County Manager
 Staff; Judy Karon, County Manager
 Staff; Lisa Lee; Robert E. Clarkson,
 Roseville resident; Hugh Faville,
 Roseville resident; Valdi Stefanson,
 Environment/Energy Resource Center;
 Kathryn DeSpiegelaere, Director of RRA;
 and Judy Procai, Administrative
 Assistant.

Chairman Ortega called the meeting to order at 1:20 PM.

1. Accept the minutes of the Ramsey County Regional
Railroad Authority Board meetings of April 22, 1997.

Motion by Commissioner Tony Bennett, seconded by
Commissioner Victoria Reinhardt, to accept the minutes
from the April 22, 1997 RCRRA meetings.

Ayes - 7, Nays - 0
Motion accepted.

2. Update on federal funding for the Riverview Corridor Transit Project.

Dennis McGrann of Lockridge, Grindal, Nowlan, and Holstein law firm said he represents Ramsey County in Washington, D.C. on federal relations matters that are determined by the County Board. He gave an overview of ISTEA and the Riverview Corridor project and talked about what needs to be done to ensure success of this project.

Time Frame for ISTEA:

- House of Representatives will move bill in May and bring to the House during the month of July.
- The Senate will follow later in the summer.
- Federal government must reauthorize the transportation program by September 30, 1997 or the authority under which the federal highway programs exist ceases at midnight.

Commissioner Bennett asked if the RRA's budget falls within the scope of the agreement reached last week between the President and Congress.

Mr. McGrann said Mr. Schuster is only interested in increasing funding for infrastructure projects and programs in America and does not believe there is enough money in this budget deal to fund what is necessary for infrastructure.

Commissioner Bennett asked how much money is in this budget plan.

Mr. McGrann stated \$2 billion more per year. The life of this budget deal is through the year 2002, so it increases Mr. Schuster's allocation by \$10 billion for a 5 year deal. Mr. Schuster is looking for double the amount somewhere around \$20 billion.

Commissioner Bennett asked how much money is allocated for the thousands of programs.

Mr. McGrann said there is a need to increase the budget by \$20 billion more over 5 years in order to fund all the priority programs.

Commissioner Bennett asked if Mr. McGrann viewed information on these thousands of programs.

Mr. McGrann said that he looked at a number of Minnesota projects, but the national program list has not been released publicly.

Commissioner Bennett wanted to know Ramsey County's position.

Mr. McGrann said that policy makers look for solid projects and proposals with a strong unified and local base of support between business and labor. When Congress reauthorizes these programs, there must be a willingness to participate and to advocate on behalf of sound local projects or these projects will not be funded. He added that Commissioners Ortega and Bennett have testified before Congress for the transportation infrastructure committee as well as the appropriations committee.

Commissioner Weissner asked if Congress would be in session until midnight of September 30th.

Mr. McGrann thought that Congress could pass a short term extension for whatever period of time they feel is appropriate and continue the funding while they still debate the measure. He said the biggest issue of ISTEA is how the federal government distributes the gas tax money, which is the largest single federal expenditure in a bill.

Commissioner Bennett and Mr. McGrann discussed the role of ethanol revenue for federal highway dollars. Mr. McGrann said that the ethanol issue could be problematic if it's not addressed in the formula.

Commissioner Haigh said she hears consistently from different sizes of employers the issue of transportation and the inability for people to get to work.

Commissioner Bennett stated that the Chamber of Commerce supports the ISTEA application.

Commissioner Haigh feels that contact should be made with other Chambers of Commerce as well as the Capital City Partnership, and associations with businesses that aren't members of the Chambers of Commerce.

Commissioner Reinhardt asked for a brief update on the flow control legislation.

Mr. McGrann explained the flow control history and gave an update on some of the issues. He said there will be

a bill to move this year.

Commissioner Reinhardt said that flow control is important because of the associated bonds and that liability is important for Ramsey County.

Mr. McGrann addressed the legal immigrant issue, stating that a synopsis of the legal immigrants issue will be faxed to the County Board as they affect the welfare program. He said there will be a one month legal extension period ending September 30th, where under the current Welfare law, all legal immigrants' SSI and Food Stamp coverage ceases to exit.

Chair Ortega asked if there is a time limit to the current bill.

Mr. McGrann said the funding is for a 5 year time span, the life of the budget.

Nick Riley presented a legislative update.

Commissioner Bennett said there is a resolution for Brownfields and thought the Chair could draft a letter stating there is a resolution already to reaffirm the continued support to clean up Brownfields.

Mr. Riley talked about gas tax amendments and formulas and the future growth effects. He said the Senate passed a quarter cent increase in the metro sales tax which would raise about \$70 million annually for transit and would take transit off the property tax in the Metro area. The House of Representatives is opposed to sales tax and would like to have the motor vehicle excise tax transferred from the general budget to transit.

3. Update on commuter rail.

Held over until the May 20, 1997 RCRRA meeting.

4. Ratify quarterly report of payments for October 1 through December 31, 1996.

Motion by Commissioner Susan Haigh, seconded by Commissioner Victoria Reinhardt, to accept the quarterly report.

Ayes - 7, Nays - 0
Motion adopted. (RRA-08)

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period October 1, 1996 through December 31, 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.

5. Ratify quarterly report of payments for January 1 through March 31, 1997.

Motion by Commissioner Susan Haigh, seconded by Commissioner Victoria Reinhardt, to accept the quarterly report.

Ayes - 7, Nays - 0
Motion adopted. (RRA-09)

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period January 1, 1997 through March 31, 1997, 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.

There being no further matters to come before this Board, Chairman Ortega declared the meeting adjourned at 2:24 PM.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY BOARD MEETING

MAY 20, 1997

The Ramsey County Regional Railroad Authority met on Tuesday, May 20, 1997, in Council Chambers.

MEMBERS PRESENT: Chairman Rafael Ortega
 Commissioner Tony Bennett
 Commissioner Dino Guerin
 Commissioner Susan Haigh
 Commissioner Victoria Reinhardt
 Commissioner Janice Rettman
 (arrived 2:25 PM)
 Commissioner Jan Weissner

OTHERS PRESENT: Dave MacMillan, County Attorney;
 Terry Schutten, County Manager; Jim VanHoudt, Director of Budgeting and Accounting; Marlen Johnson, Budgeting and Accounting; Karen Tero, County Manager Staff; Robert Clarkson, Roseville resident; Bill Stouvenel, DTED; Ken Stevens, Hennepin County RRA; El Tinklenberg, Anoka County RRA; Paul Kirkwold, Jane McClure, Neighborhood Media Goddess; Joe Murphy, Commissioner Tony Bennett's Assistant; Kathryn DeSpiegelaere, Ramsey County RRA; and Judy Procai, Administrative Assistant.

Chairman Ortega called the meeting to order at 1:50 PM.

COMMUTER RAIL DEMONSTRATION PROJECT DISCUSSION

Chair Ortega commented that he and representatives of the Metropolitan Council and Hennepin County Regional Railroad Authority had been in Washington during the past week and had met with seven Congressmen about the potential for federal transportation funding for the Twin City transitway projects, including Riverview. He complimented Hennepin and Ramsey County's federal lobbyists for the excellent schedule of meetings they had arranged. He said he was pleased that the

Metropolitan Council advocated for the projects. The funding status won't be known until later this year.

Chair Ortega commented that speakers at the meeting today would be El Tinklenberg from Anoka County and Ken Stevens from Hennepin County and the topic would be commuter rail demonstration.

El Tinklenberg spoke about the federal application for a project from Minneapolis to St. Cloud that includes Sherburne, Benton, Stearns, Hennepin and Anoka Counties. The multi-modal feasibility study would include a commuter rail study along Burlington Northern mainline tracks near TH 10.

Because of its interest in the commuter rail study, Anoka County is proposing to bring a commuter rail vehicle to the Twin Cities to demonstrate what commuter rail is and where it operates. The Flexliner is a self propelled commuter rail vehicle that can operate on mainline tracks. It would be here July 1-3. The three day demonstration would be operated by Amtrak. The vehicle could operate between Hastings and St. Cloud.

This morning Washington County voted a \$35,000 contribution to the joint commuter rail demonstration effort, plus \$15,000 additional dollars for their own expenses. The City of Hastings Housing and Redevelopment Authority and the Minnesota Department of Trade and Economic Development Department are also interested in assisting.

Mr. Tinklenberg distributed a preliminary work plan. There is a joint budget of \$100,000, which includes \$60,000 for operations and \$40,000 for public information.

Ramsey County Regional Railroad Authority is invited to be involved.

Chair Ortega asked what is the specific dollar request from Ramsey County?

Mr. Tinklenberg said the cost will be shared. Each of the three counties would share equally. Cities along the corridor would be asked to provide funding for a station area platform and other station amenities. At this time there are no details, the work program is just beginning.

Commissioner Bennett asked if the funding could come from the Regional Railroad Authority rather than Ramsey County. Chair Ortega said it could.

Commissioner Bennett said he had previously had questions about the media coverage, given the short amount of time to prepare. He further asked about specifics of how the demonstration project would run in the various locations.

Mr. Tinklenberg said that the coordinating committee would decide what runs would have the greatest impact. It might be that the first two days transportation decision makers are invited to take longer trips and the third day the general public does short rides, such as between the downtowns.

Commissioner Haigh asked how this demonstration related to Hennepin's demonstration and what would Ramsey County get as a community for its \$50,000 expenditure?

Mr. Tinklenberg said the benefit would be twofold -- an understanding of what commuter rail is and where it operates; and the need to establish that commuter rail is possible, that it can work, that it can serve many needs, and how it reinforces downtown areas. Other cities which have done demonstrations thought it advanced their processes.

Commissioner Guerin said he supports looking at commuter rail, but it isn't very complex and so Ramsey County will need to look carefully and the dollars it expends. It requires time to educate people about commuter alternatives. It will be difficult to do all that in a three day demonstration.

Chair Ortega said in addition to contributing \$35,000 Ramsey County would need to provide its own staff and our staff is stretched on other transit projects. It is incumbent on us to handle coordination, and we could easily be looking at a \$70,000 budget rather than \$35,000.

Commissioner Bennett said the media portion would be handled by a consultant and would not be the staff's responsibility unless the Board decides it wants to do something extra.

Kathy DeSpiegelaere said that even though there is a public information contract, staff would need to work with the consultant and provide names of those the Board wanted invited to public events. It is estimated that coordination will require at least half time of one position until July and an additional half time for support staff.

Mr. Tinklenberg agreed that Ramsey County would want its staff to make sure those areas are addressed.

Commissioner Wiessner asked about stops and speed. Mr. Tinklenberg said that the train is high speed, up to 79 miles per hour. Operating parameters can lower that to 65-70 miles

per hour. Station spacing is further apart for commuter rail than for light rail. Speed is a function of the stations. It would take about an hour from St. Cloud to Anoka via commuter rail.

He further said that the Northstar Corridor is not in competition with Hennepin's Northwest Corridor. They will demonstrate different types of commuter rail vehicles and the vehicles will be on different corridors.

Commissioner Reinhardt said the benefit to Ramsey County is raising public awareness. She asked how we can double the cost if we are discussing staff time only? She further said there is a feasibility assessment; can all this be completed by July 1? Answers are due June 2. Are these answers available yet?

Mr. Tinklenberg said they are working on obtaining the answers now. They believe it can work but want to be able to pull the plug if necessary.

Commissioner Haigh asked where in Ramsey County it would operate. Commissioner Bennett illustrated on a map that it could run from Anoka into Hennepin and enter Ramsey County near the fairgrounds and baseball stadium. There could be a station at the Amtrak depot. It may go along the Burlington Northern mainline into the 35E area with a potential for another station. It would go south along TH 61 to Newport and Hastings.

Commissioner Wiessner asked who is driving the schedule. Can we change the date to October to have more time to plan for it?

Mr. Tinklenberg said the availability of the train dictates July 1-3. It is heavily booked and many other parts of the country are interested in demonstrations of it.

Commissioner Wiessner asked if Anoka County has committed funding. Mr. Tinklenberg said yes, the Board has committed not to a specific dollar amount, but to whatever is necessary to accomplish the demonstration.

Terry Schutten said there are cost issues. Relating to staffing, Paul Kirkwold said he would assign staff on a part time basis. We need to know what the amount to be budgeted is. Can El give a specific dollar amount to the Board?

Mr. Tinklenberg said the amount is equal to one third of the joint powers agreement, or \$35,000.

Commissioner Ortega said 1/3 is \$33,333.

Kathy DeSpiegelaere said the County would be responsible for work within the county, including staffing, security, extra insurance, signage, cleanup, displays, rent, platform, parking and restrooms. Individual counties would pay for those items.

Commissioner Rettman said then that doubles the cost. The budget doesn't come back to the Rail Authority until June 2. Why should government pay for this when the private sector manufacturer benefits? The demonstration would be in her area. She wants to lock in the amount, and is not prepared to add more and more.

Commissioner Bennett said it could be locked in at \$50,000, like Washington County did.

Commissioner Reinhardt said assuming all the answers can be put in place, this is going to happen. Then the question is will Ramsey County be a part of it. We need a hard cap and a specific budget.

This also goes through Hennepin and Dakota Counties. Have they been approached? If Ramsey County doesn't participate will it still come through the county?

Mr. Tinkelenberg said Dakota had not formally been approached, although Hastings HRA has indicated a wish to be part of the project. Hennepin continues to be invited to participate in the project. He further said that Anoka couldn't approach private concerns to participate until it knew that the counties wanted to do this.

Commissioner Rettman said the route goes through neighborhoods with a great degree of community involvement. Increased train traffic is an issue. The public may ask is this a demonstration or is this a potential route? Neighborhood groups don't know any of this yet. It isn't just the money. Neighborhood awareness needs to occur.

Mr. Tinklenberg said this provides an opportunity to start those discussions, to start people thinking about how commuter rail can better serve the region.

Chair Ortega said he would be more comfortable if there were more time for those discussions.

Commissioner Haigh said the value of transit is to the region as a whole, this is not a local issue. We need to demonstrate regional leadership by not having two different

demonstration projects. This reflects a lack of leadership. If we cannot come together and agree on when we can do a demonstration of commuter rail, how can we agree on larger issues? Hennepin wants theirs at the State Fair. It makes good sense to go where the people are. People leave town July 1-3. Business should be involved at the beginning, not by sending them an invitation to attend. She understands that the opportunity is now. This demonstrates a lack of regional focus. That's why we have spent so much time on this today, because it is a demonstration of a larger issue, how fractured we are on transit.

Commissioner Rettman said in early July there are two events, the Taste of Minnesota and the Hmong Festival, that require security and therefore getting security for a demonstration could be difficult. The State Fair draws many people, including many from outside center cities. It gives more time to involve others in the funding.

Commissioner Bennett said Commissioner Haigh's statement argues both for and against this specific project. This project includes communities from St. Cloud to Hastings. We are the missing link in the middle. This is a regional look. He is a little frustrated at the lack of time, but thinks it can work. If we go ahead we need to put a cap on the budget and we need representation on the coordinating committee. He suggested Commissioner Rettman be one of Ramsey's members.

Chair Ortega said we need a budget. He asked about contingencies, ways to stop the process along the way.

Mr. Tinklenberg said if it became evident that something would not allow the project to go forward we would stop. Many other players will be asked to participate.

Chair Ortega asked if others participate financially, what would that do to Ramsey's contribution?

Mr. Tinklenberg said that would be up to the coordinating committee. It could reduce the overall cost.

Chair Ortega asked how many members would be on the coordinating committee. Mr. Tinklenberg said two Commissioners.

Commissioner Reinhardt said we want answers to a lot of questions before we make a commitment. So do the other counties. This is a regional approach because all the counties are discussing it. She said we should appoint two commissions to the coordinating committee. Answers to questions are due June 2. The matter can be discussed at

the Ramsey County Regional Railroad Authority meeting on June 3.

Chair Ortega asked if Ken Stevens should speak before Ramsey County RRA took action. Has Hennepin considered contributing to this effort?

Mr. Stevens said Hennepin's resolution supports a RegioSprinter demonstration in August, and Hennepin has not taken action to participate in Anoka's project.

Commissioner Wiessner said she has mixed feelings. We have studied LRT exhaustively. This is one more \$100,000 expenditure. Once we have a plan in place, she would be more willing to talk with the public about what should be done. This seems premature. On the other hand, it is a negative message to leave St. Paul out of the demonstration.

Commissioner Bennett said this is not a study, but a demonstration. We need to set an amount and appoint representation.

Chair Ortega said he can go along with a \$50,000 cap. That leaves \$17,000 in for everything else. He wants it to be clear that Kathy will be involved only on oversight because of her other responsibilities. There will be two Commissioners on the coordinating committee.

Commissioner Wiessner asked if there is a drop dead date -- a certain time at which we cannot back out.

Mr. Tinklenberg said no, there are no contracts at this point.

Commissioner Rettman said that June 3 is the drop dead date. There should be enough evidentiary material by that date for a decision to be made.

Commissioner Rettman again reiterated the need to get out to the neighborhoods and tell them about the proposal before June 3.

Mr. Tinklenberg said if there is a way he can assist with maps or information, he would be glad to help, working through Ramsey staff.

Commissioner Wiessner asked if high speed rail had been examined. She said for a trip of this length, high speed rail may be more appropriate.

Mr. Tinklenberg said that the five state area is looking at high speed rail. He supported all modes, including those

that serve local, regional or state transit needs.

Chair Ortega said he agreed. This is not about one mode, but about how they complement each other. That is what makes a system.

David MacMillan asked who will receive the \$50,000? What is the mechanism for receiving and disbursing? The coordinating committee has no legal existence and cannot enter into any contracts on its own.

Mr. Tinklenberg said he wasn't sure, that it was being discussed. Mary Richardson is the special Anoka County attorney working on the matter.

Mr. MacMillan wanted to Board to understand that any action it took today would need to be returned with specifics on how resource were being allocated.

Commissioner Rettman said all of the questions have to be answered on June 3.

The following resolution was moved by Commissioner Bennett and seconded by Commissioner Reinhardt:

WHEREAS, Ramsey County Regional Railroad Authority has a commitment to improve transit in the state and region; and

WHEREAS, Anoka County Regional Railroad Authority has requested Ramsey County Regional Railroad Authority to participate in a commuter rail demonstration project from St. Cloud to Hastings, including a portion of Ramsey County, on July 1 to 3, 1997; and

WHEREAS, Washington County Regional Railroad Authority has committed up to \$50,000 for the commuter rail demonstration project; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority agrees to participate up to \$50,000 in the Anoka/Washington commuter rail demonstration project with the following conditions:

1. That \$33,000 of the \$50,000 will be for the joint regional railroad authority expenses and \$17,000 for expenses specific to Ramsey County Regional Railroad Authority, subject to subsequent definitive action by Ramsey County Regional Railroad Authority that identifies the source of funding and appropriation account;

2. That Commissioners Victoria Reinhardt and Janice Rettman will be the appointees from Ramsey County to the county coordinating committee;
3. That at the June 2 coordinating committee meeting and June 3 Ramsey County Regional Railroad Authority meeting the following questions will be answered satisfactorily in order to make a decision on whether or not to proceed with the demonstration project on July 1 to 3:

Budget for joint and local activities
Cost proposal and draft contract from Amtrak
Preliminary approval from Burlington Northern for the demonstration project
Information on Federal Railroad Administration compliance and related constraints will be obtained
Project parameters will be identified --
 hours of service
 liability/insurance
 train capacity
 potential stations and station requirements
 length of ride and speed of train
 cleaning -- who and when
 siding agreements
 Americans with Disabilities Act compliance

Contracts -- procurement initiated with Amtrak, public relations firm, joint funding agreement, project event coordination, insurance, platform construction

And a feasibility assessment to determine if all the pieces can be put in place by July 1 will be completed.

The resolution passed unanimously.

Ken Stevens was asked to comment on Hennepin's approach to commuter rail. He indicated that Hennepin had passed a resolution to bring the Regio Sprinter vehicle in late August. This commuter rail vehicle can only operate where there is little or no freight traffic on tracks for safety reasons. It is suitable in two corridors in Hennepin County. The Hennepin Board has committed to bring the Regio Sprinter to operate on its Northwest Corridor. Although a demonstration at the state fair has promise, it might need to be a static display, which is not as effective a demonstration as operating vehicles.

Commissioner Haigh asked if it is on the agenda for Hennepin County to participate in Anoka's commuter rail demonstration project. Mr. Stevens said it is not.

Commissioner Haigh asked that a letter be written to the Metro LRT Joint Powers Board expressing the strong wish for Hennepin to participate in the Anoka commuter rail demonstration project.

The meeting adjourned at 3:50 PM.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY
K. DeSpiegelaere
Authorized Signature
5/30/97
Date

Board Action Requested

Action on commuter rail demonstration project:

- a. Authorize budget adjustment to fund the commuter rail demonstration project in the amount of \$70,838
- b. Authorize the Director of RCRRA to enter into contracts and disburse funds to pay for Ramsey County costs associated with the commuter rail demonstration project
- c. Authorize the Director to execute the joint funding agreement subject to approvals

Request Justification

See attached:

- 1. Draft resolution
- 2. Memorandum from K. DeSpiegelaere with attachments

Budgeting and Accounting

Mark Johnson 5/30/97

County Attorney

Risk Management

Documentation certified complete for:

6/3/97

Board Date

Signature

Date

DRAFT RESOLUTION

WHEREAS, Ramsey, Anoka and Washington Counties have an opportunity to provide a Commuter Rail Demonstration using the AMTRAK Flextrain on July 1, 2 and 3, 1997, to their respective communities; and

WHEREAS, The Ramsey County Regional Railroad Authority approved a resolution on May 20 authorizing participation by the Regional Railroad Authority up to \$50,000 for the purposes of the Commuter Rail Demonstration Project (\$33,000 for joint project funding and \$17,000 for Ramsey County costs); and

WHEREAS, The Ramsey, Anoka and Washington County Regional Railroad Authorities have developed a Joint Funding Agreement to pay for the AMTRAK Flextrain and publicity associated with the demonstration; and

WHEREAS, It is necessary to appropriate funds to finance the Ramsey County Regional Railroad Authority's participation in the Commuter Rail Demonstration Project; and

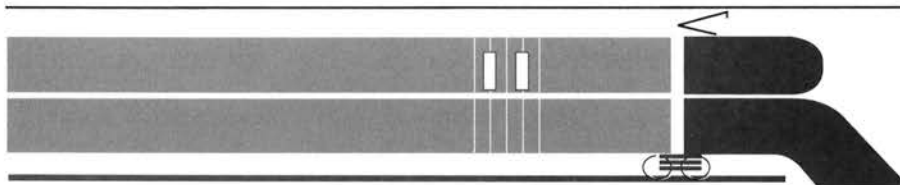
WHEREAS, Funds are available from the Ramsey County Regional Railroad Authority's match in the Phase II Preliminary Engineering - Midway Corridor budget; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Authority authorizes the Director of Ramsey County Regional Railroad Authority to transfer up to \$70,838 from the Authority's match in the Phase II PE Midway Corridor (59105), budget to fund the Commuter Rail Demonstration project budget; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Director of RCRRA to disburse the \$33,000 allocated for the joint project to be transferred to the Anoka County Regional Railroad Authority for the joint project fund; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Director of RCRRA to enter into contracts and provide for the disbursement of funds to pay for costs associated with Ramsey County activities that are a part of the Commuter Rail Demonstration Project in an amount not to exceed \$37,838; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes its Director to execute the joint funding agreement with Anoka and Washington County Regional Railroad Authorities subject to approval of the agreement by the Ramsey County offices of Risk Management, Budgeting and Accounting and County Attorney.



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 *KB*

Subject: Commuter Rail Demonstration Project

Date: May 30, 1997

At the May 20 Regional Railroad Authority meeting, you passed a resolution agreeing to participate in the Anoka/Washington commuter rail demonstration project (see vehicle description, Attachment 1) with conditions relating to budget; appointees to a joint county coordinating committee; and information to answer specific questions relating to the feasibility of the commuter rail demonstration project occurring July 1 to 3, 1997.

The project is on a fast schedule and there will be a meeting of the joint county coordinating committee on Monday, June 2, to discuss current information on the demonstration project, including the joint funding agreement attached to this documentation. It is likely that additional information will be available on Monday and if so, that information will be provided to you at Tuesday's Regional Railroad Authority meeting.

Amtrak is the contractor for the commuter rail vehicle. The train will be located when it is not operating between St. Cloud and Hastings at the Amtrak Depot on Terminal Road in St. Paul.

At this time we have learned:

Participation

Anoka and Washington County Regional Railroad Authorities are participants. Hastings Housing and Redevelopment Authority, previously thought to be a participant, is not going to participate financially. At your request, Hennepin County was sent a letter by Chair Ortega asking for it to

participate in the demonstration project.

Joint funding agreement

A joint funding agreement has been developed and received a preliminary review by Ramsey County staff. A copy is Attachment 2. The exhibit that is part of the agreement relating to the Amtrak contract is still being negotiated, and the agreement is therefore not yet ready for final approval. I have requested your authorization for me to execute the contract once approvals have been received from Ramsey County Attorney, Budgeting and Accounting and Risk Management offices.

Local budget

Joint activities will include the cost of operating the train between St. Cloud and Hastings and public relations work associated with event planning. Ramsey County Regional Railroad Authority's contribution will be \$33,000.

Each county will be responsible for the following local activities. An estimated budget for them is as follows:

County Staff (salary and overhead)	\$ 9,338
Refreshments	3,000
Volunteer expenses	500
Insurance for events	1,000
Extra train crew for BN Southern mainline	2,000
Rent for siding near Dale Street	1,000
Security at events	1,000
Platform	5,000
Event at Maxson Steel	7,000
Other events	5,000
Cleanup	500
Printing, mailing, supplies, given away	2,000
Portable restrooms	500
TOTAL	\$ 37,838

Note that this amount exceeds the \$17,000 cap requested on May 20.

Feasibility

A feasibility assessment is being prepared for the Monday joint coordinating committee meeting.

Verbal information from Burlington Northern indicates it will allow operation on its southern mainline in Ramsey County (Attachment 3). The exact parameters would be developed in consultation with the public relations consultant. Written confirmation has not been received from Burlington Northern at this point in time.

There is a technical issue relating to "hot boxes," a mechanism that proved to be difficult after a recent demonstration in Portland, Oregon, that is still being examined by Burlington Northern and Amtrak.

Public relations firms are submitting proposals this afternoon and the joint coordinating committee will review those at its Monday meeting. Ramsey County staff, Jon Walsh and I, met along with Anoka staff, with two of the potential firms on Tuesday of this week. Both indicated that the work requested is able to be accomplished in the timeframe.

Recommendation:

Consider the resolution authorizing Ramsey County's participation in activities relating to the commuter rail demonstration project.

AMTRAK INTRODUCES...



Flexliner

Amtrak, The National Railroad Passenger Corporation, is proud to welcome the European-designed Flexliner passenger train to the United States. The modern, high-tech train is embarking on a two-year demonstration program throughout North America. The Flexliner has been in successful operation abroad for more than five years. Currently, nearly 200 Flexliner trains are in service in four countries.



The Flexliner sets a new standard for comfort and efficiency in rail travel. The passenger train features world-class on-board amenities, versatile operational technology, and state-of-the-art design. Its modern comfort and flexibility embody Amtrak's vision of 21st century American rail travel.



5

The Premiere of a New

Unparalleled On-Board Comfort

With its innovative design and advanced technology, the Flexliner provides a distinctive level of on-board comfort, ease and convenience for both business and leisure travellers. The spacious cars feature comfortable, adjustable seats, panoramic windows, cellular phones, outlets for laptop computers and electronic route maps and schedule status systems. The Flexliner also provides generous storage space and access for persons with disabilities.

Unique Operational Flexibility

As its name suggests, the Flexliner is versatile. The bi-directional train employs an automated "coupling" connecting system that allows individual trains to be joined and separated within minutes — even while the trains are moving at low speeds. This technology enables multiple trains leaving a station as one unit to be quickly "uncoupled" to form two or more trains traveling to different destinations. Its modular design also enables the Flexliner to be adjusted according to passenger volume.

Unlike conventional trains, the Flexliner does not require a locomotive to power the train. The self-propelled train is built to run on existing, conventional rails. In addition, the Flexliner employs advanced tilt technology for curved rail lines.

The Flexliner's computer technology allows diesel and electric equipment to run as a single train with either the electric or diesel motors providing traction power. This enables the same level of transport quality to be provided on intercity, regional and local lines, whether these lines are electrified or not. The touring Flexliner is diesel powered.

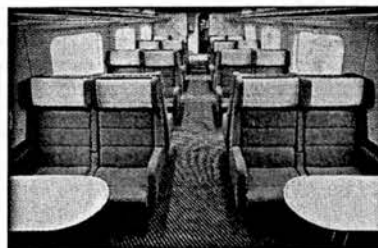


Generation of Rail Travel

State-of-the-Art Design

The Flexliner is equipped with a computerized diagnostic system that allows the driver and maintenance personnel to monitor train conditions. The trains feature a rubber front and a unique "fold-back" door design that allow easy passage between coupled trains, permitting unrestricted movement through the length of the modular Flexliner.

The train's flexible interior is designed to accommodate a minimum of 140 passengers. Each train can be adjusted for high capacity, short-distance commuter service and for spacious configurations for longer intercity journeys.



Flexliner Fast Facts

- Trains are self-propelled (locomotive not required), lightweight multiple units built of aluminum profiles;
- Trains can consist of two to four cars and up to five trains can be connected to comprise a Flexliner trainset;
- The train is designed for quick acceleration and can travel up to 112 mph;
- Trains are available with diesel (DMU) as well as electric (EMU) traction;
- For passenger comfort, the Flexliner is equipped with state-of-the-art electronic equipment and passenger information systems, panoramic windows, roomy seats and other world-class amenities.

The Flexliner is manufactured by Adtranz, a 50/50 joint venture combining the worldwide transportation businesses of ABB Asea Brown Boveri Ltd. and Daimler-Benz. The company is a complete global provider of transportation products, systems and services, especially passenger rail systems, automated guideway transit systems and automated train control systems.

Flexliner Data Sheet

●
ADtranz



Flexliner Demonstration Train Information

ENVIRONMENT

Fuel consumption	<2.5 mi/gal.
Closed toilet system	Vacuum

Noise Levels

Passenger compartment (100 mph)	68 dB(A)
External (0 mph)	77 dB(A)
External (100 mph)	85 dB(A)
Driver's cab (100 mph)	70 dB(A)
Vestibule (100 mph)	77 dB(A)

PASSENGERS

Entrance doors, per car side	2
Entrance door width	4.4'
Internal automatic doors, type 1	2.8'
Internal automatic doors, type 2	2.3'
Gangway coach to coach	3.0'
Gangway train to train	4.3'

Disabled Passengers

Wide entrance doors	1
Wheelchair location	1

Air Conditioning

6 systems

Lavatory

2 (One accommodates disabled passengers)

Information system

Dot displays	
Entrance displays	4
Passenger area displays	8
Route map	2
Visual information	Dot displays/ Pictogram

Reading Light

1 per seat

Entertainment

Audio channels	5 channels (3 CD, 2 Radio)
----------------	-------------------------------

Communication

Pay Phone	2
110 V AC outlets 50 Hz	1 per 4 seats
Loudspeaker systems	2

TRAIN OPERATION

Automatic train stop	1
Driver's radio	2
Event recorder	1

Automatic Coupling of Trainsets

Number of trainsets	Up to 5
Coupling with other Flexliner trainsets	yes ¹⁾

Redundancy

Traction	4 engines
EP brake control	2 computers
Control	2 systems
Electric Supply	3 generators
Compressed air	2 systems

Seats

1st Class seats	32
Coach seats	109
Seat distance	3.4'

Performance

Acceleration	1.8 mph/sec.
Braking (service)	2.2 mph/sec.
Braking (emergency)	2.8 mph/sec.
Speed (max)	112 mph

Capacity

Fuel	2 x 300 gal
Water	88 gal

SERVICE/MAINTENANCE

Service intervals	30,000 miles
Overhaul Intervals	750,000 miles
Service/repair	Module exchange
On-board fault logging	2
On-board diagnostic system	2

External connection

AC power supply	1 x 3 480 V AC, 60 Hz
Compressed air	4
Water	4
Waste dump	4
Fuel	4

TECHNICAL

Trainset Data

Motor coach	2
Middle coach	1
Length	193'
Coach, width	10.2'
Coach, height	12.6'
Weight (tare)	224,000 lbs
Pay load	40,000 lbs
Body shell	Extruded aluminum

Traction

Engines	4 x 400 HP air cooled
Tractive start effort	33,000 lbs.
Transmission	Diesel mechanical

Electric Supply

Generators	3x 380 V AC 50 Hz 150 kW
Battery	24 V DC 300 Ah

Brakes

Brake Control	2 computers
EP Brake	Electric-pneumatic
IP Brake	Standard air brake
Rail Track brakes	2 at front trucks
Parking brake on gradient	2.6%
Distance (100 mph)	3280'
Emergency (100 mph)	2950'
Slip/Slide protection	yes

Trucks

Front trucks	2
Articulated trucks	2
Wheel diameter, new wheels	33.5"
Wheel diameter, worn wheels	32"

¹⁾ DMU & EMU units can be coupled and mixed

Attachment 2

DRAFT: May 30, 1997

**JOINT FUNDING AGREEMENT
FOR
A COMMUTER RAIL
DEMONSTRATION PROJECT**

THIS AGREEMENT, is made and entered into by and between the Anoka County Regional Railroad Authority (hereinafter referred to as the "ACRRA"), the Ramsey County Regional Railroad Authority (hereinafter referred to as the "RCRRA") and Washington County Regional Railroad Authority (hereinafter referred to as the "WCRRA"), hereinafter collectively referred to as the "Authorities," pursuant to Minnesota Statutes §§ 398A.04, subdivision 9 and 471.59.

WHEREAS, the Authorities wish to jointly demonstrate commuter rail as a technology meeting transit needs serving the Twin Cities Metropolitan Area and adjacent areas; and

WHEREAS, the ACRRA, the RCRRA and the WCRRA each have agreed to contribute funding to pay the costs of a commuter rail demonstration project to be conducted on July 1, 2, and 3, 1997; and

WHEREAS, the ACRRA is willing to manage the Authorities' funds and enter into and manage contracts for services on behalf of the Authorities with respect to the commuter rail demonstration project;

NOW, THEREFORE, in consideration of the mutual promises and benefits that each party shall derive herefrom, and other good and valuable consideration, receipt of which is hereby acknowledged, the parties agree as follows:

ARTICLE I

PURPOSES

This Agreement has been executed by the Authorities for the purposes of creating a Project Fund, designating ACRRA to receive and manage the Project Fund and to enter into and manage contracts necessary for the joint elements of the Project, and establishing a Project Coordination Committee.

Post-it® Fax Note	7671	Date	5-30-97	# of pages	6
To	Kathy Despicke	From	Teresa Johnson		
Co./Dept.	Ramsey Ctry	Co.	Anoka County		
Phone #		Phone #			
Fax #	266-2761	Fax #			

Commuter Rail Demonstration Project
Page 1

10

ARTICLE II

THE PROJECT

For purposes of this Agreement, the parties agree that the Project shall consist of those elements of the Commuter Rail Demonstration Project which shall be jointly undertaken. The parties hereby delegate to the ACRRA the authority to provide purchasing and contracting services on behalf of the Authorities as set forth Article V of this Agreement in order to complete the following elements of the Project:

- A. Enter into a contract with the National Railroad Passenger Corporation (Amtrak) for the provision of two trainsets of Flexliner equipment and for the operation of the three-day demonstration project, a draft of which is attached to this Agreement as Exhibit A and incorporated herein by reference;
- B. Enter into a contract with a public relations firm for marketing and advertising services for general promotion of the demonstration project; and
- C. Make expenditures for such additional costs as signage and insurance, as recommended by the Project Coordination Committee, to the extent that funds are available.

The parties agree that each Authority shall be solely responsible for the planning, development, funding, and implementation of all demonstration project activities occurring within its boundaries, other than those joint activities specified above. All such local activities shall be coordinated, to the extent necessary for a successful demonstration project, through the Project Coordination Committee. It is agreed by the parties that the trainset will stop in each of the three counties at least once during normal business hours during the demonstration project.

ARTICLE III

PROJECT FUND

Section 3.1 Creation. The Authorities hereby establish the Project Fund with each party contributing the amount set forth in Section 3.2. Any other funds obtained for the Project implementation shall also be deposited into the Project Fund. The sole purpose of the Project Fund shall be to provide the monies necessary to complete the joint work program described in Article II.

Section 3.2 Contributions. On or before June 13, 1997, each party shall contribute monies to the Project Fund as follows:

<u>Party</u>	<u>Amount</u>
ACRRA	\$33,000
RCRRA	\$33,000
WCRRA	\$33,000

Section 3.3 Excess Contributions. If the actual total cost of completing the work program and satisfying all outstanding obligations of the Project is less than the total amount of monies in the Project Fund, such excess shall be refunded to the parties in proportion to their contributions to such fund.

Section 3.4 Insufficient Contributions. If the actual total cost of completing the work program and satisfying all outstanding obligations of the Project is greater than the total amount of monies in the Project Fund, the ACRRA shall reduce the scope of the work program set forth in Article II as approved by the Project Coordination Committee. No party shall be required to contribute more than \$33,000 to complete the work program contemplated by this Agreement without the written consent of that party.

ARTICLE IV

PROJECT COORDINATION COMMITTEE

Each party shall appoint one staff person and two Regional Railroad Authority Commissioners to serve on the Project Coordination Committee. The purpose of the Committee shall be to advise and coordinate with the ACRRA in its performance of the services provided hereunder and in the implementation of the Project.

ARTICLE V

ACCRA SERVICES

Section 5.1 Budgeting and Accounting Services. The ACRRA shall provide budgeting and accounting services necessary to manage Project funds, including Authorities' contributions and other Project funds, if any. Such services shall include, but not be limited to management of all Project funds, payment for contracted services, and relevant bookkeeping and record keeping. The ACRRA shall establish one or more separate funds for said monies and all interest earned from established funds shall be credited back to those same funds. All pertinent books, records, documents, and accounting procedures and practices shall be maintained by the ACRRA and

made available to the Authorities and the State Auditor upon reasonable notice and shall be retained for a period of three years. The ACRRA shall provide all parties to this Agreement an accounting of all funds contributed by the parties within six months of the completion of the commuter rail demonstration project.

Section 5.2 Contracting and Purchasing Services. The ACRRA shall make purchases for goods and services and enter into contracts needed or desirable to implement the Project within the funds available. The contracting and purchasing requirements of the ACRRA shall apply to contracts let and purchases made on behalf of the Authorities during the term of this Agreement.

Section 5.3 Accountability for Funds. All funds shall be accounted for according to generally accepted accounting principles. The ACRRA shall submit a report to the Authorities upon completion of the Project.

ARTICLE VI

MISCELLANEOUS

Section 6.1 Term. The term of this Agreement shall be from June 2, 1997, notwithstanding the dates of the signatures of the parties, through completion of the Project, which is currently contemplated to be no later than September 1, 1997.

Section 6.2 Termination. This Agreement shall terminate:

- A. upon written agreement of the parties; or
- B. upon written notice by the ACRRA that the Project has been completed.

Section 6.3 Distribution of funds. Upon termination of this Agreement, ACRRA shall pay all outstanding Project obligations from the funds managed by the ACRRA pursuant to this Agreement. Any surplus money in these funds after all such payments have been made shall be distributed to the Authorities in the same proportion as their contributions.

Section 6.4 Ownership of Materials Produced. All documents, reports and any marketing or public relations products are work products of the Authorities and shall be the property of the Authorities, subject to the rights and limitations set forth in the contracts contemplated herein; provided, however, that the parties shall be entitled use any or all of the materials produced pursuant to this Agreement either individually or collectively. All books, accounts, records and documents shall be subject to the provisions of Minn. Stat. Chapter 13, the Minnesota Government Data Practices Act, and Minn. Stat. § 16B.06, subd. 4.

Section 6.5 Covenant Not to Sue and Liability.

A. Covenant Not to Sue.

In consideration of the agreements contained herein, the Authorities covenant not to bring any claim or action against the ACRRA related to services provided by the ACRRA under this Agreement.

B. Liability.

The Authorities agree to share equally in any costs incurred by the ACRRA in defending, settling and satisfying any claims, demands, and causes of action of any kind or character, resulting from the acts or omissions, including negligent acts or omissions, of the ACRRA's elected officials, employees and agents in providing services under this Agreement.

C. No Waiver of Immunities.

Nothing in this Section is intended by the parties as a waiver of any liability limits or immunities that the parties are otherwise entitled to under law.

D. Survival.

The requirements of this section shall survive the termination or expiration of this Agreement.

IN WITNESS WHEREOF, the parties hereto have caused the execution hereof.

**ANOKA COUNTY REGIONAL
RAILROAD AUTHORITY**

**RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY**

By: _____
Chair of the Anoka County
Regional Railroad Authority

By: _____
Chair of the Ramsey County
Regional Railroad Authority

Dated: _____

Dated: _____

ATTEST:

ATTEST:

Title: _____

Title: _____

Dated: _____

Dated: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

**WASHINGTON COUNTY REGIONAL
RAILROAD AUTHORITY**

By: _____
Chair of the Washington County
Regional Railroad Authority

Dated: _____

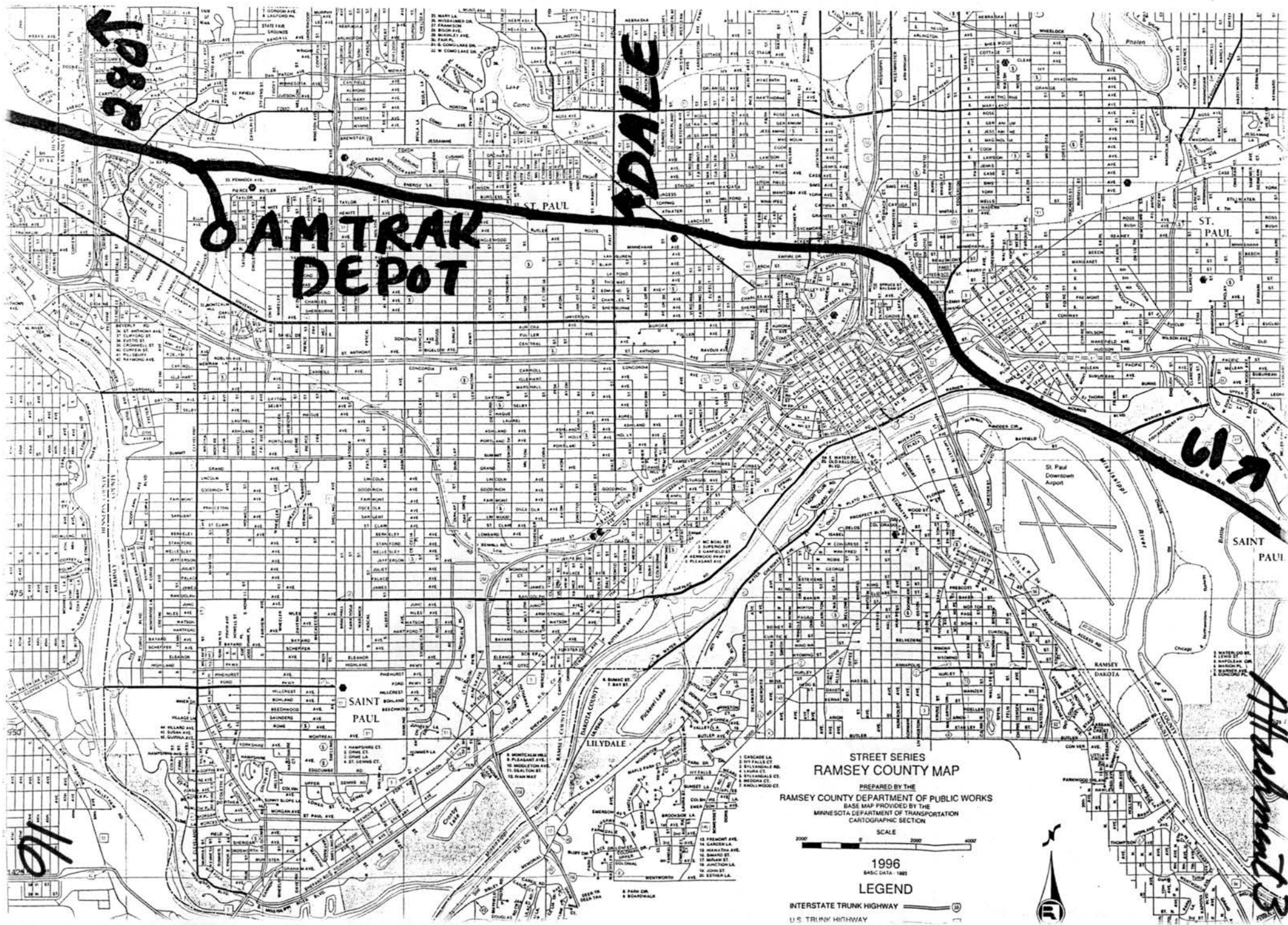
ATTEST:

Title: _____

Dated: _____

APPROVED AS TO FORM:

Demonstration Project Location



*Resolution for Ramsey County Regional
Railroad Authority meeting June 3, 1997*

DRAFT RESOLUTION

WHEREAS, Ramsey, Anoka and Washington Counties have an opportunity to provide a Commuter Rail Demonstration using the AMTRAK Flextrain on July 1, 2 and 3, 1997, to their respective communities; and

WHEREAS, The Ramsey County Regional Railroad Authority approved a resolution on May 20 authorizing participation by the Regional Railroad Authority up to \$50,000 for the purposes of the Commuter Rail Demonstration Project (\$33,000 for joint project funding and \$17,000 for Ramsey County costs); and

WHEREAS, The Ramsey, Anoka and Washington County Regional Railroad Authorities have developed a Joint Funding Agreement to pay for the AMTRAK Flextrain and publicity associated with the demonstration; and

WHEREAS, It is necessary to appropriate funds to finance the Ramsey County Regional Railroad Authority's participation in the Commuter Rail Demonstration Project; and

WHEREAS, Funds are available from the Ramsey County Regional Railroad Authority's match in the Phase II Preliminary Engineering - Midway Corridor budget; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Authority authorizes the Director of Ramsey County Regional Railroad Authority to transfer up to \$52,955 from the Authority's match in the Phase II Preliminary Engineering Midway Corridor (59105), budget to fund the Commuter Rail Demonstration project budget; and Be It Further

*Changed
from
\$70,838*

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Director of RCRRRA to disburse the \$33,000 allocated for the joint project to be transferred to the Anoka County Regional Railroad Authority for the joint project fund; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Director of RCRRRA to enter into contracts and provide for the disbursement of funds to pay for costs associated with Ramsey County activities that are a part of the Commuter Rail Demonstration Project in an amount not to exceed \$19,955; and Be It Further

*changed
from
\$37,838*

RESOLVED, The Ramsey County Regional Railroad Authority authorizes its Director to execute the joint funding agreement with Anoka and Washington County Regional Railroad Authorities subject to approval of the agreement by the Ramsey County offices of Risk Management, Budgeting and Accounting and County Attorney.

Revised June 2, 1997 per Comm. Pettman and Reinhardt

*Revised June 2, 1997 per Comm. Rettman
and Reinhardt*

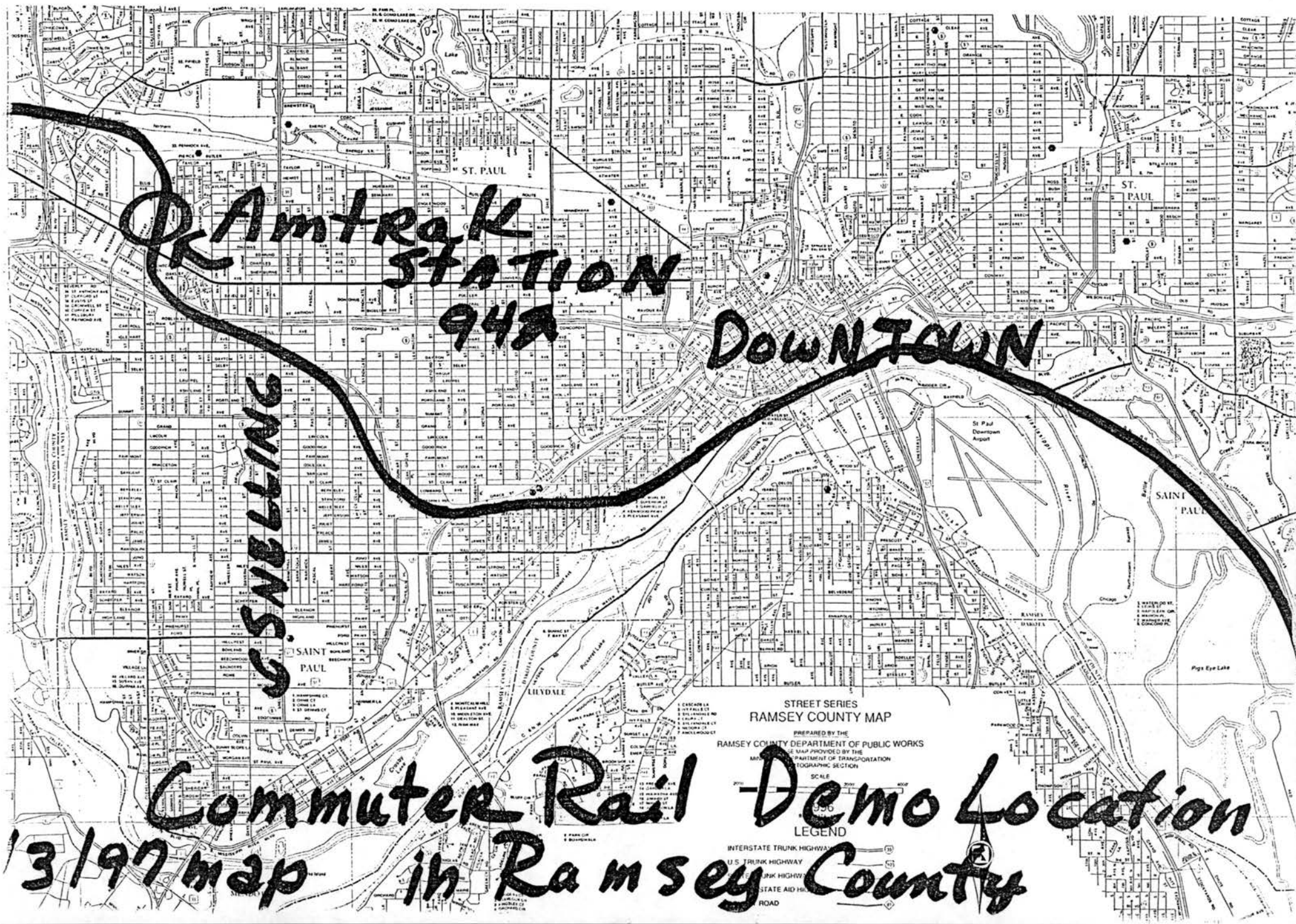
RAMSEY COUNTY BUDGET
FOR
COMMUTER RAIL DEMONSTRATION, July 1-3, 1997

1. COUNTY STAFF (SALARY & OVERHEAD)	\$7955
RC STAFF PERSON (INCLUDES OVERHEAD)	
\$43.81 X 150 HRS = \$6,571.50	
TEMP CLERICAL HELP	
\$13.83 X 100 HRS = \$1383.00	
2. REFRESHMENTS (OFFICIALS & VOLUNTEERS)	\$2,000
3. VOLUNTEER EXPENSES	\$500
MATERIALS ASSOCIATED WITH EVENTS	
4. INSURANCE FOR EVENTS	\$1,000
ESTIMATE PROVIDED BY RISK MANAGEMENT	
5. SECURITY FOR EVENTS	\$1,000
ONE GUARD \$20 PER HOUR, 24 HRS = \$48	
6. EVENTS HELD AT AMTRAK DEPOT	\$5,000
ESTIMATED 2 EVENTS @ \$2,500 EACH	
7. CLEANUP	\$500
CLEAN UP CREW EST @ \$20 PER HOUR	
8. PRINTING, MAILINGS, SUPPLIES, GIVE AWAYS	\$2,000
COST ASSOCIATED WITH POSSIBLY 2 EVENTS IN RAMSEY COUNTY	

Total

\$19,955

*Mason Steel event deleted. Operation
on BN Southern Mainline deleted.*



Amtrak
STATION
942

DOWNTOWN

SNELLING

Commuter Rail Demo Location
'3/97 map in Ramsey County

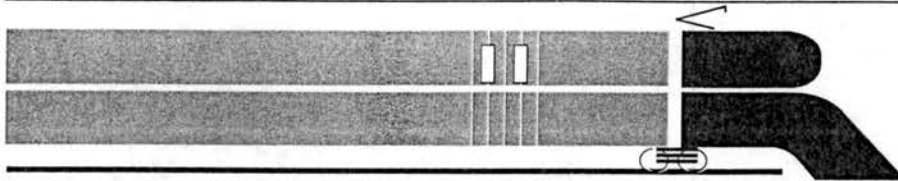
STREET SERIES
RAMSEY COUNTY MAP

PREPARED BY THE
RAMSEY COUNTY DEPARTMENT OF PUBLIC WORKS
THE MAP PROVIDED BY THE
DEPARTMENT OF TRANSPORTATION
TOPOGRAPHIC SECTION

SCALE
1" = 1 MILE

LEGEND

INTERSTATE TRUNK HIGHWAY
U.S. TRUNK HIGHWAY
STATE AID HIGHWAY
ROAD



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

Agenda

Ramsey County Regional Railroad Authority Meeting

Tuesday, June 3, 1997

1:30 PM

COUNCIL CHAMBERS -- 3RD FLOOR COURT HOUSE

1. * Approve minutes of May 6, 1997
2. * Approve minutes of May 20, 1997
3. * Action on commuter rail demonstration project:
 - a. Authorize budget adjustment of \$70,838 to fund the commuter rail demonstration project;
 - b. Authorize the Director of RCRRA to enter into contracts and disburse funds to pay for Ramsey County costs associated with the commuter rail demonstration project;
 - c. Authorize the Director of RCRRA to execute the joint funding agreement with Anoka and Washington County Regional Railroad Authorities for a cost not to exceed \$33,000 pending approval by the County Attorney, Risk Management and Budgeting and Accounting offices.

* Action is requested



1

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
BOARD MEETING

MAY 6, 1997

The Ramsey County Regional Railroad Authority met on Tuesday, May 6, 1997, in Council Chambers.

MEMBERS PRESENT: Chairman Rafael Ortega
Commissioner Tony Bennett
Commissioner Dino Guerin
Commissioner Susan M. Haigh
Commissioner Victoria Reinhardt
Commissioner Janice Rettman -
(arrived 1:35 p.m.)
Commissioner Jan Wiessner

OTHERS PRESENT: Dave MacMillan, County Attorney; Terry Schutten, County Manager; Jim VanHoudt, Director of Budgeting and Accounting; Marlen Johnson, Budgeting and Accounting; Karen Tero, County Manager Staff; Terry Lindeke, County Manager Staff; Nick Riley, County Manager Staff; Judy Karon, County Manager Staff; Lisa Lee; Robert E. Clarkson, Roseville resident; Hugh Faville, Roseville resident; Valdi Stefanson, Environment/Energy Resource Center; Kathryn DeSpiegelaere, Director of RRA; and Judy Procai, Administrative Assistant.

Chairman Ortega called the meeting to order at 1:20 PM.

1. Accept the minutes of the Ramsey County Regional Railroad Authority Board meetings of April 22, 1997.

Motion by Commissioner Tony Bennett, seconded by Commissioner Victoria Reinhardt, to accept the minutes from the April 22, 1997 RCRRRA meetings.

Ayes - 7, Nays - 0
Motion accepted.

2. Update on federal funding for the Riverview Corridor Transit Project.

Dennis McGrann of Lockridge, Grindal, Nowlan, and Holstein law firm said he represents Ramsey County in Washington, D.C. on federal relations matters that are determined by the County Board. He gave an overview of ISTEA and the Riverview Corridor project and talked about what needs to be done to ensure success of this project.

Time Frame for ISTEA:

- House of Representatives will move bill in May and bring to the House during the month of July.
- The Senate will follow later in the summer.
- Federal government must reauthorize the transportation program by September 30, 1997 or the authority under which the federal highway programs exist ceases at midnight.

Commissioner Bennett asked if the RRA's budget falls within the scope of the agreement reached last week between the President and Congress.

Mr. McGrann said Mr. Schuster is only interested in increasing funding for infrastructure projects and programs in America and does not believe there is enough money in this budget deal to fund what is necessary for infrastructure.

Commissioner Bennett asked how much money is in this budget plan.

Mr. McGrann stated \$2 billion more per year. The life of this budget deal is through the year 2002, so it increases Mr. Schuster's allocation by \$10 billion for a 5 year deal. Mr. Schuster is looking for double the amount somewhere around \$20 billion.

Commissioner Bennett asked how much money is allocated for the thousands of programs.

Mr. McGrann said there is a need to increase the budget by \$20 billion more over 5 years in order to fund all the priority programs.

Commissioner Bennett asked if Mr. McGrann viewed information on these thousands of programs.

Mr. McGrann said that he looked at a number of Minnesota projects, but the national program list has not been released publicly.

Commissioner Bennett wanted to know Ramsey County's position.

Mr. McGrann said that policy makers look for solid projects and proposals with a strong unified and local base of support between business and labor. When Congress reauthorizes these programs, there must be a willingness to participate and to advocate on behalf of sound local projects or these projects will not be funded. He added that Commissioners Ortega and Bennett have testified before Congress for the transportation infrastructure committee as well as the appropriations committee.

Commissioner Weissner asked if Congress would be in session until midnight of September 30th.

Mr. McGrann thought that Congress could pass a short term extension for whatever period of time they feel is appropriate and continue the funding while they still debate the measure. He said the biggest issue of ISTEA is how the federal government distributes the gas tax money, which is the largest single federal expenditure in a bill.

Commissioner Bennett and Mr. McGrann discussed the role of ethanol revenue for federal highway dollars. Mr. McGrann said that the ethanol issue could be problematic if it's not addressed in the formula.

Commissioner Haigh said she hears consistently from different sizes of employers the issue of transportation and the inability for people to get to work.

Commissioner Bennett stated that the Chamber of Commerce supports the ISTEA application.

Commissioner Haigh feels that contact should be made with other Chambers of Commerce as well as the Capital City Partnership, and associations with businesses that aren't members of the Chambers of Commerce.

Commissioner Reinhardt asked for a brief update on the flow control legislation.

Mr. McGrann explained the flow control history and gave an update on some of the issues. He said there will be

a bill to move this year.

Commissioner Reinhardt said that flow control is important because of the associated bonds and that liability is important for Ramsey County.

Mr. McGrann addressed the legal immigrant issue, stating that a synopsis of the legal immigrants issue will be faxed to the County Board as they affect the welfare program. He said there will be a one month legal extension period ending September 30th, where under the current Welfare law, all legal immigrants' SSI and Food Stamp coverage ceases to exit.

Chair Ortega asked if there is a time limit to the current bill.

Mr. McGrann said the funding is for a 5 year time span, the life of the budget.

Nick Riley presented a legislative update.

Commissioner Bennett said there is a resolution for Brownfields and thought the Chair could draft a letter stating there is a resolution already to reaffirm the continued support to clean up Brownfields.

Mr. Riley talked about gas tax amendments and formulas and the future growth effects. He said the Senate passed a quarter cent increase in the metro sales tax which would raise about \$70 million annually for transit and would take transit off the property tax in the Metro area. The House of Representatives is opposed to sales tax and would like to have the motor vehicle excise tax transferred from the general budget to transit.

3. Update on commuter rail.

Held over until the May 20, 1997 RCRRA meeting.

4. Ratify quarterly report of payments for October 1 through December 31, 1996.

Motion by Commissioner Susan Haigh, seconded by Commissioner Victoria Reinhardt, to accept the quarterly report.

Ayes - 7, Nays - 0
Motion adopted. (RRA-08)

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period October 1, 1996 through December 31, 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.

5. Ratify quarterly report of payments for January 1 through March 31, 1997.

Motion by Commissioner Susan Haigh, seconded by Commissioner Victoria Reinhardt, to accept the quarterly report.

Ayes - 7, Nays - 0
Motion adopted. (RRA-09)

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period January 1, 1997 through March 31, 1997, 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.

There being no further matters to come before this Board, Chairman Ortega declared the meeting adjourned at 2:24 PM.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY BOARD MEETING

MAY 20, 1997

The Ramsey County Regional Railroad Authority met on Tuesday, May 20, 1997, in Council Chambers.

MEMBERS PRESENT: Chairman Rafael Ortega
 Commissioner Tony Bennett
 Commissioner Dino Guerin
 Commissioner Susan Haigh
 Commissioner Victoria Reinhardt
 Commissioner Janice Rettman
 (arrived 2:25 PM)
 Commissioner Jan Weissner

OTHERS PRESENT: Dave MacMillan, County Attorney;
 Terry Schutten, County Manager; Jim VanHoudt, Director of Budgeting and Accounting; Marlen Johnson, Budgeting and Accounting; Karen Tero, County Manager Staff; Robert Clarkson, Roseville resident; Bill Stouvenel, DTED; Ken Stevens, Hennepin County RRA; El Tinklenberg, Anoka County RRA; Paul Kirkwold, Jane McClure, Neighborhood Media Goddess; Joe Murphy, Commissioner Tony Bennett's Assistant; Kathryn DeSpiegelaere, Ramsey County RRA; and Judy Procai, Administrative Assistant.

Chairman Ortega called the meeting to order at 1:50 PM.

COMMUTER RAIL DEMONSTRATION PROJECT DISCUSSION

Chair Ortega commented that he and representatives of the Metropolitan Council and Hennepin County Regional Railroad Authority had been in Washington during the past week and had met with seven Congressmen about the potential for federal transportation funding for the Twin City transitway projects, including Riverview. He complimented Hennepin and Ramsey County's federal lobbyists for the excellent schedule of meetings they had arranged. He said he was pleased that the

Metropolitan Council advocated for the projects. The funding status won't be known until later this year.

Chair Ortega commented that speakers at the meeting today would be El Tinklenberg from Anoka County and Ken Stevens from Hennepin County and the topic would be commuter rail demonstration.

El Tinklenberg spoke about the federal application for a project from Minneapolis to St. Cloud that includes Sherburne, Benton, Stearns, Hennepin and Anoka Counties. The multi-modal feasibility study would include a commuter rail study along Burlington Northern mainline tracks near TH 10.

Because of its interest in the commuter rail study, Anoka County is proposing to bring a commuter rail vehicle to the Twin Cities to demonstrate what commuter rail is and where it operates. The Flexliner is a self propelled commuter rail vehicle that can operate on mainline tracks. It would be here July 1-3. The three day demonstration would be operated by Amtrak. The vehicle could operate between Hastings and St. Cloud.

This morning Washington County voted a \$35,000 contribution to the joint commuter rail demonstration effort, plus \$15,000 additional dollars for their own expenses. The City of Hastings Housing and Redevelopment Authority and the Minnesota Department of Trade and Economic Development Department are also interested in assisting.

Mr. Tinklenberg distributed a preliminary work plan. There is a joint budget of \$100,000, which includes \$60,000 for operations and \$40,000 for public information.

Ramsey County Regional Railroad Authority is invited to be involved.

Chair Ortega asked what is the specific dollar request from Ramsey County?

Mr. Tinklenberg said the cost will be shared. Each of the three counties would share equally. Cities along the corridor would be asked to provide funding for a station area platform and other station amenities. At this time there are no details, the work program is just beginning.

Commissioner Bennett asked if the funding could come from the Regional Railroad Authority rather than Ramsey County. Chair Ortega said it could.

Commissioner Bennett said he had previously had questions about the media coverage, given the short amount of time to prepare. He further asked about specifics of how the demonstration project would run in the various locations.

Mr. Tinklenberg said that the coordinating committee would decide what runs would have the greatest impact. It might be that the first two days transportation decision makers are invited to take longer trips and the third day the general public does short rides, such as between the downtowns.

Commissioner Haigh asked how this demonstration related to Hennepin's demonstration and what would Ramsey County get as a community for its \$50,000 expenditure?

Mr. Tinklenberg said the benefit would be twofold -- an understanding of what commuter rail is and where it operates; and the need to establish that commuter rail is possible, that it can work, that it can serve many needs, and how it reinforces downtown areas. Other cities which have done demonstrations thought it advanced their processes.

Commissioner Guerin said he supports looking at commuter rail, but it isn't very complex and so Ramsey County will need to look carefully and the dollars it expends. It requires time to educate people about commuter alternatives. It will be difficult to do all that in a three day demonstration.

Chair Ortega said in addition to contributing \$35,000 Ramsey County would need to provide its own staff and our staff is stretched on other transit projects. It is incumbent on us to handle coordination, and we could easily be looking at a \$70,000 budget rather than \$35,000.

Commissioner Bennett said the media portion would be handled by a consultant and would not be the staff's responsibility unless the Board decides it wants to do something extra.

Kathy DeSpiegelaere said that even though there is a public information contract, staff would need to work with the consultant and provide names of those the Board wanted invited to public events. It is estimated that coordination will require at least half time of one position until July and an additional half time for support staff.

Mr. Tinklenberg agreed that Ramsey County would want its staff to make sure those areas are addressed.

Commissioner Wiessner asked about stops and speed. Mr. Tinklenberg said that the train is high speed, up to 79 miles per hour. Operating parameters can lower that to 65-70 miles

per hour. Station spacing is further apart for commuter rail than for light rail. Speed is a function of the stations. It would take about an hour from St. Cloud to Anoka via commuter rail.

He further said that the Northstar Corridor is not in competition with Hennepin's Northwest Corridor. They will demonstrate different types of commuter rail vehicles and the vehicles will be on different corridors.

Commissioner Reinhardt said the benefit to Ramsey County is raising public awareness. She asked how we can double the cost if we are discussing staff time only? She further said there is a feasibility assessment; can all this be completed by July 1? Answers are due June 2. Are these answers available yet?

Mr. Tinklenberg said they are working on obtaining the answers now. They believe it can work but want to be able to pull the plug if necessary.

Commissioner Haigh asked where in Ramsey County it would operate. Commissioner Bennett illustrated on a map that it could run from Anoka into Hennepin and enter Ramsey County near the fairgrounds and baseball stadium. There could be a station at the Amtrak depot. It may go along the Burlington Northern mainline into the 35E area with a potential for another station. It would go south along TH 61 to Newport and Hastings.

Commissioner Wiessner asked who is driving the schedule. Can we change the date to October to have more time to plan for it?

Mr. Tinklenberg said the availability of the train dictates July 1-3. It is heavily booked and many other parts of the country are interested in demonstrations of it.

Commissioner Wiessner asked if Anoka County has committed funding. Mr. Tinklenberg said yes, the Board has committed not to a specific dollar amount, but to whatever is necessary to accomplish the demonstration.

Terry Schutten said there are cost issues. Relating to staffing, Paul Kirkwold said he would assign staff on a part time basis. We need to know what the amount to be budgeted is. Can El give a specific dollar amount to the Board?

Mr. Tinklenberg said the amount is equal to one third of the joint powers agreement, or \$35,000.

Commissioner Ortega said 1/3 is \$33,333.

Kathy DeSpiegelaere said the County would be responsible for work within the county, including staffing, security, extra insurance, signage, cleanup, displays, rent, platform, parking and restrooms. Individual counties would pay for those items.

Commissioner Rettman said then that doubles the cost. The budget doesn't come back to the Rail Authority until June 2. Why should government pay for this when the private sector manufacturer benefits? The demonstration would be in her area. She wants to lock in the amount, and is not prepared to add more and more.

Commissioner Bennett said it could be locked in at \$50,000, like Washington County did.

Commissioner Reinhardt said assuming all the answers can be put in place, this is going to happen. Then the question is will Ramsey County be a part of it. We need a hard cap and a specific budget.

This also goes through Hennepin and Dakota Counties. Have they been approached? If Ramsey County doesn't participate will it still come through the county?

Mr. Tinkelenberg said Dakota had not formally been approached, although Hastings HRA has indicated a wish to be part of the project. Hennepin continues to be invited to participate in the project. He further said that Anoka couldn't approach private concerns to participate until it knew that the counties wanted to do this.

Commissioner Rettman said the route goes through neighborhoods with a great degree of community involvement. Increased train traffic is an issue. The public may ask is this a demonstration or is this a potential route? Neighborhood groups don't know any of this yet. It isn't just the money. Neighborhood awareness needs to occur.

Mr. Tinklenberg said this provides an opportunity to start those discussions, to start people thinking about how commuter rail can better serve the region.

Chair Ortega said he would be more comfortable if there were more time for those discussions.

Commissioner Haigh said the value of transit is to the region as a whole, this is not a local issue. We need to demonstrate regional leadership by not having two different

demonstration projects. This reflects a lack of leadership. If we cannot come together and agree on when we can do a demonstration of commuter rail, how can we agree on larger issues? Hennepin wants theirs at the State Fair. It makes good sense to go where the people are. People leave town July 1-3. Business should be involved at the beginning, not by sending them an invitation to attend. She understands that the opportunity is now. This demonstrates a lack of regional focus. That's why we have spent so much time on this today, because it is a demonstration of a larger issue, how fractured we are on transit.

Commissioner Rettman said in early July there are two events, the Taste of Minnesota and the Hmong Festival, that require security and therefore getting security for a demonstration could be difficult. The State Fair draws many people, including many from outside center cities. It gives more time to involve others in the funding.

Commissioner Bennett said Commissioner Haigh's statement argues both for and against this specific project. This project includes communities from St. Cloud to Hastings. We are the missing link in the middle. This is a regional look. He is a little frustrated at the lack of time, but thinks it can work. If we go ahead we need to put a cap on the budget and we need representation on the coordinating committee. He suggested Commissioner Rettman be one of Ramsey's members.

Chair Ortega said we need a budget. He asked about contingencies, ways to stop the process along the way.

Mr. Tinklenberg said if it became evident that something would not allow the project to go forward we would stop. Many other players will be asked to participate.

Chair Ortega asked if others participate financially, what would that do to Ramsey's contribution?

Mr. Tinklenberg said that would be up to the coordinating committee. It could reduce the overall cost.

Chair Ortega asked how many members would be on the coordinating committee. Mr. Tinklenberg said two Commissioners.

Commissioner Reinhardt said we want answers to a lot of questions before we make a commitment. So do the other counties. This is a regional approach because all the counties are discussing it. She said we should appoint two commissions to the coordinating committee. Answers to questions are due June 2. The matter can be discussed at

the Ramsey County Regional Railroad Authority meeting on June 3.

Chair Ortega asked if Ken Stevens should speak before Ramsey County RRA took action. Has Hennepin considered contributing to this effort?

Mr. Stevens said Hennepin's resolution supports a RegioSprinter demonstration in August, and Hennepin has not taken action to participate in Anoka's project.

Commissioner Wiessner said she has mixed feelings. We have studied LRT exhaustively. This is one more \$100,000 expenditure. Once we have a plan in place, she would be more willing to talk with the public about what should be done. This seems premature. On the other hand, it is a negative message to leave St. Paul out of the demonstration.

Commissioner Bennett said this is not a study, but a demonstration. We need to set an amount and appoint representation.

Chair Ortega said he can go along with a \$50,000 cap. That leaves \$17,000 in for everything else. He wants it to be clear that Kathy will be involved only on oversight because of her other responsibilities. There will be two Commissioners on the coordinating committee.

Commissioner Wiessner asked if there is a drop dead date -- a certain time at which we cannot back out.

Mr. Tinklenberg said no, there are no contracts at this point.

Commissioner Rettman said that June 3 is the drop dead date. There should be enough evidentiary material by that date for a decision to be made.

Commissioner Rettman again reiterated the need to get out to the neighborhoods and tell them about the proposal before June 3.

Mr. Tinklenberg said if there is a way he can assist with maps or information, he would be glad to help, working through Ramsey staff.

Commissioner Wiessner asked if high speed rail had been examined. She said for a trip of this length, high speed rail may be more appropriate.

Mr. Tinklenberg said that the five state area is looking at high speed rail. He supported all modes, including those

that serve local, regional or state transit needs.

Chair Ortega said he agreed. This is not about one mode, but about how they complement each other. That is what makes a system.

David MacMillan asked who will receive the \$50,000? What is the mechanism for receiving and disbursing? The coordinating committee has no legal existence and cannot into any contracts on its own.

Mr. Tinklenberg said he wasn't sure, that it was being discussed. Mary Richardson is the special Anoka County attorney working on the matter.

Mr. MacMillan wanted to Board to understand that any action it took today would need to be returned with specifics on how resource were being allocated.

Commissioner Rettman said all of the questions have to be answered on June 3.

The following resolution was moved by Commissioner Bennett and seconded by Commissioner Reinhardt:

WHEREAS, Ramsey County Regional Railroad Authority has a commitment to improve transit in the state and region; and

WHEREAS, Anoka County Regional Railroad Authority has requested Ramsey County Regional Railroad Authority to participate in a commuter rail demonstration project from St. Cloud to Hastings, including a portion of Ramsey County, on July 1 to 3, 1997; and

WHEREAS, Washington County Regional Railroad Authority has committed up to \$50,000 for the commuter rail demonstration project; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority agrees to participate up to \$50,000 in the Anoka/Washington commuter rail demonstration project with the following conditions:

1. That \$33,000 of the \$50,000 will be for the joint regional railroad authority expenses and \$17,000 for expenses specific to Ramsey County Regional Railroad Authority, subject to subsequent definitive action by Ramsey County Regional Railroad Authority that identifies the source of funding and appropriation account;

2. That Commissioners Victoria Reinhardt and Janice Rettman will be the appointees from Ramsey County to the county coordinating committee;
3. That at the June 2 coordinating committee meeting and June 3 Ramsey County Regional Railroad Authority meeting the following questions will be answered satisfactorily in order to make a decision on whether or not to proceed with the demonstration project on July 1 to 3:

Budget for joint and local activities
Cost proposal and draft contract from Amtrak
Preliminary approval from Burlington Northern for the demonstration project
Information on Federal Railroad Administration compliance and related constraints will be obtained
Project parameters will be identified --
 hours of service
 liability/insurance
 train capacity
 potential stations and station requirements
 length of ride and speed of train
 cleaning -- who and when
 siding agreements
 Americans with Disabilities Act compliance

Contracts -- procurement initiated with Amtrak, public relations firm, joint funding agreement, project event coordination, insurance, platform construction

And a feasibility assessment to determine if all the pieces can be put in place by July 1 will be completed.

The resolution passed unanimously.

Ken Stevens was asked to comment on Hennepin's approach to commuter rail. He indicated that Hennepin had passed a resolution to bring the Regio Sprinter vehicle in late August. This commuter rail vehicle can only operate where there is little or no freight traffic on tracks for safety reasons. It is suitable in two corridors in Hennepin County. The Hennepin Board has committed to bring the Regio Sprinter to operate on its Northwest Corridor. Although a demonstration at the state fair has promise, it might need to be a static display, which is not as effective a demonstration as operating vehicles.

Commissioner Haigh asked if it is on the agenda for Hennepin County to participate in Anoka's commuter rail demonstration project. Mr. Stevens said it is not.

Commissioner Haigh asked that a letter be written to the Metro LRT Joint Powers Board expressing the strong wish for Hennepin to participate in the Anoka commuter rail demonstration project.

The meeting adjourned at 3:50 PM.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

5/30/97
Date

Board Action Requested

Action on commuter rail demonstration project:

- a. Authorize budget adjustment to fund the commuter rail demonstration project in the amount of \$70,838
- b. Authorize the Director of RCRRA to enter into contracts and disburse funds to pay for Ramsey County costs associated with the commuter rail demonstration project
- c. Authorize the Director to execute the joint funding agreement subject to approvals

Request Justification

See attached:

1. Draft resolution
2. Memorandum from K. DeSpiegelaere with attachments

Budgeting and Accounting

County Attorney

Risk Management

Maureen Johnson 5/30/97

Documentation certified complete for:

6/3/97

Board Date

Signature

Date

DRAFT RESOLUTION

WHEREAS, Ramsey, Anoka and Washington Counties have an opportunity to provide a Commuter Rail Demonstration using the AMTRAK Flextrain on July 1, 2 and 3, 1997, to their respective communities; and

WHEREAS, The Ramsey County Regional Railroad Authority approved a resolution on May 20 authorizing participation by the Regional Railroad Authority up to \$50,000 for the purposes of the Commuter Rail Demonstration Project (\$33,000 for joint project funding and \$17,000 for Ramsey County costs); and

WHEREAS, The Ramsey, Anoka and Washington County Regional Railroad Authorities have developed a Joint Funding Agreement to pay for the AMTRAK Flextrain and publicity associated with the demonstration; and

WHEREAS, It is necessary to appropriate funds to finance the Ramsey County Regional Railroad Authority's participation in the Commuter Rail Demonstration Project; and

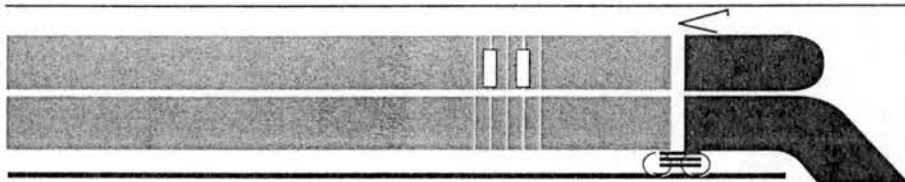
WHEREAS, Funds are available from the Ramsey County Regional Railroad Authority's match in the Phase II Preliminary Engineering - Midway Corridor budget; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Authority authorizes the Director of Ramsey County Regional Railroad Authority to transfer up to \$70,838 from the Authority's match in the Phase II PE Midway Corridor (59105), budget to fund the Commuter Rail Demonstration project budget; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Director of RCRRRA to disburse the \$33,000 allocated for the joint project to be transferred to the Anoka County Regional Railroad Authority for the joint project fund; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Director of RCRRRA to enter into contracts and provide for the disbursement of funds to pay for costs associated with Ramsey County activities that are a part of the Commuter Rail Demonstration Project in an amount not to exceed \$37,838; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes its Director to execute the joint funding agreement with Anoka and Washington County Regional Railroad Authorities subject to approval of the agreement by the Ramsey County offices of Risk Management, Budgeting and Accounting and County Attorney.



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 *KS*

Subject: Commuter Rail Demonstration Project

Date: May 30, 1997

At the May 20 Regional Railroad Authority meeting, you passed a resolution agreeing to participate in the Anoka/Washington commuter rail demonstration project (see vehicle description, Attachment 1) with conditions relating to budget; appointees to a joint county coordinating committee; and information to answer specific questions relating to the feasibility of the commuter rail demonstration project occurring July 1 to 3, 1997.

The project is on a fast schedule and there will be a meeting of the joint county coordinating committee on Monday, June 2, to discuss current information on the demonstration project, including the joint funding agreement attached to this documentation. It is likely that additional information will be available on Monday and if so, that information will be provided to you at Tuesday's Regional Railroad Authority meeting.

Amtrak is the contractor for the commuter rail vehicle. The train will be located when it is not operating between St. Cloud and Hastings at the Amtrak Depot on Terminal Road in St. Paul.

At this time we have learned:

Participation

Anoka and Washington County Regional Railroad Authorities are participants. Hastings Housing and Redevelopment Authority, previously thought to be a participant, is not going to participate financially. At your request, Hennepin County was sent a letter by Chair Ortega asking for it to



participate in the demonstration project.

Joint funding agreement

A joint funding agreement has been developed and received a preliminary review by Ramsey County staff. A copy is Attachment 2. The exhibit that is part of the agreement relating to the Amtrak contract is still being negotiated, and the agreement is therefore not yet ready for final approval. I have requested your authorization for me to execute the contract once approvals have been received from Ramsey County Attorney, Budgeting and Accounting and Risk Management offices.

Local budget

Joint activities will include the cost of operating the train between St. Cloud and Hastings and public relations work associated with event planning. Ramsey County Regional Railroad Authority's contribution will be \$33,000.

Each county will be responsible for the following local activities. An estimated budget for them is as follows:

County Staff (salary and overhead)	\$ 9,338
Refreshments	3,000
Volunteer expenses	500
Insurance for events	1,000
Extra train crew for BN Southern mainline	2,000
Rent for siding near Dale Street	1,000
Security at events	1,000
Platform	5,000
Event at Maxson Steel	7,000
Other events	5,000
Cleanup	500
Printing, mailing, supplies, given away	2,000
Portable restrooms	500
TOTAL	\$ 37,838

Note that this amount exceeds the \$17,000 cap requested on May 20.

Feasibility

A feasibility assessment is being prepared for the Monday joint coordinating committee meeting.

Verbal information from Burlington Northern indicates it will allow operation on its southern mainline in Ramsey County (Attachment 3). The exact parameters would be developed in consultation with the public relations consultant. Written confirmation has not been received from Burlington Northern at this point in time.

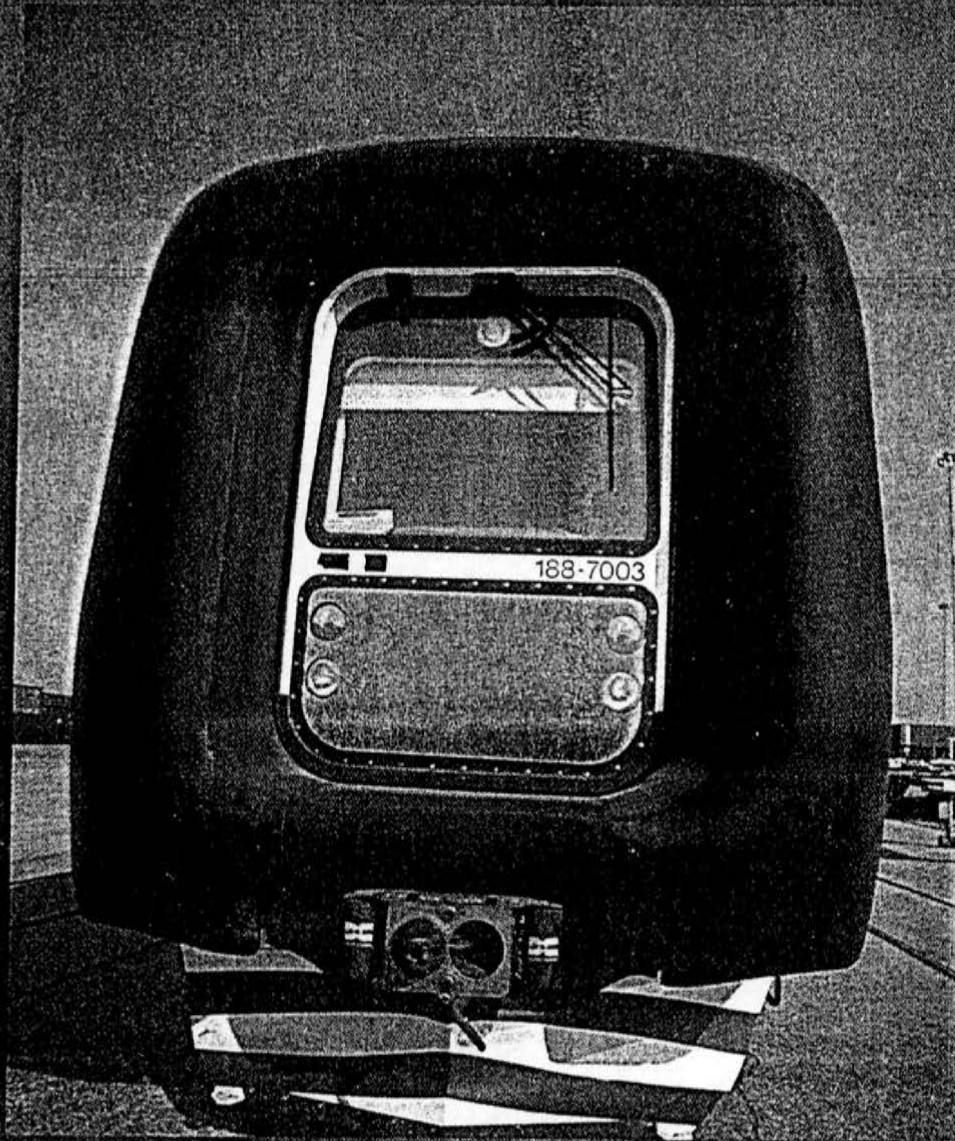
There is a technical issue relating to "hot boxes," a mechanism that proved to be difficult after a recent demonstration in Portland, Oregon, that is still being examined by Burlington Northern and Amtrak.

Public relations firms are submitting proposals this afternoon and the joint coordinating committee will review those at its Monday meeting. Ramsey County staff, Jon Walsh and I, met along with Anoka staff, with two of the potential firms on Tuesday of this week. Both indicated that the work requested is able to be accomplished in the timeframe.

Recommendation:

Consider the resolution authorizing Ramsey County's participation in activities relating to the commuter rail demonstration project.

AMTRAK INTRODUCES...

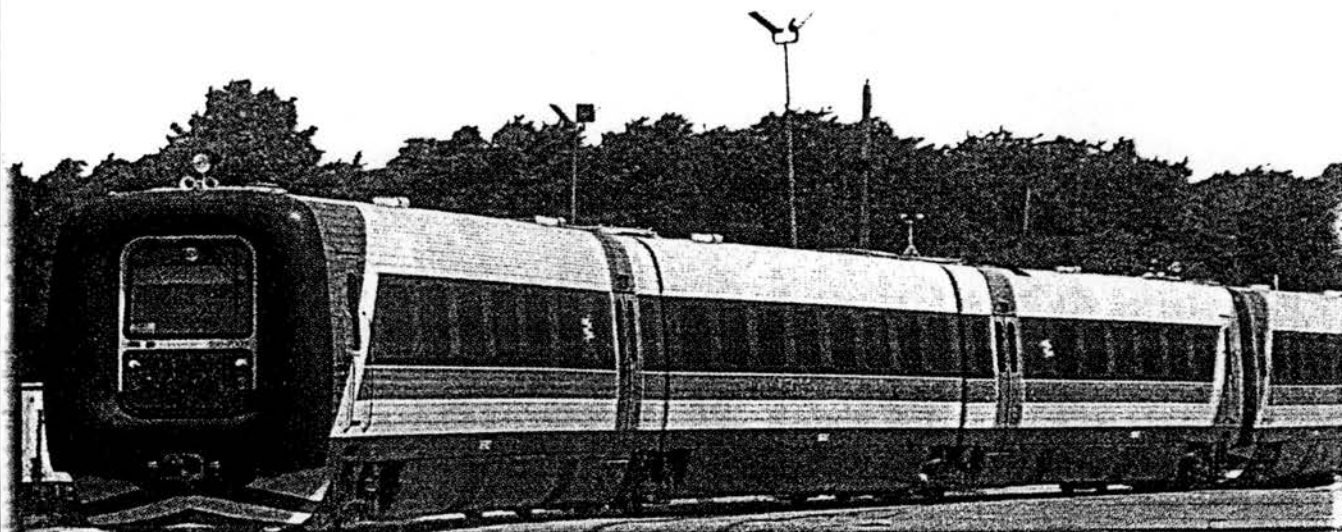


Flexliner

Amtrak, The National Railroad Passenger Corporation, is proud to welcome the European-designed Flexliner passenger train to the United States. The modern, high-tech train is embarking on a two-year demonstration program throughout North America. The Flexliner has been in successful operation abroad for more than five years. Currently, nearly 200 Flexliner trains are in service in four countries.



The Flexliner sets a new standard for comfort and efficiency in rail travel. The passenger train features world-class on-board amenities, versatile operational technology, and state-of-the-art design. Its modern comfort and flexibility embody Amtrak's vision of 21st century American rail travel.



5

The Premiere of a New

Unparalleled On-Board Comfort

With its innovative design and advanced technology, the Flexliner provides a distinctive level of on-board comfort, ease and convenience for both business and leisure travellers. The spacious cars feature comfortable, adjustable seats, panoramic windows, cellular phones, outlets for laptop computers and electronic route maps and schedule status systems. The Flexliner also provides generous storage space and access for persons with disabilities.

Unique Operational Flexibility

As its name suggests, the Flexliner is versatile. The bi-directional train employs an automated "coupling" connecting system that allows individual trains to be joined and separated within minutes — even while the trains are moving at low speeds. This technology enables multiple trains leaving a station as one unit to be quickly "uncoupled" to form two or more trains traveling to different destinations. Its modular design also enables the Flexliner to be adjusted according to passenger volume.

Unlike conventional trains, the Flexliner does not require a locomotive to power the train. The self-propelled train is built to run on existing, conventional rails. In addition, the Flexliner employs advanced tilt technology for curved rail lines.

The Flexliner's computer technology allows diesel and electric equipment to run as a single train with either the electric or diesel motors providing traction power. This enables the same level of transport quality to be provided on intercity, regional and local lines, whether these lines are electrified or not. The touring Flexliner is diesel powered.

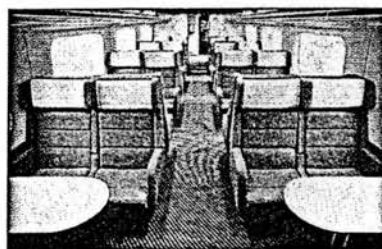


Generation of Rail Travel

State-of-the-Art Design

The Flexliner is equipped with a computerized diagnostic system that allows the driver and maintenance personnel to monitor train conditions. The trains feature a rubber front and a unique "fold-back" door design that allow easy passage between coupled trains, permitting unrestricted movement through the length of the modular Flexliner.

The train's flexible interior is designed to accommodate a minimum of 140 passengers. Each train can be adjusted for high capacity, short-distance commuter service and for spacious configurations for longer intercity journeys.



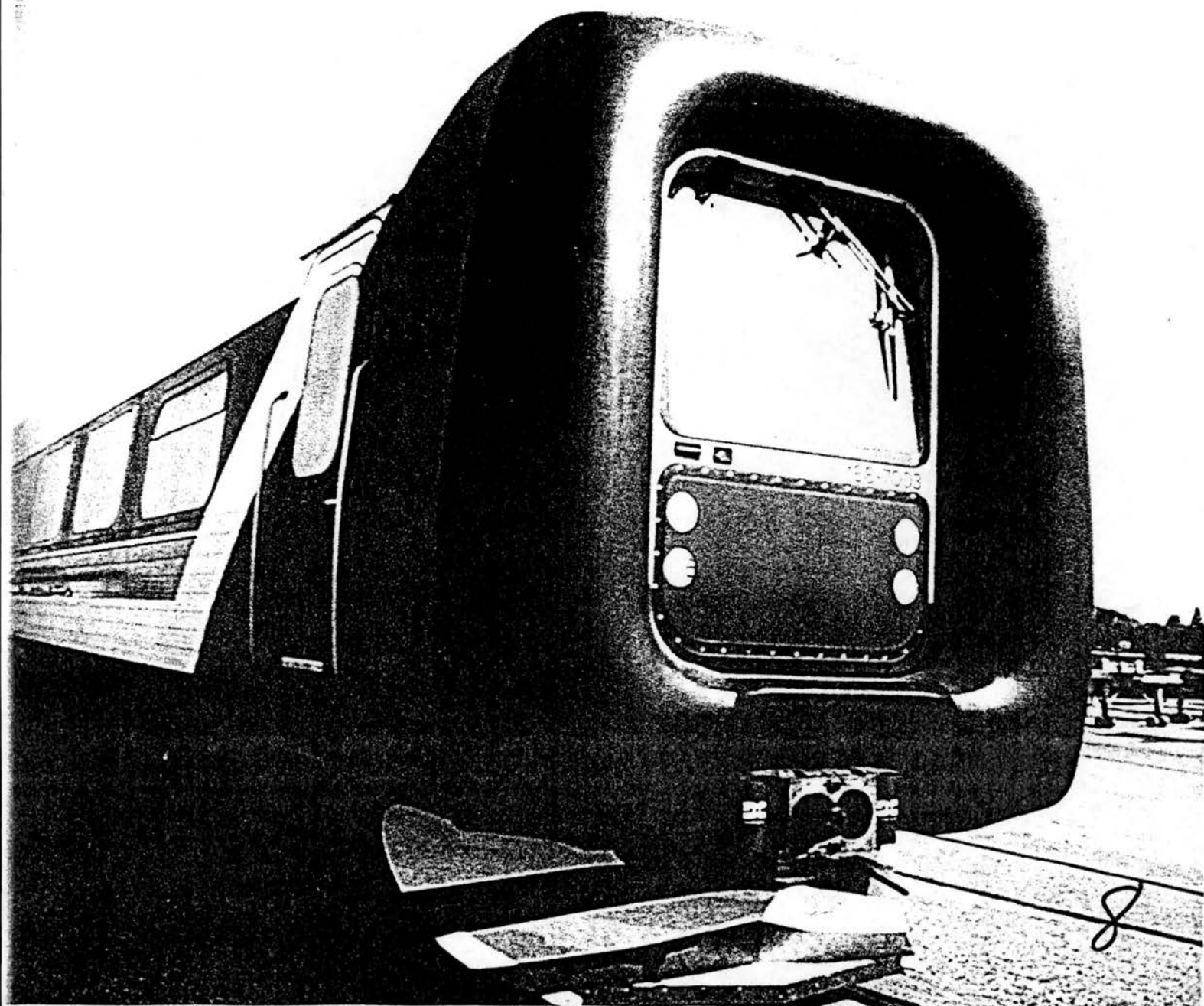
Flexliner Fast Facts

- Trains are self-propelled (locomotive not required), lightweight multiple units built of aluminum profiles;
- Trains can consist of two to four cars and up to five trains can be connected to comprise a Flexliner trainset;
- The train is designed for quick acceleration and can travel up to 112 mph;
- Trains are available with diesel (DMU) as well as electric (EMU) traction;
- For passenger comfort, the Flexliner is equipped with state-of-the-art electronic equipment and passenger information systems, panoramic windows, roomy seats and other world-class amenities.

The Flexliner is manufactured by Adtranz, a 50/50 joint venture combining the worldwide transportation businesses of ABB Asea Brown Boveri Ltd. and Daimler-Benz. The company is a complete global provider of transportation products, systems and services, especially passenger rail systems, automated guideway transit systems and automated train control systems.

Flexliner Data Sheet


ADtranz



Flexliner Demonstration Train Information

ENVIRONMENT		TRAIN OPERATION		TECHNICAL	
Fuel consumption	<2.5 mi/gal.	Automatic train stop	1	Trainset Data	
Closed toilet system	Vacuum	Driver's radio	2	Motor coach	2
		Event recorder	1	Middle coach	1
Noise Levels		Automatic Coupling of Trainsets		Length	193'
Passenger compartment (100 mph)	68 dB(A)	Number of trainsets	Up to 5	Coach, width	10.2'
External (0 mph)	77 dB(A)	Coupling with other		Coach, height	12.6'
External (100 mph)	85 dB(A)	Flexliner trainsets	yes ⁿ	Weight (tare)	224,000 lbs
Driver's cab (100 mph)	70 dB(A)			Pay load	40,000 lbs
Vestibule (100 mph)	77 dB(A)	Redundancy		Body shell	Extruded aluminum
PASSENGERS		Traction	4 engines	Traction	4 axles
Entrance doors, per car side	2	EP brake control	2 computers	Engines	4 x 400 HP air cooled
Entrance door width	4.4'	Control	2 systems	Tractive start effort	33,000 lbs.
Internal automatic doors, type 1	2.8'	Electric Supply	3 generators	Transmission	Diesel mechanical
Internal automatic doors, type 2	2.3'	Compressed air	2 systems	Electric Supply	
Gangway coach to coach	3.0'	Seats		Generators	3x 380 V AC 50 Hz 150 kW
Gangway train to train	4.3'	1st Class seats	32	Battery	24 V DC 300 Ah
Disabled Passengers		Coach seats	109	Brakes	
Wide entrance doors	1	Seat distance	3.4'	Brake Control	2 computers
Wheelchair location	1	Performance		EP Brake	Electric-pneumatic
Air Conditioning	6 systems	Acceleration	1.8 mph/sec.	IP Brake	Standard air brake
Lavatory	2 (One accommodates disabled passengers)	Braking (service)	2.2 mph/sec.	Rail Track brakes	2 at front trucks
		Braking (emergency)	2.8 mph/sec.	Parking brake on gradient	2.6%
		Speed (max)	112 mph	Distance (100 mph)	3280'
Information system	Dot displays	Capacity		Emergency (100 mph)	2950'
Entrance displays	4	Fuel	2 x 300 gal	Slip/Slide protection	yes
Passenger area displays	8	Water	88 gal	Trucks	
Route map	2	SERVICE/MAINTENANCE		Front trucks	2
Visual information	Dot displays/ Pictogram	Service intervals	30,000 miles	Articulated trucks	2
Reading Light	1 per seat	Overhaul Intervals	750,000 miles	Wheel diameter, new wheels	33.5"
Entertainment		Service/repair	Module exchange	Wheel diameter, worn wheels	32"
Audio channels	5 channels (3 CD, 2 Radio)	On-board fault logging	2		
Communication		On-board diagnostic system	2		
Pay Phone	2	External connection			
110 V AC outlets 50 Hz	1 per 4 seats	AC power supply	1 x 3 480 V AC, 60 Hz		
Loudspeaker systems	2	Compressed air	4		
		Water	4		
		Waste dump	4		
		Fuel	4		

ⁿ DMU & EMU units can be coupled and mixed

DRAFT: May 30, 1997

**JOINT FUNDING AGREEMENT
FOR
A COMMUTER RAIL
DEMONSTRATION PROJECT**

THIS AGREEMENT, is made and entered into by and between the Anoka County Regional Railroad Authority (hereinafter referred to as the "ACRRA"), the Ramsey County Regional Railroad Authority (hereinafter referred to as the "RCRRA") and Washington County Regional Railroad Authority (hereinafter referred to as the "WCRRA"), hereinafter collectively referred to as the "Authorities," pursuant to Minnesota Statutes §§ 398A.04, subdivision 9 and 471.59.

WHEREAS, the Authorities wish to jointly demonstrate commuter rail as a technology meeting transit needs serving the Twin Cities Metropolitan Area and adjacent areas; and

WHEREAS, the ACRRA, the RCRRA and the WCRRA each have agreed to contribute funding to pay the costs of a commuter rail demonstration project to be conducted on July 1, 2, and 3, 1997; and

WHEREAS, the ACRRA is willing to manage the Authorities' funds and enter into and manage contracts for services on behalf of the Authorities with respect to the commuter rail demonstration project;

NOW, THEREFORE, in consideration of the mutual promises and benefits that each party shall derive herefrom, and other good and valuable consideration, receipt of which is hereby acknowledged, the parties agree as follows:

ARTICLE I

PURPOSES

This Agreement has been executed by the Authorities for the purposes of creating a Project Fund, designating ACRRA to receive and manage the Project Fund and to enter into and manage contracts necessary for the joint elements of the Project, and establishing a Project Coordination Committee.

Post-it* Fax Note	7671	Date	5-30-97	# of pages	6
To	Kathy Despicke	From	Teresa Johnson		
Co./Dept.	Ramsey Ctry	Co.	Anoka County		
Phone #		Phone #			
Fax #	266-2761	Fax #			

Commuter Rail Demonstration Project

Page 1

ARTICLE II

THE PROJECT

For purposes of this Agreement, the parties agree that the Project shall consist of those elements of the Commuter Rail Demonstration Project which shall be jointly undertaken. The parties hereby delegate to the ACRRA the authority to provide purchasing and contracting services on behalf of the Authorities as set forth Article V of this Agreement in order to complete the following elements of the Project:

- A. Enter into a contract with the National Railroad Passenger Corporation (Amtrak) for the provision of two trainsets of Flexliner equipment and for the operation of the three-day demonstration project, a draft of which is attached to this Agreement as Exhibit A and incorporated herein by reference;
- B. Enter into a contract with a public relations firm for marketing and advertising services for general promotion of the demonstration project; and
- C. Make expenditures for such additional costs as signage and insurance, as recommended by the Project Coordination Committee, to the extent that funds are available.

The parties agree that each Authority shall be solely responsible for the planning, development, funding, and implementation of all demonstration project activities occurring within its boundaries, other than those joint activities specified above. All such local activities shall be coordinated, to the extent necessary for a successful demonstration project, through the Project Coordination Committee. It is agreed by the parties that the trainset will stop in each of the three counties at least once during normal business hours during the demonstration project.

ARTICLE III

PROJECT FUND

Section 3.1 Creation. The Authorities hereby establish the Project Fund with each party contributing the amount set forth in Section 3.2. Any other funds obtained for the Project implementation shall also be deposited into the Project Fund. The sole purpose of the Project Fund shall be to provide the monies necessary to complete the joint work program described in Article II.

Section 3.2 Contributions. On or before June 13, 1997, each party shall contribute monies to the Project Fund as follows:

<u>Party</u>	<u>Amount</u>
ACRRA	\$33,000
RCRRA	\$33,000
WCRRA	\$33,000

Section 3.3 Excess Contributions. If the actual total cost of completing the work program and satisfying all outstanding obligations of the Project is less than the total amount of monies in the Project Fund, such excess shall be refunded to the parties in proportion to their contributions to such fund.

Section 3.4 Insufficient Contributions. If the actual total cost of completing the work program and satisfying all outstanding obligations of the Project is greater than the total amount of monies in the Project Fund, the ACRRA shall reduce the scope of the work program set forth in Article II as approved by the Project Coordination Committee. No party shall be required to contribute more than \$33,000 to complete the work program contemplated by this Agreement without the written consent of that party.

ARTICLE IV

PROJECT COORDINATION COMMITTEE

Each party shall appoint one staff person and two Regional Railroad Authority Commissioners to serve on the Project Coordination Committee. The purpose of the Committee shall be to advise and coordinate with the ACRRA in its performance of the services provided hereunder and in the implementation of the Project.

ARTICLE V

ACCRA SERVICES

Section 5.1 Budgeting and Accounting Services. The ACRRA shall provide budgeting and accounting services necessary to manage Project funds, including Authorities' contributions and other Project funds, if any. Such services shall include, but not be limited to management of all Project funds, payment for contracted services, and relevant bookkeeping and record keeping. The ACRRA shall establish one or more separate funds for said monies and all interest earned from established funds shall be credited back to those same funds. All pertinent books, records, documents, and accounting procedures and practices shall be maintained by the ACRRA and

made available to the Authorities and the State Auditor upon reasonable notice and shall be retained for a period of three years. The ACRRA shall provide all parties to this Agreement an accounting of all funds contributed by the parties within six months of the completion of the commuter rail demonstration project.

Section 5.2 Contracting and Purchasing Services. The ACRRA shall make purchases for goods and services and enter into contracts needed or desirable to implement the Project within the funds available. The contracting and purchasing requirements of the ACRRA shall apply to contracts let and purchases made on behalf of the Authorities during the term of this Agreement.

Section 5.3 Accountability for Funds. All funds shall be accounted for according to generally accepted accounting principles. The ACRRA shall submit a report to the Authorities upon completion of the Project.

ARTICLE VI

MISCELLANEOUS

Section 6.1 Term. The term of this Agreement shall be from June 2, 1997, notwithstanding the dates of the signatures of the parties, through completion of the Project, which is currently contemplated to be no later than September 1, 1997.

Section 6.2 Termination. This Agreement shall terminate:

- A. upon written agreement of the parties; or
- B. upon written notice by the ACRRA that the Project has been completed.

Section 6.3 Distribution of funds. Upon termination of this Agreement, ACRRA shall pay all outstanding Project obligations from the funds managed by the ACRRA pursuant to this Agreement. Any surplus money in these funds after all such payments have been made shall be distributed to the Authorities in the same proportion as their contributions.

Section 6.4 Ownership of Materials Produced. All documents, reports and any marketing or public relations products are work products of the Authorities and shall be the property of the Authorities, subject to the rights and limitations set forth in the contracts contemplated herein; provided, however, that the parties shall be entitled use any or all of the materials produced pursuant to this Agreement either individually or collectively. All books, accounts, records and documents shall be subject to the provisions of Minn. Stat. Chapter 13, the Minnesota Government Data Practices Act, and Minn. Stat. § 16B.06, subd. 4.

Section 6.5 Covenant Not to Sue and Liability.

A. Covenant Not to Sue.

In consideration of the agreements contained herein, the Authorities covenant not to bring any claim or action against the ACRRA related to services provided by the ACRRA under this Agreement.

B. Liability.

The Authorities agree to share equally in any costs incurred by the ACRRA in defending, settling and satisfying any claims, demands, and causes of action of any kind or character, resulting from the acts or omissions, including negligent acts or omissions, of the ACRRA's elected officials, employees and agents in providing services under this Agreement.

C. No Waiver of Immunities.

Nothing in this Section is intended by the parties as a waiver of any liability limits or immunities that the parties are otherwise entitled to under law.

D. Survival.

The requirements of this section shall survive the termination or expiration of this Agreement.

IN WITNESS WHEREOF, the parties hereto have caused the execution hereof.

**ANOKA COUNTY REGIONAL
RAILROAD AUTHORITY**

**RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY**

By: _____
Chair of the Anoka County
Regional Railroad Authority

By: _____
Chair of the Ramsey County
Regional Railroad Authority

Dated: _____

Dated: _____

ATTEST:

ATTEST:

Title: _____

Title: _____

Dated: _____

Dated: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

Joint Funding Agreement For a Commuter Rail Demonstration Project

WASHINGTON COUNTY REGIONAL
RAILROAD AUTHORITY

By: _____

Chair of the Washington County
Regional Railroad Authority

Dated: _____

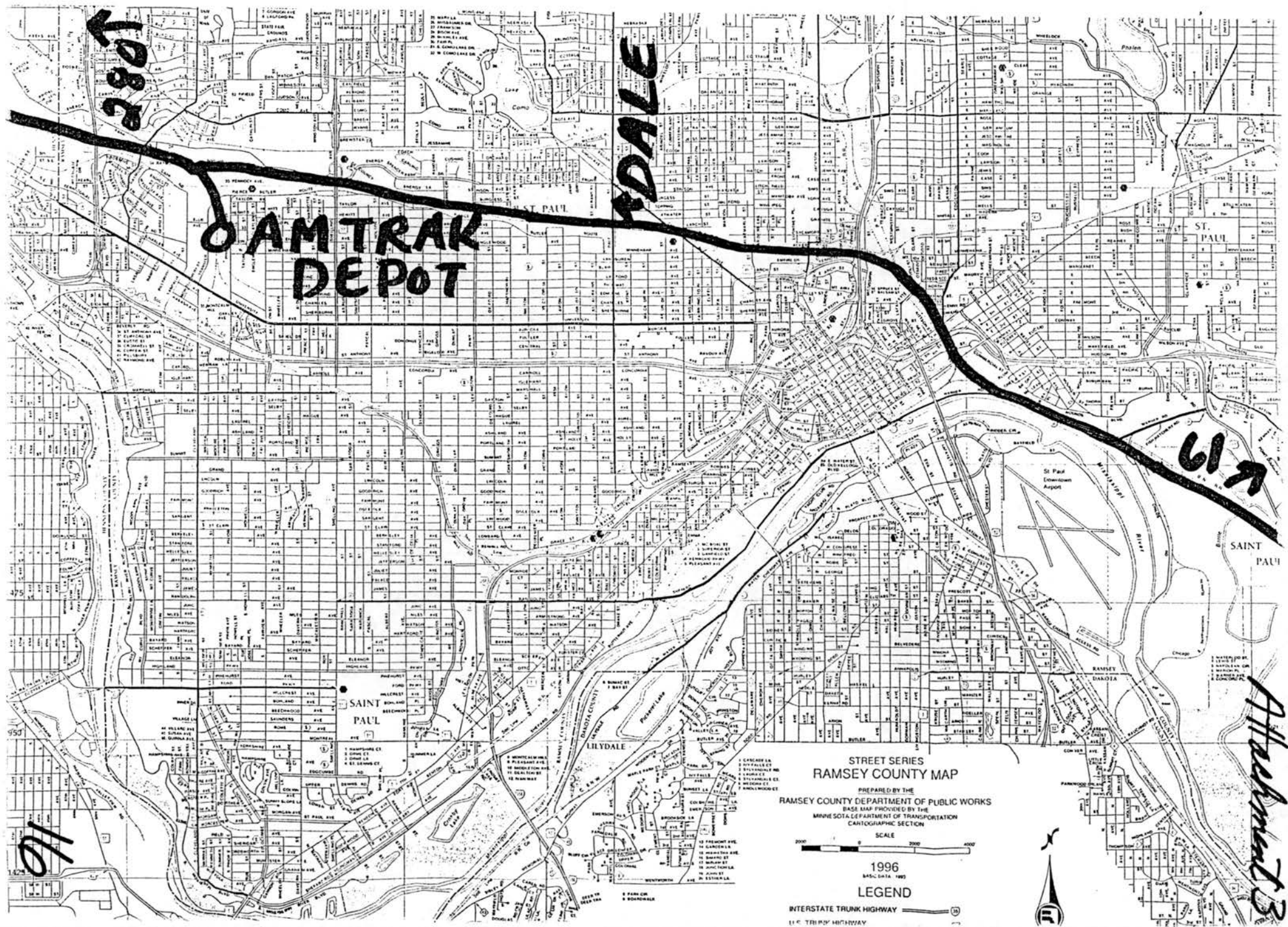
ATTEST:

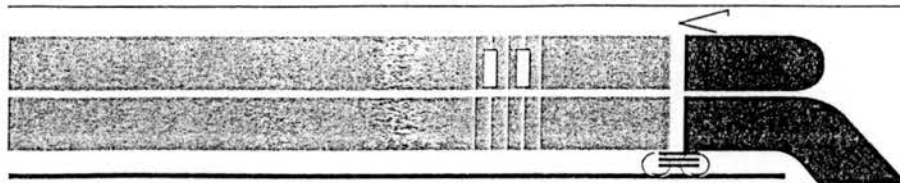
Title: _____

Dated: _____

APPROVED AS TO FORM:

Demonstration Project Location





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

Agenda

Ramsey County Regional Railroad Authority Meeting

Tuesday, June 3, 1997

1:30 PM

COUNCIL CHAMBERS -- 3RD FLOOR COURT HOUSE

1. * Approve minutes of May 6, 1997
2. * Approve minutes of May 20, 1997
3. * Action on commuter rail demonstration project:
 - a. Authorize budget adjustment of \$70,838 to fund the commuter rail demonstration project;
 - b. Authorize the Director of RCRRA to enter into contracts and disburse funds to pay for Ramsey County costs associated with the commuter rail demonstration project;
 - c. Authorize the Director of RCRRA to execute the joint funding agreement with Anoka and Washington County Regional Railroad Authorities for a cost not to exceed \$33,000 pending approval by the County Attorney, Risk Management and Budgeting and Accounting offices.

* Action is requested



/

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
BOARD MEETING

MAY 6, 1997

The Ramsey County Regional Railroad Authority met on Tuesday, May 6, 1997, in Council Chambers.

MEMBERS PRESENT: Chairman Rafael Ortega
 Commissioner Tony Bennett
 Commissioner Dino Guerin
 Commissioner Susan M. Haigh
 Commissioner Victoria Reinhardt
 Commissioner Janice Rettman -
 (arrived 1:35 p.m.)
 Commissioner Jan Wiessner

OTHERS PRESENT: Dave MacMillan, County Attorney; Terry
 Schutten, County Manager; Jim VanHoudt,
 Director of Budgeting and Accounting;
 Marlen Johnson, Budgeting and
 Accounting; Karen Tero, County Manager
 Staff; Terry Lindeke, County Manager
 Staff; Nick Riley, County Manager
 Staff; Judy Karon, County Manager
 Staff; Lisa Lee; Robert E. Clarkson,
 Roseville resident; Hugh Faville,
 Roseville resident; Valdi Stefanson,
 Environment/Energy Resource Center;
 Kathryn DeSpiegelaere, Director of RRA;
 and Judy Procai, Administrative
 Assistant.

Chairman Ortega called the meeting to order at 1:20 PM.

1. Accept the minutes of the Ramsey County Regional
 Railroad Authority Board meetings of April 22, 1997.

Motion by Commissioner Tony Bennett, seconded by
Commissioner Victoria Reinhardt, to accept the minutes
from the April 22, 1997 RCRRA meetings.

Ayes - 7, Nays - 0
Motion accepted.

2. Update on federal funding for the Riverview Corridor Transit Project.

Dennis McGrann of Lockridge, Grindal, Nowlan, and Holstein law firm said he represents Ramsey County in Washington, D.C. on federal relations matters that are determined by the County Board. He gave an overview of ISTEA and the Riverview Corridor project and talked about what needs to be done to ensure success of this project.

Time Frame for ISTEA:

- House of Representatives will move bill in May and bring to the House during the month of July.
- The Senate will follow later in the summer.
- Federal government must reauthorize the transportation program by September 30, 1997 or the authority under which the federal highway programs exist ceases at midnight.

Commissioner Bennett asked if the RRA's budget falls within the scope of the agreement reached last week between the President and Congress.

Mr. McGrann said Mr. Schuster is only interested in increasing funding for infrastructure projects and programs in America and does not believe there is enough money in this budget deal to fund what is necessary for infrastructure.

Commissioner Bennett asked how much money is in this budget plan.

Mr. McGrann stated \$2 billion more per year. The life of this budget deal is through the year 2002, so it increases Mr. Schuster's allocation by \$10 billion for a 5 year deal. Mr. Schuster is looking for double the amount somewhere around \$20 billion.

Commissioner Bennett asked how much money is allocated for the thousands of programs.

Mr. McGrann said there is a need to increase the budget by \$20 billion more over 5 years in order to fund all the priority programs.

Commissioner Bennett asked if Mr. McGrann viewed information on these thousands of programs.

Mr. McGrann said that he looked at a number of Minnesota projects, but the national program list has not been released publicly.

Commissioner Bennett wanted to know Ramsey County's position.

Mr. McGrann said that policy makers look for solid projects and proposals with a strong unified and local base of support between business and labor. When Congress reauthorizes these programs, there must be a willingness to participate and to advocate on behalf of sound local projects or these projects will not be funded. He added that Commissioners Ortega and Bennett have testified before Congress for the transportation infrastructure committee as well as the appropriations committee.

Commissioner Weissner asked if Congress would be in session until midnight of September 30th.

Mr. McGrann thought that Congress could pass a short term extension for whatever period of time they feel is appropriate and continue the funding while they still debate the measure. He said the biggest issue of ISTEA is how the federal government distributes the gas tax money, which is the largest single federal expenditure in a bill.

Commissioner Bennett and Mr. McGrann discussed the role of ethanol revenue for federal highway dollars. Mr. McGrann said that the ethanol issue could be problematic if it's not addressed in the formula.

Commissioner Haigh said she hears consistently from different sizes of employers the issue of transportation and the inability for people to get to work.

Commissioner Bennett stated that the Chamber of Commerce supports the ISTEA application.

Commissioner Haigh feels that contact should be made with other Chambers of Commerce as well as the Capital City Partnership, and associations with businesses that aren't members of the Chambers of Commerce.

Commissioner Reinhardt asked for a brief update on the flow control legislation.

Mr. McGrann explained the flow control history and gave an update on some of the issues. He said there will be

a bill to move this year.

Commissioner Reinhardt said that flow control is important because of the associated bonds and that liability is important for Ramsey County.

Mr. McGrann addressed the legal immigrant issue, stating that a synopsis of the legal immigrants issue will be faxed to the County Board as they affect the welfare program. He said there will be a one month legal extension period ending September 30th, where under the current Welfare law, all legal immigrants' SSI and Food Stamp coverage ceases to exit.

Chair Ortega asked if there is a time limit to the current bill.

Mr. McGrann said the funding is for a 5 year time span, the life of the budget.

Nick Riley presented a legislative update.

Commissioner Bennett said there is a resolution for Brownfields and thought the Chair could draft a letter stating there is a resolution already to reaffirm the continued support to clean up Brownfields.

Mr. Riley talked about gas tax amendments and formulas and the future growth effects. He said the Senate passed a quarter cent increase in the metro sales tax which would raise about \$70 million annually for transit and would take transit off the property tax in the Metro area. The House of Representatives is opposed to sales tax and would like to have the motor vehicle excise tax transferred from the general budget to transit.

3. Update on commuter rail.

Held over until the May 20, 1997 RCRRA meeting.

4. Ratify quarterly report of payments for October 1 through December 31, 1996.

Motion by Commissioner Susan Haigh, seconded by Commissioner Victoria Reinhardt, to accept the quarterly report.

Ayes - 7, Nays - 0
Motion adopted. (RRA-08)

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period October 1, 1996 through December 31, 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.

5. Ratify quarterly report of payments for January 1 through March 31, 1997.

Motion by Commissioner Susan Haigh, seconded by Commissioner Victoria Reinhardt, to accept the quarterly report.

Ayes - 7, Nays - 0
Motion adopted. (RRA-09)

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period January 1, 1997 through March 31, 1997, 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.

There being no further matters to come before this Board, Chairman Ortega declared the meeting adjourned at 2:24 PM.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY BOARD MEETING

MAY 20, 1997

The Ramsey County Regional Railroad Authority met on Tuesday, May 20, 1997, in Council Chambers.

MEMBERS PRESENT: Chairman Rafael Ortega
 Commissioner Tony Bennett
 Commissioner Dino Guerin
 Commissioner Susan Haigh
 Commissioner Victoria Reinhardt
 Commissioner Janice Rettman
 (arrived 2:25 PM)
 Commissioner Jan Weissner

OTHERS PRESENT: Dave MacMillan, County Attorney;
 Terry Schutten, County Manager; Jim VanHoudt, Director of Budgeting and Accounting; Marlen Johnson, Budgeting and Accounting; Karen Tero, County Manager Staff; Robert Clarkson, Roseville resident; Bill Stouvenel, DTED; Ken Stevens, Hennepin County RRA; El Tinklenberg, Anoka County RRA; Paul Kirkwold, Jane McClure, Neighborhood Media Goddess; Joe Murphy, Commissioner Tony Bennett's Assistant; Kathryn DeSpiegelaere, Ramsey County RRA; and Judy Procai, Administrative Assistant.

Chairman Ortega called the meeting to order at 1:50 PM.

COMMUTER RAIL DEMONSTRATION PROJECT DISCUSSION

Chair Ortega commented that he and representatives of the Metropolitan Council and Hennepin County Regional Railroad Authority had been in Washington during the past week and had met with seven Congressmen about the potential for federal transportation funding for the Twin City transitway projects, including Riverview. He complimented Hennepin and Ramsey County's federal lobbyists for the excellent schedule of meetings they had arranged. He said he was pleased that the

Metropolitan Council advocated for the projects. The funding status won't be known until later this year.

Chair Ortega commented that speakers at the meeting today would be El Tinklenberg from Anoka County and Ken Stevens from Hennepin County and the topic would be commuter rail demonstration.

El Tinklenberg spoke about the federal application for a project from Minneapolis to St. Cloud that includes Sherburne, Benton, Stearns, Hennepin and Anoka Counties. The multi-modal feasibility study would include a commuter rail study along Burlington Northern mainline tracks near TH 10.

Because of its interest in the commuter rail study, Anoka County is proposing to bring a commuter rail vehicle to the Twin Cities to demonstrate what commuter rail is and where it operates. The Flexliner is a self propelled commuter rail vehicle that can operate on mainline tracks. It would be here July 1-3. The three day demonstration would be operated by Amtrak. The vehicle could operate between Hastings and St. Cloud.

This morning Washington County voted a \$35,000 contribution to the joint commuter rail demonstration effort, plus \$15,000 additional dollars for their own expenses. The City of Hastings Housing and Redevelopment Authority and the Minnesota Department of Trade and Economic Development Department are also interested in assisting.

Mr. Tinklenberg distributed a preliminary work plan. There is a joint budget of \$100,000, which includes \$60,000 for operations and \$40,000 for public information.

Ramsey County Regional Railroad Authority is invited to be involved.

Chair Ortega asked what is the specific dollar request from Ramsey County?

Mr. Tinklenberg said the cost will be shared. Each of the three counties would share equally. Cities along the corridor would be asked to provide funding for a station area platform and other station amenities. At this time there are no details, the work program is just beginning.

Commissioner Bennett asked if the funding could come from the Regional Railroad Authority rather than Ramsey County. Chair Ortega said it could.

Commissioner Bennett said he had previously had questions about the media coverage, given the short amount of time to prepare. He further asked about specifics of how the demonstration project would run in the various locations.

Mr. Tinklenberg said that the coordinating committee would decide what runs would have the greatest impact. It might be that the first two days transportation decision makers are invited to take longer trips and the third day the general public does short rides, such as between the downtowns.

Commissioner Haigh asked how this demonstration related to Hennepin's demonstration and what would Ramsey County get as a community for its \$50,000 expenditure?

Mr. Tinklenberg said the benefit would be twofold -- an understanding of what commuter rail is and where it operates; and the need to establish that commuter rail is possible, that it can work, that it can serve many needs, and how it reinforces downtown areas. Other cities which have done demonstrations thought it advanced their processes.

Commissioner Guerin said he supports looking at commuter rail, but it isn't very complex and so Ramsey County will need to look carefully and the dollars it expends. It requires time to educate people about commuter alternatives. It will be difficult to do all that in a three day demonstration.

Chair Ortega said in addition to contributing \$35,000 Ramsey County would need to provide its own staff and our staff is stretched on other transit projects. It is incumbent on us to handle coordination, and we could easily be looking at a \$70,000 budget rather than \$35,000.

Commissioner Bennett said the media portion would be handled by a consultant and would not be the staff's responsibility unless the Board decides it wants to do something extra.

Kathy DeSpiegelaere said that even though there is a public information contract, staff would need to work with the consultant and provide names of those the Board wanted invited to public events. It is estimated that coordination will require at least half time of one position until July and an additional half time for support staff.

Mr. Tinklenberg agreed that Ramsey County would want its staff to make sure those areas are addressed.

Commissioner Wiessner asked about stops and speed. Mr. Tinklenberg said that the train is high speed, up to 79 miles per hour. Operating parameters can lower that to 65-70 miles

per hour. Station spacing is further apart for commuter rail than for light rail. Speed is a function of the stations. It would take about an hour from St. Cloud to Anoka via commuter rail.

He further said that the Northstar Corridor is not in competition with Hennepin's Northwest Corridor. They will demonstrate different types of commuter rail vehicles and the vehicles will be on different corridors.

Commissioner Reinhardt said the benefit to Ramsey County is raising public awareness. She asked how we can double the cost if we are discussing staff time only? She further said there is a feasibility assessment; can all this be completed by July 1? Answers are due June 2. Are these answers available yet?

Mr. Tinklenberg said they are working on obtaining the answers now. They believe it can work but want to be able to pull the plug if necessary.

Commissioner Haigh asked where in Ramsey County it would operate. Commissioner Bennett illustrated on a map that it could run from Anoka into Hennepin and enter Ramsey County near the fairgrounds and baseball stadium. There could be a station at the Amtrak depot. It may go along the Burlington Northern mainline into the 35E area with a potential for another station. It would go south along TH 61 to Newport and Hastings.

Commissioner Wiessner asked who is driving the schedule. Can we change the date to October to have more time to plan for it?

Mr. Tinklenberg said the availability of the train dictates July 1-3. It is heavily booked and many other parts of the country are interested in demonstrations of it.

Commissioner Wiessner asked if Anoka County has committed funding. Mr. Tinklenberg said yes, the Board has committed not to a specific dollar amount, but to whatever is necessary to accomplish the demonstration.

Terry Schutten said there are cost issues. Relating to staffing, Paul Kirkwold said he would assign staff on a part time basis. We need to know what the amount to be budgeted is. Can El give a specific dollar amount to the Board?

Mr. Tinklenberg said the amount is equal to one third of the joint powers agreement, or \$35,000.

Commissioner Ortega said 1/3 is \$33,333.

Kathy DeSpiegelaere said the County would be responsible for work within the county, including staffing, security, extra insurance, signage, cleanup, displays, rent, platform, parking and restrooms. Individual counties would pay for those items.

Commissioner Rettman said then that doubles the cost. The budget doesn't come back to the Rail Authority until June 2. Why should government pay for this when the private sector manufacturer benefits? The demonstration would be in her area. She wants to lock in the amount, and is not prepared to add more and more.

Commissioner Bennett said it could be locked in at \$50,000, like Washington County did.

Commissioner Reinhardt said assuming all the answers can be put in place, this is going to happen. Then the question is will Ramsey County be a part of it. We need a hard cap and a specific budget.

This also goes through Hennepin and Dakota Counties. Have they been approached? If Ramsey County doesn't participate will it still come through the county?

Mr. Tinkelenberg said Dakota had not formally been approached, although Hastings HRA has indicated a wish to be part of the project. Hennepin continues to be invited to participate in the project. He further said that Anoka couldn't approach private concerns to participate until it knew that the counties wanted to do this.

Commissioner Rettman said the route goes through neighborhoods with a great degree of community involvement. Increased train traffic is an issue. The public may ask is this a demonstration or is this a potential route? Neighborhood groups don't know any of this yet. It isn't just the money. Neighborhood awareness needs to occur.

Mr. Tinklenberg said this provides an opportunity to start those discussions, to start people thinking about how commuter rail can better serve the region.

Chair Ortega said he would be more comfortable if there were more time for those discussions.

Commissioner Haigh said the value of transit is to the region as a whole, this is not a local issue. We need to demonstrate regional leadership by not having two different

demonstration projects. This reflects a lack of leadership. If we cannot come together and agree on when we can do a demonstration of commuter rail, how can we agree on larger issues? Hennepin wants theirs at the State Fair. It makes good sense to go where the people are. People leave town July 1-3. Business should be involved at the beginning, not by sending them an invitation to attend. She understands that the opportunity is now. This demonstrates a lack of regional focus. That's why we have spent so much time on this today, because it is a demonstration of a larger issue, how fractured we are on transit.

Commissioner Rettman said in early July there are two events, the Taste of Minnesota and the Hmong Festival, that require security and therefore getting security for a demonstration could be difficult. The State Fair draws many people, including many from outside center cities. It gives more time to involve others in the funding.

Commissioner Bennett said Commissioner Haigh's statement argues both for and against this specific project. This project includes communities from St. Cloud to Hastings. We are the missing link in the middle. This is a regional look. He is a little frustrated at the lack of time, but thinks it can work. If we go ahead we need to put a cap on the budget and we need representation on the coordinating committee. He suggested Commissioner Rettman be one of Ramsey's members.

Chair Ortega said we need a budget. He asked about contingencies, ways to stop the process along the way.

Mr. Tinklenberg said if it became evident that something would not allow the project to go forward we would stop. Many other players will be asked to participate.

Chair Ortega asked if others participate financially, what would that do to Ramsey's contribution?

Mr. Tinklenberg said that would be up to the coordinating committee. It could reduce the overall cost.

Chair Ortega asked how many members would be on the coordinating committee. Mr. Tinklenberg said two Commissioners.

Commissioner Reinhardt said we want answers to a lot of questions before we make a commitment. So do the other counties. This is a regional approach because all the counties are discussing it. She said we should appoint two commissions to the coordinating committee. Answers to questions are due June 2. The matter can be discussed at

the Ramsey County Regional Railroad Authority meeting on June 3.

Chair Ortega asked if Ken Stevens should speak before Ramsey County RRA took action. Has Hennepin considered contributing to this effort?

Mr. Stevens said Hennepin's resolution supports a RegioSprinter demonstration in August, and Hennepin has not taken action to participate in Anoka's project.

Commissioner Wiessner said she has mixed feelings. We have studied LRT exhaustively. This is one more \$100,000 expenditure. Once we have a plan in place, she would be more willing to talk with the public about what should be done. This seems premature. On the other hand, it is a negative message to leave St. Paul out of the demonstration.

Commissioner Bennett said this is not a study, but a demonstration. We need to set an amount and appoint representation.

Chair Ortega said he can go along with a \$50,000 cap. That leaves \$17,000 in for everything else. He wants it to be clear that Kathy will be involved only on oversight because of her other responsibilities. There will be two Commissioners on the coordinating committee.

Commissioner Wiessner asked if there is a drop dead date -- a certain time at which we cannot back out.

Mr. Tinklenberg said no, there are no contracts at this point.

Commissioner Rettman said that June 3 is the drop dead date. There should be enough evidentiary material by that date for a decision to be made.

Commissioner Rettman again reiterated the need to get out to the neighborhoods and tell them about the proposal before June 3.

Mr. Tinklenberg said if there is a way he can assist with maps or information, he would be glad to help, working through Ramsey staff.

Commissioner Wiessner asked if high speed rail had been examined. She said for a trip of this length, high speed rail may be more appropriate.

Mr. Tinklenberg said that the five state area is looking at high speed rail. He supported all modes, including those

that serve local, regional or state transit needs.

Chair Ortega said he agreed. This is not about one mode, but about how they complement each other. That is what makes a system.

David MacMillan asked who will receive the \$50,000? What is the mechanism for receiving and disbursing? The coordinating committee has no legal existence and cannot enter into contracts on its own.

Mr. Tinklenberg said he wasn't sure, that it was being discussed. Mary Richardson is the special Anoka County attorney working on the matter.

Mr. MacMillan wanted to Board to understand that any action it took today would need to be returned with specifics on how resource were being allocated.

Commissioner Rettman said all of the questions have to be answered on June 3.

The following resolution was moved by Commissioner Bennett and seconded by Commissioner Reinhardt:

WHEREAS, Ramsey County Regional Railroad Authority has a commitment to improve transit in the state and region; and

WHEREAS, Anoka County Regional Railroad Authority has requested Ramsey County Regional Railroad Authority to participate in a commuter rail demonstration project from St. Cloud to Hastings, including a portion of Ramsey County, on July 1 to 3, 1997; and

WHEREAS, Washington County Regional Railroad Authority has committed up to \$50,000 for the commuter rail demonstration project; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority agrees to participate up to \$50,000 in the Anoka/Washington commuter rail demonstration project with the following conditions:

1. That \$33,000 of the \$50,000 will be for the joint regional railroad authority expenses and \$17,000 for expenses specific to Ramsey County Regional Railroad Authority, subject to subsequent definitive action by Ramsey County Regional Railroad Authority that identifies the source of funding and appropriation account;

2. That Commissioners Victoria Reinhardt and Janice Rettman will be the appointees from Ramsey County to the county coordinating committee;
3. That at the June 2 coordinating committee meeting and June 3 Ramsey County Regional Railroad Authority meeting the following questions will be answered satisfactorily in order to make a decision on whether or not to proceed with the demonstration project on July 1 to 3:

Budget for joint and local activities
Cost proposal and draft contract from Amtrak
Preliminary approval from Burlington Northern for the demonstration project
Information on Federal Railroad Administration compliance and related constraints will be obtained
Project parameters will be identified --
 hours of service
 liability/insurance
 train capacity
 potential stations and station requirements
 length of ride and speed of train
 cleaning -- who and when
 siding agreements
 Americans with Disabilities Act compliance

Contracts -- procurement initiated with Amtrak, public relations firm, joint funding agreement, project event coordination, insurance, platform construction

And a feasibility assessment to determine if all the pieces can be put in place by July 1 will be completed.

The resolution passed unanimously.

Ken Stevens was asked to comment on Hennepin's approach to commuter rail. He indicated that Hennepin had passed a resolution to bring the Regio Sprinter vehicle in late August. This commuter rail vehicle can only operate where there is little or no freight traffic on tracks for safety reasons. It is suitable in two corridors in Hennepin County. The Hennepin Board has committed to bring the Regio Sprinter to operate on its Northwest Corridor. Although a demonstration at the state fair has promise, it might need to be a static display, which is not as effective a demonstration as operating vehicles.

Commissioner Haigh asked if it is on the agenda for Hennepin County to participate in Anoka's commuter rail demonstration project. Mr. Stevens said it is not.

Commissioner Haigh asked that a letter be written to the Metro LRT Joint Powers Board expressing the strong wish for Hennepin to participate in the Anoka commuter rail demonstration project.

The meeting adjourned at 3:50 PM.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

5/30/97
Date

Board Action Requested

Action on commuter rail demonstration project:

- a. Authorize budget adjustment to fund the commuter rail demonstration project in the amount of \$70,838
- b. Authorize the Director of RCRA to enter into contracts and disburse funds to pay for Ramsey County costs associated with the commuter rail demonstration project
- c. Authorize the Director to execute the joint funding agreement subject to approvals

Request Justification

See attached:

1. Draft resolution
2. Memorandum from K. DeSpiegelaere with attachments

Budgeting and Accounting

County Attorney

Risk Management

Mark Johnson 5/30/97

Documentation certified complete for:

6/3/97

Board Date

Signature

Date

DRAFT RESOLUTION

WHEREAS, Ramsey, Anoka and Washington Counties have an opportunity to provide a Commuter Rail Demonstration using the AMTRAK Flextrain on July 1, 2 and 3, 1997, to their respective communities; and

WHEREAS, The Ramsey County Regional Railroad Authority approved a resolution on May 20 authorizing participation by the Regional Railroad Authority up to \$50,000 for the purposes of the Commuter Rail Demonstration Project (\$33,000 for joint project funding and \$17,000 for Ramsey County costs); and

WHEREAS, The Ramsey, Anoka and Washington County Regional Railroad Authorities have developed a Joint Funding Agreement to pay for the AMTRAK Flextrain and publicity associated with the demonstration; and

WHEREAS, It is necessary to appropriate funds to finance the Ramsey County Regional Railroad Authority's participation in the Commuter Rail Demonstration Project; and

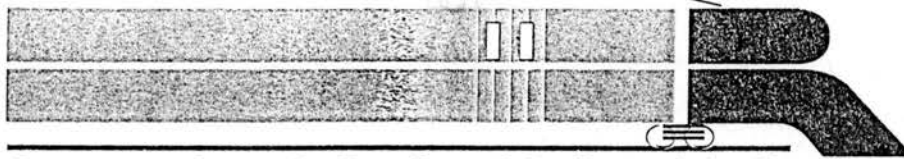
WHEREAS, Funds are available from the Ramsey County Regional Railroad Authority's match in the Phase II Preliminary Engineering - Midway Corridor budget; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Authority authorizes the Director of Ramsey County Regional Railroad Authority to transfer up to \$70,838 from the Authority's match in the Phase II PE Midway Corridor (59105), budget to fund the Commuter Rail Demonstration project budget; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Director of RCRRA to disburse the \$33,000 allocated for the joint project to be transferred to the Anoka County Regional Railroad Authority for the joint project fund; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Director of RCRRA to enter into contracts and provide for the disbursement of funds to pay for costs associated with Ramsey County activities that are a part of the Commuter Rail Demonstration Project in an amount not to exceed \$37,838; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes its Director to execute the joint funding agreement with Anoka and Washington County Regional Railroad Authorities subject to approval of the agreement by the Ramsey County offices of Risk Management, Budgeting and Accounting and County Attorney.



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 *KS*

Subject: Commuter Rail Demonstration Project

Date: May 30, 1997

At the May 20 Regional Railroad Authority meeting, you passed a resolution agreeing to participate in the Anoka/Washington commuter rail demonstration project (see vehicle description, Attachment 1) with conditions relating to budget; appointees to a joint county coordinating committee; and information to answer specific questions relating to the feasibility of the commuter rail demonstration project occurring July 1 to 3, 1997.

The project is on a fast schedule and there will be a meeting of the joint county coordinating committee on Monday, June 2, to discuss current information on the demonstration project, including the joint funding agreement attached to this documentation. It is likely that additional information will be available on Monday and if so, that information will be provided to you at Tuesday's Regional Railroad Authority meeting.

Amtrak is the contractor for the commuter rail vehicle. The train will be located when it is not operating between St. Cloud and Hastings at the Amtrak Depot on Terminal Road in St. Paul.

At this time we have learned:

Participation

Anoka and Washington County Regional Railroad Authorities are participants. Hastings Housing and Redevelopment Authority, previously thought to be a participant, is not going to participate financially. At your request, Hennepin County was sent a letter by Chair Ortega asking for it to



participate in the demonstration project.

Joint funding agreement

A joint funding agreement has been developed and received a preliminary review by Ramsey County staff. A copy is Attachment 2. The exhibit that is part of the agreement relating to the Amtrak contract is still being negotiated, and the agreement is therefore not yet ready for final approval. I have requested your authorization for me to execute the contract once approvals have been received from Ramsey County Attorney, Budgeting and Accounting and Risk Management offices.

Local budget

Joint activities will include the cost of operating the train between St. Cloud and Hastings and public relations work associated with event planning. Ramsey County Regional Railroad Authority's contribution will be \$33,000.

Each county will be responsible for the following local activities. An estimated budget for them is as follows:

County Staff (salary and overhead)	\$ 9,338
Refreshments	3,000
Volunteer expenses	500
Insurance for events	1,000
Extra train crew for BN Southern mainline	2,000
Rent for siding near Dale Street	1,000
Security at events	1,000
Platform	5,000
Event at Maxson Steel	7,000
Other events	5,000
Cleanup	500
Printing, mailing, supplies, given away	2,000
Portable restrooms	500
TOTAL	\$ 37,838

Note that this amount exceeds the \$17,000 cap requested on May 20.

Feasibility

A feasibility assessment is being prepared for the Monday joint coordinating committee meeting.

Verbal information from Burlington Northern indicates it will allow operation on its southern mainline in Ramsey County (Attachment 3). The exact parameters would be developed in consultation with the public relations consultant. Written confirmation has not been received from Burlington Northern at this point in time.

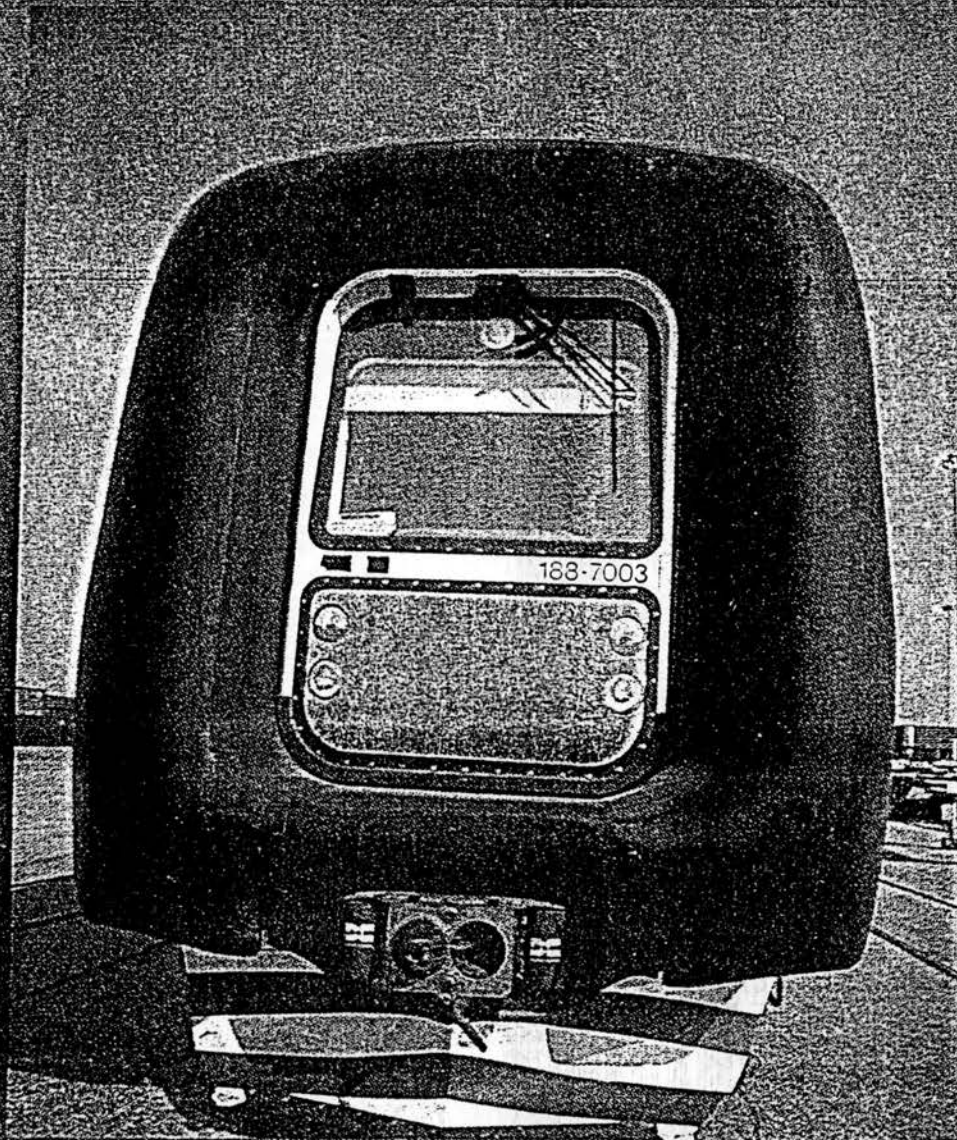
There is a technical issue relating to "hot boxes," a mechanism that proved to be difficult after a recent demonstration in Portland, Oregon, that is still being examined by Burlington Northern and Amtrak.

Public relations firms are submitting proposals this afternoon and the joint coordinating committee will review those at its Monday meeting. Ramsey County staff, Jon Walsh and I, met along with Anoka staff, with two of the potential firms on Tuesday of this week. Both indicated that the work requested is able to be accomplished in the timeframe.

Recommendation:

Consider the resolution authorizing Ramsey County's participation in activities relating to the commuter rail demonstration project.

AMTRAK INTRODUCES...

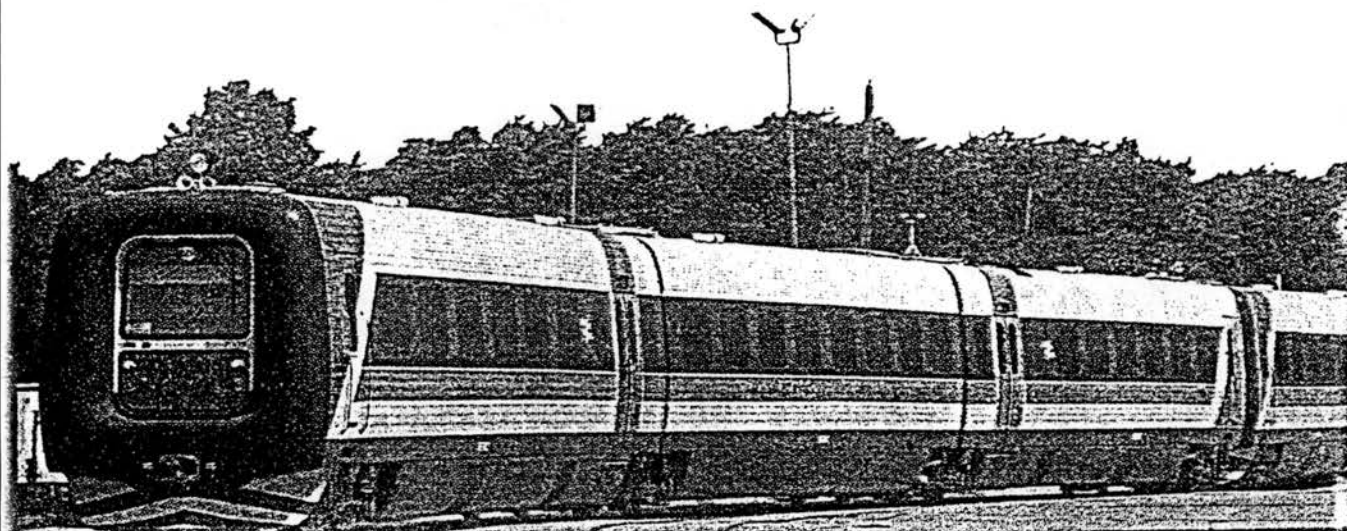


Flexliner

Amtrak, The National Railroad Passenger Corporation, is proud to welcome the European-designed Flexliner passenger train to the United States. The modern, high-tech train is embarking on a two-year demonstration program throughout North America. The Flexliner has been in successful operation abroad for more than five years. Currently, nearly 200 Flexliner trains are in service in four countries.



The Flexliner sets a new standard for comfort and efficiency in rail travel. The passenger train features world-class on-board amenities, versatile operational technology, and state-of-the-art design. Its modern comfort and flexibility embody Amtrak's vision of 21st century American rail travel.



The Premiere of a New

Unparalleled On-Board Comfort

With its innovative design and advanced technology, the Flexliner provides a distinctive level of on-board comfort, ease and convenience for both business and leisure travellers. The spacious cars feature comfortable, adjustable seats, panoramic windows, cellular phones, outlets for laptop computers and electronic route maps and schedule status systems. The Flexliner also provides generous storage space and access for persons with disabilities.

Unique Operational Flexibility

As its name suggests, the Flexliner is versatile. The bi-directional train employs an automated "coupling" connecting system that allows individual trains to be joined and separated within minutes — even while the trains are moving at low speeds. This technology enables multiple trains leaving a station as one unit to be quickly "uncoupled" to form two or more trains traveling to different destinations. Its modular design also enables the Flexliner to be adjusted according to passenger volume.

Unlike conventional trains, the Flexliner does not require a locomotive to power the train. The self-propelled train is built to run on existing, conventional rails. In addition, the Flexliner employs advanced tilt technology for curved rail lines.

The Flexliner's computer technology allows diesel and electric equipment to run as a single train with either the electric or diesel motors providing traction power. This enables the same level of transport quality to be provided on intercity, regional and local lines, whether these lines are electrified or not. The touring Flexliner is diesel powered.

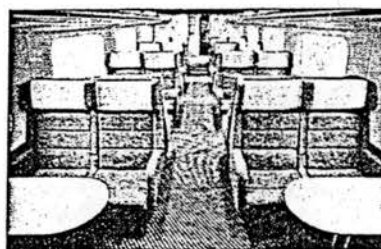


Generation of Rail Travel

State-of-the-Art Design

The Flexliner is equipped with a computerized diagnostic system that allows the driver and maintenance personnel to monitor train conditions. The trains feature a rubber front and a unique "fold-back" door design that allow easy passage between coupled trains, permitting unrestricted movement through the length of the modular Flexliner.

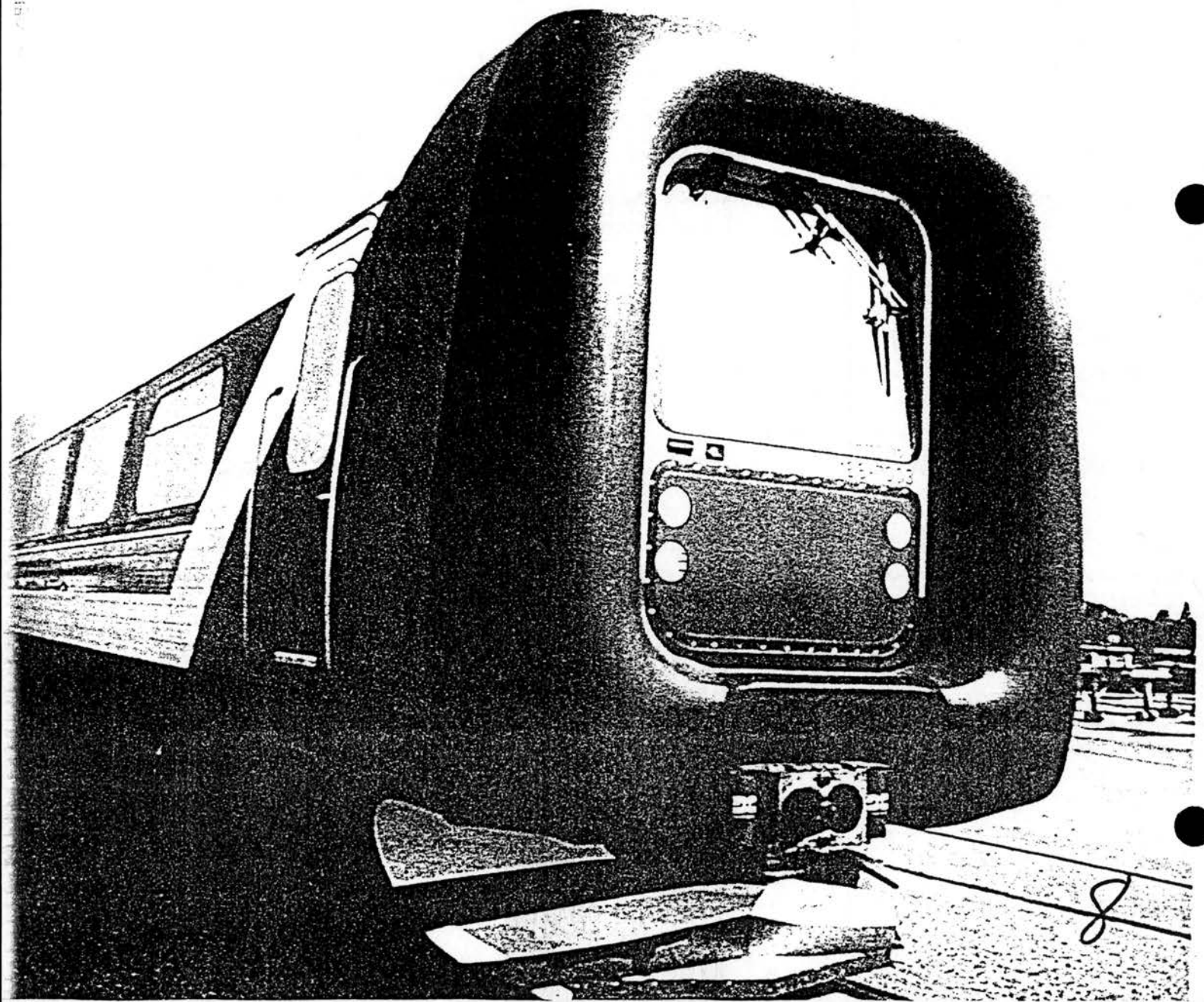
The train's flexible interior is designed to accommodate a minimum of 140 passengers. Each train can be adjusted for high capacity, short-distance commuter service and for spacious configurations for longer intercity journeys.



Flexliner Fast Facts

- Trains are self-propelled (locomotive not required), lightweight multiple units built of aluminum profiles;
- Trains can consist of two to four cars and up to five trains can be connected to comprise a Flexliner trainset;
- The train is designed for quick acceleration and can travel up to 112 mph;
- Trains are available with diesel (DMU) as well as electric (EMU) traction;
- For passenger comfort, the Flexliner is equipped with state-of-the-art electronic equipment and passenger information systems, panoramic windows, roomy seats and other world-class amenities.

The Flexliner is manufactured by Adtranz, a 50/50 joint venture combining the worldwide transportation businesses of ABB Asea Brown Boveri Ltd. and Daimler-Benz. The company is a complete global provider of transportation products, systems and services, especially passenger rail systems, automated guideway transit systems and automated train control systems.



Flexliner Demonstration Train Information

ENVIRONMENT		TRAIN OPERATION		TECHNICAL	
Fuel consumption	<2.5 mi/gal.	Automatic train stop	1	Trainset Data	
Closed toilet system	Vacuum	Driver's radio	2	Motor coach	2
		Event recorder	1	Middle coach	1
Noise Levels				Length	193'
Passenger compartment (100 mph)	68 dB(A)	Automatic Coupling of Trainsets		Coach, width	10.2'
External (0 mph)	77 dB(A)	Number of trainsets	Up to 5	Coach, height	12.6'
External (100 mph)	85 dB(A)	Coupling with other		Weight (tare)	224,000 lbs
Driver's cab (100 mph)	70 dB(A)	Flexliner trainsets	yes"	Pay load	40,000 lbs
Vestibule (100 mph)	77 dB(A)			Body shell	Extruded aluminum
PASSENGERS		Redundancy		Traction	4 axles
Entrance doors, per car side	2	Traction	4 engines	Engines	4 x 400 HP air cooled
Entrance door width	4.4'	EP brake control	2 computers	Tractive start effort	33,000 lbs.
Internal automatic doors, type 1	2.8'	Control	2 systems	Transmission	Diesel mechanical
Internal automatic doors, type 2	2.3'	Electric Supply	3 generators		
Gangway coach to coach	3.0'	Compressed air	2 systems	Electric Supply	
Gangway train to train	4.3'			Generators	3x 380 V AC 50 Hz 150 kW
Disabled Passengers		Seats		Battery	24 V DC 300 Ah
Wide entrance doors	1	1st Class seats	32		
Wheelchair location	1	Coach seats	109	Brakes	
		Seat distance	3.4'	Brake Control	2 computers
Air Conditioning	6 systems	Performance		EP Brake	Electric-pneumatic
		Acceleration	1.8 mph/sec.	IP Brake	Standard air brake
Lavatory	2 (One accommodates disabled passengers)	Braking (service)	2.2 mph/sec.	Rail Track brakes	2 at front trucks
		Braking (emergency)	2.8 mph/sec.	Parking brake on gradient	2.6%
		Speed (max)	112 mph	Distance (100 mph)	3280'
				Emergency (100 mph)	2950'
		Capacity		Slip/Slide protection	yes
Information system	Dot displays	Fuel	2 x 300 gal	Trucks	
Entrance displays	4	Water	68 gal	Front trucks	2
Passenger area displays	8			Articulated trucks	2
Route map	2	SERVICE/MAINTENANCE		Wheel diameter, new wheels	33.5"
Visual information	Dot displays/ Pictogram	Service intervals	30,000 miles	Wheel diameter, worn wheels	32"
Reading Light	1 per seat	Overhaul Intervals	750,000 miles		
		Service/repair	Module exchange		
Entertainment		On-board fault logging	2		
Audio channels	5 channels (3 CD, 2 Radio)	On-board diagnostic system	2		
		External connection			
Communication		AC power supply	1 x 3 480 V AC, 60 Hz		
Pay Phone	2	Compressed air	4		
110 V AC outlets 50 Hz	1 per 4 seats	Water	4		
Loudspeaker systems	2	Waste dump	4		
		Fuel	4		

" DMU & EMU units can be coupled and mixed

DRAFT: May 30, 1997

JOINT FUNDING AGREEMENT
FOR
A COMMUTER RAIL
DEMONSTRATION PROJECT

THIS AGREEMENT, is made and entered into by and between the Anoka County Regional Railroad Authority (hereinafter referred to as the "ACRRA"), the Ramsey County Regional Railroad Authority (hereinafter referred to as the "RCRRA") and Washington County Regional Railroad Authority (hereinafter referred to as the "WCRRA"), hereinafter collectively referred to as the "Authorities," pursuant to Minnesota Statutes §§ 398A.04, subdivision 9 and 471.59.

WHEREAS, the Authorities wish to jointly demonstrate commuter rail as a technology meeting transit needs serving the Twin Cities Metropolitan Area and adjacent areas; and

WHEREAS, the ACRRA, the RCRRA and the WCRRA each have agreed to contribute funding to pay the costs of a commuter rail demonstration project to be conducted on July 1, 2, and 3, 1997; and

WHEREAS, the ACRRA is willing to manage the Authorities' funds and enter into and manage contracts for services on behalf of the Authorities with respect to the commuter rail demonstration project;

NOW, THEREFORE, in consideration of the mutual promises and benefits that each party shall derive herefrom, and other good and valuable consideration, receipt of which is hereby acknowledged, the parties agree as follows:

ARTICLE I

PURPOSES

This Agreement has been executed by the Authorities for the purposes of creating a Project Fund, designating ACRRA to receive and manage the Project Fund and to enter into and manage contracts necessary for the joint elements of the Project, and establishing a Project Coordination Committee.

Post-it* Fax Note	7671	Date	5-30-97	# of pages	6
To	Kathy Despicke	From	Teresa Johnson		
Co./Dept.	Ramsey Ctry	Co.	Anoka County		
Phone #		Phone #			
Fax #	266-2761	Fax #			

Commuter Rail Demonstration Project
Page 1

ARTICLE II

THE PROJECT

For purposes of this Agreement, the parties agree that the Project shall consist of those elements of the Commuter Rail Demonstration Project which shall be jointly undertaken. The parties hereby delegate to the ACRRA the authority to provide purchasing and contracting services on behalf of the Authorities as set forth Article V of this Agreement in order to complete the following elements of the Project:

- A. Enter into a contract with the National Railroad Passenger Corporation (Amtrak) for the provision of two trainsets of Flexliner equipment and for the operation of the three-day demonstration project, a draft of which is attached to this Agreement as Exhibit A and incorporated herein by reference;
- B. Enter into a contract with a public relations firm for marketing and advertising services for general promotion of the demonstration project; and
- C. Make expenditures for such additional costs as signage and insurance, as recommended by the Project Coordination Committee, to the extent that funds are available.

The parties agree that each Authority shall be solely responsible for the planning, development, funding, and implementation of all demonstration project activities occurring within its boundaries, other than those joint activities specified above. All such local activities shall be coordinated, to the extent necessary for a successful demonstration project, through the Project Coordination Committee. It is agreed by the parties that the trainset will stop in each of the three counties at least once during normal business hours during the demonstration project.

ARTICLE III

PROJECT FUND

Section 3.1 Creation. The Authorities hereby establish the Project Fund with each party contributing the amount set forth in Section 3.2. Any other funds obtained for the Project implementation shall also be deposited into the Project Fund. The sole purpose of the Project Fund shall be to provide the monies necessary to complete the joint work program described in Article II.

Section 3.2 Contributions. On or before June 13, 1997, each party shall contribute monies to the Project Fund as follows:

<u>Party</u>	<u>Amount</u>
ACRRA	\$33,000
RCRRA	\$33,000
WCRRA	\$33,000

Section 3.3 Excess Contributions. If the actual total cost of completing the work program and satisfying all outstanding obligations of the Project is less than the total amount of monies in the Project Fund, such excess shall be refunded to the parties in proportion to their contributions to such fund.

Section 3.4 Insufficient Contributions. If the actual total cost of completing the work program and satisfying all outstanding obligations of the Project is greater than the total amount of monies in the Project Fund, the ACRRA shall reduce the scope of the work program set forth in Article II as approved by the Project Coordination Committee. No party shall be required to contribute more than \$33,000 to complete the work program contemplated by this Agreement without the written consent of that party.

ARTICLE IV

PROJECT COORDINATION COMMITTEE

Each party shall appoint one staff person and two Regional Railroad Authority Commissioners to serve on the Project Coordination Committee. The purpose of the Committee shall be to advise and coordinate with the ACRRA in its performance of the services provided hereunder and in the implementation of the Project.

ARTICLE V

ACCRA SERVICES

Section 5.1 Budgeting and Accounting Services. The ACRRA shall provide budgeting and accounting services necessary to manage Project funds, including Authorities' contributions and other Project funds, if any. Such services shall include, but not be limited to management of all Project funds, payment for contracted services, and relevant bookkeeping and record keeping. The ACRRA shall establish one or more separate funds for said monies and all interest earned from established funds shall be credited back to those same funds. All pertinent books, records, documents, and accounting procedures and practices shall be maintained by the ACRRA and

made available to the Authorities and the State Auditor upon reasonable notice and shall be retained for a period of three years. The ACRRA shall provide all parties to this Agreement an accounting of all funds contributed by the parties within six months of the completion of the commuter rail demonstration project.

Section 5.2 Contracting and Purchasing Services. The ACRRA shall make purchases for goods and services and enter into contracts needed or desirable to implement the Project within the funds available. The contracting and purchasing requirements of the ACRRA shall apply to contracts let and purchases made on behalf of the Authorities during the term of this Agreement.

Section 5.3 Accountability for Funds. All funds shall be accounted for according to generally accepted accounting principles. The ACRRA shall submit a report to the Authorities upon completion of the Project.

ARTICLE VI

MISCELLANEOUS

Section 6.1 Term. The term of this Agreement shall be from June 2, 1997, notwithstanding the dates of the signatures of the parties, through completion of the Project, which is currently contemplated to be no later than September 1, 1997.

Section 6.2 Termination. This Agreement shall terminate:

- A. upon written agreement of the parties; or
- B. upon written notice by the ACRRA that the Project has been completed.

Section 6.3 Distribution of funds. Upon termination of this Agreement, ACRRA shall pay all outstanding Project obligations from the funds managed by the ACRRA pursuant to this Agreement. Any surplus money in these funds after all such payments have been made shall be distributed to the Authorities in the same proportion as their contributions.

Section 6.4 Ownership of Materials Produced. All documents, reports and any marketing or public relations products are work products of the Authorities and shall be the property of the Authorities, subject to the rights and limitations set forth in the contracts contemplated herein; provided, however, that the parties shall be entitled use any or all of the materials produced pursuant to this Agreement either individually or collectively. All books, accounts, records and documents shall be subject to the provisions of Minn. Stat. Chapter 13, the Minnesota Government Data Practices Act, and Minn. Stat. § 16B.06, subd. 4.

Section 6.5 Covenant Not to Sue and Liability.

A. Covenant Not to Sue.

In consideration of the agreements contained herein, the Authorities covenant not to bring any claim or action against the ACRRA related to services provided by the ACRRA under this Agreement.

B. Liability.

The Authorities agree to share equally in any costs incurred by the ACRRA in defending, settling and satisfying any claims, demands, and causes of action of any kind or character, resulting from the acts or omissions, including negligent acts or omissions, of the ACRRA's elected officials, employees and agents in providing services under this Agreement.

C. No Waiver of Immunities.

Nothing in this Section is intended by the parties as a waiver of any liability limits or immunities that the parties are otherwise entitled to under law.

D. Survival.

The requirements of this section shall survive the termination or expiration of this Agreement.

IN WITNESS WHEREOF, the parties hereto have caused the execution hereof.

ANOKA COUNTY REGIONAL
RAILROAD AUTHORITY

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY

By: _____
Chair of the Anoka County
Regional Railroad Authority

By: _____
Chair of the Ramsey County
Regional Railroad Authority

Dated: _____

Dated: _____

ATTEST:

ATTEST:

Title: _____

Title: _____

Dated: _____

Dated: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

WASHINGTON COUNTY REGIONAL
RAILROAD AUTHORITY

By: _____
Chair of the Washington County
Regional Railroad Authority

Dated: _____

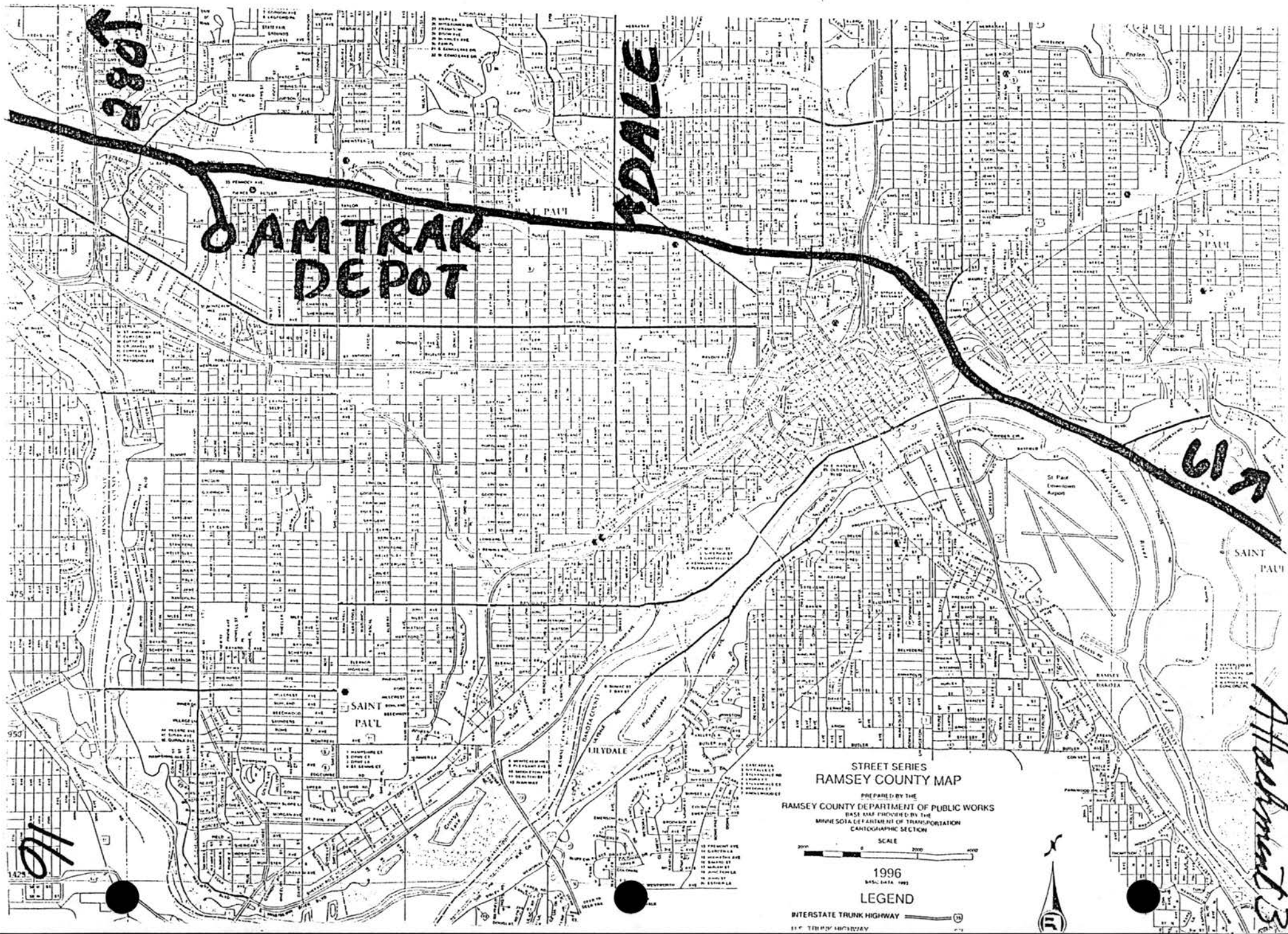
ATTEST:

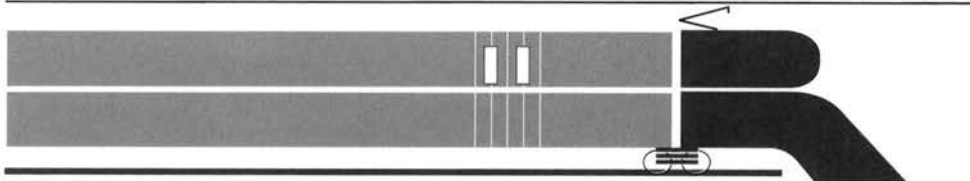
Title: _____

Dated: _____

APPROVED AS TO FORM:

Demonstration Project Location





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

Agenda

Ramsey County Regional Railroad Authority Meeting

June 24, 1997

9:30 a.m.

Council Chambers - Third Floor Courthouse

1. * Approve minutes of RCRRA meeting for June 3, 1997
2. Update on commuter rail demonstration project
3. Update on federal funding application

* Approval is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY BOARD MEETING

JUNE 3, 1997

The Ramsey County Regional Railroad Authority met on Tuesday, June 3, 1997, in Council Chambers.

MEMBERS PRESENT: Chairman Rafael Ortega
Commissioner Tony Bennett
Commissioner Susan Haigh
Commissioner Victoria Reinhardt
Commissioner Janice Rettman
Commissioner Jan Weissner

MEMBERS ABSENT: Commissioner Dino Guerin

OTHERS PRESENT: Dave MacMillan, County Attorney;
Terry Schutten, County Manager; Jon
Walsh, Public Works Department; Vern
Wahlage, Budget and Accounting
Department; Terry Lindeke, County
Manager Staff; Lisa Lee; Eddie
Maddox; Kathryn DeSpiegelaere,
Ramsey County RRA; and Judy Procai,
Administrative Assistant.

Chairman Ortega called the meeting to order at 1:45 PM.

1. Accept the minutes of the Ramsey County Regional
Railroad Authority Board meetings of May 6, 1997.

Motion by Commissioner Susan Haigh, seconded by
Commissioner Victoria Reinhardt, to accept the minutes from
the June 3, 1997 RCRRA meeting.

Ayes - 6, Nays - 0
Motion accepted.

2. Accept the minutes of the Ramsey County Regional
Railroad Authority Board meetings of May 20, 1997.

Motion by Commissioner Susan Haigh, seconded by
Commissioner Victoria Reinhardt, to accept the minutes from
the June 3, 1997 RCRRA meeting.

Ayes - 6, Nays - 0
Motion accepted.

3. Action on commuter rail demonstration project:

Commissioner Reinhardt moved and Commissioner Rettman seconded the motion to approve with a budget of \$52,955. The motion was modified with a friendly amendment by the seconder to reduce the amount to a \$50,000 cap.

WHEREAS, Ramsey, Anoka and Washington Counties have an opportunity to provide a Commuter Rail Demonstration using the AMTRAK Flextrain on July 1, 2 and 3, 1997, to their respective communities; and

WHEREAS, The Ramsey County Regional Railroad Authority approved a resolution on May 20 authorizing participation by the Regional Railroad Authority up to \$50,000 for the purposes of the Commuter Rail Demonstration Project (\$33,000 for joint project funding and \$17,000 for Ramsey County costs); and

WHEREAS, The Ramsey, Anoka and Washington County Regional Railroad Authorities have developed a Joint Funding Agreement to pay for the AMTRAK Flextrain and publicity associated with the demonstration; and

WHEREAS, It is necessary to appropriate funds to finance the Ramsey County Regional Railroad Authority's participation in the Commuter Rail Demonstration Project; and

WHEREAS, Funds are available from the Ramsey County Regional Railroad Authority's match in the Phase II Preliminary Engineering - Midway Corridor budget; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Authority authorizes the Director of Ramsey County Regional Railroad Authority to transfer up to \$50,000 from the Authority's match in the Phase II Preliminary Engineering Midway Corridor (59105), budget to fund the Commuter Rail Demonstration project budget; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Director of RCRRA to disburse the \$33,000 allocated for the joint project to be transferred to the Anoka County Regional Railroad Authority for the joint project fund; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Director of RCRRA to enter into contracts and provide for the disbursement of funds to pay for costs associated with Ramsey County activities that are a part of the Commuter Rail Demonstration Project in an amount not to exceed \$17,000; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes its Director to execute the joint funding agreement with Anoka and Washington County Regional Railroad Authorities subject to approval of the agreement by the Ramsey County offices of Risk Management, Budgeting and Accounting and County Attorney.

Discussion occurred before the vote about:

Commissioner Reinhardt commented on the county coordinating committee meeting of June 2, attended by two Commissioners each from Washington, Anoka and Ramsey Counties. She said the questions asked had been answered and Ramsey County's staffs' comments had been taken into consideration in revisions of the contract.

Commissioner Rettman asked that the resolution be revised to cap the budget at \$50,000 consistent with the budget adopted two weeks ago by the Regional Railroad Authority.

She indicated she had an opportunity to meet with elected officials who were concerned that the project could not be done well in the short timeframe and therefore preferred not to have a stop near Dale Street. The festivals occurring at the same time near the railroad tracks further complicated the situation. She indicated that at the county coordinating committee meeting she had said that having a station at the Amtrak Depot made more sense since it could be accessible for people with disabilities, the train would be housed there and parking is available.

The location of the route through Ramsey County will now be on the Amtrak route, rather than the BN mainline. The route follows Ayd Mill Road, the Mississippi River in downtown St. Paul and goes south along TH 61.

Commissioner Ortega thanked Commissioners Rettman and Reinhardt for their work and Commissioner Bennett also thanked them.

Commissioner Bennett said he preferred to have two events rather than a single one. Commissioner Reinhardt said she would prefer to cut back on the amount expended at each event

rather than have a single event.

Commissioner Weissner asked about objectives for the commuter rail demonstration project, who the people are who will ride, and what will happen during the time the train is here.

Commissioner Reinhardt said she wanted the project to raise awareness about the need for multimodal public transportation in the metro area and said that a demonstration project is one way to do that.

Commissioner Rettman said she would oppose having something just for VIP's, that the focus needs to be on people who will use it for commuting, on ordinary folks.

Commissioner Reinhardt said an important part of what happens is determined by Ramsey County. The event is to raise public awareness and isn't limited to public officials.

Commissioner Weissner said the objectives need to be very clear.

The type and duration of trips was discussed.

Commissioner Bennett suggested longer rides for elected officials and shorter for commuters.

Commissioner Haigh said Commissioners Rettman and Reinhardt would represent us well and she'd like them to come back with their ideas.

Commissioner Weissner said it shouldn't just be for high level officials and that riders should do assessments after the ride.

Commissioner Rettman reiterated that it should be kept within the \$50,000 budget and should not just be for highbrow folks.

Commissioner Weissner asked about marketing. Commissioners agreed to send names of those they wanted to invite to Commissioners Reinhardt and Rettman with copies to Jon Walsh. Commissioner Rettman suggested giving flyers to those who use park/ride lots and those who take the bus. Commissioner Bennett said we should ask MCTO to operate buses to the train.

The meeting adjourned at 2:30 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Kathryn DeSpiegelaere
Authorized Signature

June 17, 1997
Date

Board Action Request

Update on Commuter Rail Demonstration
Project

DISCUSSION ONLY

Request Justification

Information on the July 1, 2 and 3 Commuter Rail Demonstration will be discussed at the meeting.

Budgeting and Accounting

Vern W. Sklar 6/18/97

County Attorney

Dan M. Hill

Risk Management

Documentation certified complete for:

June 24, 1997
Board Date

E. J. Maguire
Signature

June 17, 1997
Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Kathryn DeSpiegelaere
Authorized Signature

June 17, 1997
Date

Board Action Request

Update a federal funding application

DISCUSSION ONLY

Request Justification

Information from recent visits with Congress will be discussed at the meeting.

Budgeting and Accounting

Vern Wohlschlag 6/18/97

County Attorney

Don MacIntyre

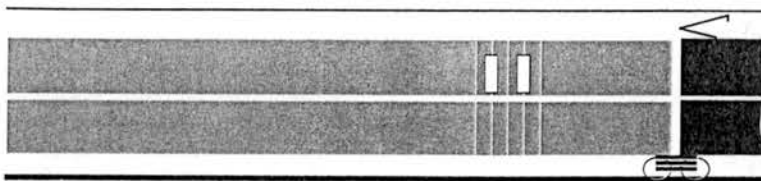
Risk Management

Documentation certified complete for:

June 24, 1997
Board Date

Elzette Mark
Signature

June 17, 1997
Date



Public
Ramsey County Regional
Railroad Authority
Documentation

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

Agenda

Ramsey County Regional Railroad Authority Meeting

June 24, 1997

9:30 a.m.

Council Chambers - Third Floor Courthouse

1. * Approve minutes of RCRRA meeting for June 3, 1997
 2. Update on commuter rail demonstration project
 3. Update on federal funding application
- * Approval is requested



Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY BOARD MEETING

JUNE 3, 1997

The Ramsey County Regional Railroad Authority met on Tuesday, June 3, 1997, in Council Chambers.

MEMBERS PRESENT: Chairman Rafael Ortega
Commissioner Tony Bennett
Commissioner Susan Haigh
Commissioner Victoria Reinhardt
Commissioner Janice Rettman
Commissioner Jan Weissner

MEMBERS ABSENT: Commissioner Dino Guerin

OTHERS PRESENT: Dave MacMillan, County Attorney;
Terry Schutten, County Manager; Jon Walsh, Public Works Department; Vern Wahlage, Budget and Accounting Department; Terry Lindeke, County Manager Staff; Lisa Lee; Eddie Maddox; Kathryn DeSpiegelaere, Ramsey County RRA; and Judy Procai, Administrative Assistant.

Chairman Ortega called the meeting to order at 1:45 PM.

1. Accept the minutes of the Ramsey County Regional Railroad Authority Board meetings of May 6, 1997.

Motion by Commissioner Susan Haigh, seconded by Commissioner Victoria Reinhardt, to accept the minutes from the June 3, 1997 RCRRRA meeting.

Ayes - 6, Nays - 0
Motion accepted.

2. Accept the minutes of the Ramsey County Regional Railroad Authority Board meetings of May 20, 1997.

Motion by Commissioner Susan Haigh, seconded by Commissioner Victoria Reinhardt, to accept the minutes from the June 3, 1997 RCRRRA meeting.

Ayes - 6, Nays - 0
Motion accepted.

3. Action on commuter rail demonstration project:

Commissioner Reinhardt moved and Commissioner Rettman seconded the motion to approve with a budget of \$52,955. The motion was modified with a friendly amendment by the seconder to reduce the amount to a \$50,000 cap.

WHEREAS, Ramsey, Anoka and Washington Counties have an opportunity to provide a Commuter Rail Demonstration using the AMTRAK Flextrain on July 1, 2 and 3, 1997, to their respective communities; and

WHEREAS, The Ramsey County Regional Railroad Authority approved a resolution on May 20 authorizing participation by the Regional Railroad Authority up to \$50,000 for the purposes of the Commuter Rail Demonstration Project (\$33,000 for joint project funding and \$17,000 for Ramsey County costs); and

WHEREAS, The Ramsey, Anoka and Washington County Regional Railroad Authorities have developed a Joint Funding Agreement to pay for the AMTRAK Flextrain and publicity associated with the demonstration; and

WHEREAS, It is necessary to appropriate funds to finance the Ramsey County Regional Railroad Authority's participation in the Commuter Rail Demonstration Project; and

WHEREAS, Funds are available from the Ramsey County Regional Railroad Authority's match in the Phase II Preliminary Engineering - Midway Corridor budget; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Authority authorizes the Director of Ramsey County Regional Railroad Authority to transfer up to \$50,000 from the Authority's match in the Phase II Preliminary Engineering Midway Corridor (59105), budget to fund the Commuter Rail Demonstration project budget; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Director of RCRRA to disburse the \$33,000 allocated for the joint project to be transferred to the Anoka County Regional Railroad Authority for the joint project fund; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Director of RCRRA to enter into contracts and provide for the disbursement of funds to pay for costs associated with Ramsey County activities that are a part of the Commuter Rail Demonstration Project in an amount not to exceed \$17,000; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes its Director to execute the joint funding agreement with Anoka and Washington County Regional Railroad Authorities subject to approval of the agreement by the Ramsey County offices of Risk Management, Budgeting and Accounting and County Attorney.

Discussion occurred before the vote about:

Commissioner Reinhardt commented on the county coordinating committee meeting of June 2, attended by two Commissioners each from Washington, Anoka and Ramsey Counties. She said the questions asked had been answered and Ramsey County's staffs' comments had been taken into consideration in revisions of the contract.

Commissioner Rettman asked that the resolution be revised to cap the budget at \$50,000 consistent with the budget adopted two weeks ago by the Regional Railroad Authority.

She indicated she had an opportunity to meet with elected officials who were concerned that the project could not be done well in the short timeframe and therefore preferred not to have a stop near Dale Street. The festivals occurring at the same time near the railroad tracks further complicated the situation. She indicated that at the county coordinating committee meeting she had said that having a station at the Amtrak Depot made more sense since it could be accessible for people with disabilities, the train would be housed there and parking is available.

The location of the route through Ramsey County will now be on the Amtrak route, rather than the BN mainline. The route follows Ayd Mill Road, the Mississippi River in downtown St. Paul and goes south along TH 61.

Commissioner Ortega thanked Commissioners Rettman and Reinhardt for their work and Commissioner Bennett also thanked them.

Commissioner Bennett said he preferred to have two events rather than a single one. Commissioner Reinhardt said she would prefer to cut back on the amount expended at each event

rather than have a single event.

Commissioner Weissner asked about objectives for the commuter rail demonstration project, who the people are who will ride, and what will happen during the time the train is here.

Commissioner Reinhardt said she wanted the project to raise awareness about the need for multimodal public transportation in the metro area and said that a demonstration project is one way to do that.

Commissioner Rettman said she would oppose having something just for VIP's, that the focus needs to be on people who will use it for commuting, on ordinary folks.

Commissioner Reinhardt said an important part of what happens is determined by Ramsey County. The event is to raise public awareness and isn't limited to public officials.

Commissioner Weissner said the objectives need to be very clear.

The type and duration of trips was discussed.

Commissioner Bennett suggested longer rides for elected officials and shorter for commuters.

Commissioner Haigh said Commissioners Rettman and Reinhardt would represent us well and she'd like them to come back with their ideas.

Commissioner Weissner said it shouldn't just be for high level officials and that riders should do assessments after the ride.

Commissioner Rettman reiterated that it should be kept within the \$50,000 budget and should not just be for highbrow folks.

Commissioner Weissner asked about marketing. Commissioners agreed to send names of those they wanted to invite to Commissioners Reinhardt and Rettman with copies to Jon Walsh. Commissioner Rettman suggested giving flyers to those who use park/ride lots and those who take the bus. Commissioner Bennett said we should ask MCTO to operate buses to the train.

The meeting adjourned at 2:30 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Kathryn DeSpiegelaere
Authorized Signature

June 17, 1997
Date

Board Action Request

Update on Commuter Rail Demonstration
Project

DISCUSSION ONLY

Request Justification

Information on the July 1, 2 and 3 Commuter Rail Demonstration will be discussed at the meeting.

Budgeting and Accounting

Vern Wallage 6/18/97

County Attorney

David M. Hill

Risk Management

Documentation certified complete for:

June 24, 1997
Board Date

E. J. H. H. H. H.
Signature

June 17, 1997
Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Kathryn DeSpiegelaere
Authorized Signature

June 17, 1997
Date

Board Action Request

Update a federal funding application

DISCUSSION ONLY

Request Justification

Information from recent visits with Congress will be discussed at the meeting.

Budgeting and Accounting

Vern W. Hays 6/18/97

County Attorney

Don MacIntyre

Risk Management

Documentation certified complete for:

June 24, 1997

Board Date

Elyse Hawk

Signature

June 17, 1997

Date