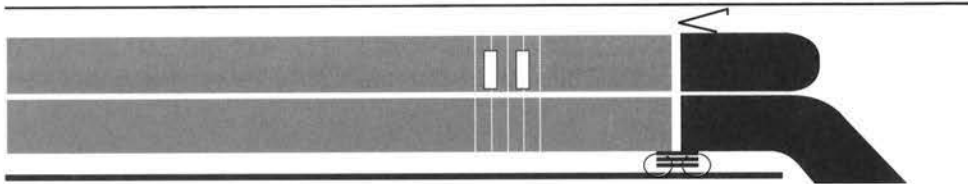




Ramsey County Regional Railroad Authority.
Records.

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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

November 4, 1997

8:30 AM

Council Chambers, 3rd Floor Courthouse

1. * Approve minutes of August 12, 1997
2. State transportation legislative requests
2. Background on transit planning for the county and region

* Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY BOARD MEETING

AUGUST 12, 1997

The Ramsey County Regional Railroad Authority met on Tuesday, August 12, 1997, in 220 Court House, large conference room.

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

MEMBERS ABSENT: NONE

OTHERS PRESENT: Dave MacMillan, County Attorney;
Terry Schutten, County Manager;
Vern Wehlage, Budget & Accounting;
Terry Lindeke, County Manager Staff;
Jane McClure, Neighborhood Papers;
Lisa Lee; Joe Miller; Fran Sontag;
Karen Tero; Kathryn DeSpiegelaere,
Ramsey County RRA; and Beth Nawrocki,
Administrative Assistant.

Chairman Ortega called the meeting to order at 4:20 PM.

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

Motion by Chairman Ortega, seconded by Commissioner Victoria Reinhardt, to accept the minutes from the July 22, 1997 RCRRA meeting.

Ayes - 7, Nays - 0
Motion accepted.

2. Update on Legislation.

Terry Lindeke reviewed progress on proposed ideas for legislative activity. She stated that proposals from all seven metro counties on transit are needed to continue with the forward movement on transit. Commissioner Bennett stated that all options should be kept open. Lindeke and Kathy DeSpiegelaere are talking with our partners on the Joint Powers Board.

Commissioner Rettman said that it is a necessity to look at the plans of the other counties on transit planning. Commissioner Rettman also said that Ramsey County should go for forward movement even if the federal government does not comply. We cannot be timid.

Chairman Ortega said that he is serving on the Transportation Management Organization. Terry Lindeke suggested the possibility to tie the Riverview transit corridor with the Minneapolis Convention Center and Twins' Stadium funding.

Commissioner Guerin said that we can use the numbers to our advantage when looking to the future. He gave examples such as the St. Paul Science Museum and the Civic Center proposed attendance.

Terry Lindeke then reviewed other items on the legislation agenda. Commissioner Haigh asked about the strategy on including the private sector. She said the need to broaden the number of all interested parties and to communicate with them on all the issues, not just parking issues.

Terry Schutten then discussed transit for welfare clients.

3. Discussion of Burlington Northern right of way issues.

Kathryn DeSpiegelaere and Commissioner Guerin gave background on the issues relating to the railroad berm near Maryland Avenue. The issue is should the berm remain or be brought down to street level. Several ideas and questions concerning this issue were discussed.

Safety issues concerning the berm were discussed. Commissioner Bennett stated the need to look at why the berm was built in the first place. Commissioner Reinhardt asked if upon the removal of the berm, would the purpose of the original berm be obsolete.

The Railroad Authority will receive a letter from St. Paul with a request for berm removal, and discussion of this topic will occur when the letter has been received.

4. Ratify quarterly report from period of April 1, 1997 to June 30, 1997.

Motioned by Chairman Ortega, seconded by Commissioner Reinhardt to ratify the quarterly report from April 1, 1997 to June 30, 1997.

Ayes - 7, Nays - 0
Motion accepted.

The meeting adjourned at 5:10 PM.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

10/24/97

Date

Board Action Requested

Proposed Transit/Transportation Legislative Issues.

DISCUSSION ONLY

Request Justification

See attached legislative issues material.

Budgeting and Accounting

Vern Wahlberg 10/29/97

County Attorney

Paul McMillan

Risk Management

Documentation certified complete for:

11/04/97

Board Date

Kristine A. Longhenry
Signature

10/27/97

Date

RAMSEY COUNTY TRANSIT/TRANSPORTATION PROPOSED LEGISLATIVE ISSUES FOR 1998

Welfare to Work Transit Funding

More funding is needed for pilot projects involving Welfare to Work. It is clear that the \$340,000 allocation to Ramsey County from the 1997 Legislature for transit alternatives to help welfare recipients get to work, will be insufficient to meet the current and projected demands. Staff projects a \$2 million need in Ramsey County for welfare-to-work needs in 1998. (See attachment # 1)

Dedicated Funding for Transit

A solution must be found to get permanent funding for transit, which does not include the use of property taxes. (See Attachment # 2)

Increased Funding for Transportation

An increase is needed in transportation funding for roads, bridges, and transportation amenities within Ramsey County. Options for increased funding, including raising the gas tax and increasing the County's share in the gas tax distribution formula. (See Attachment # 3)

Speed Limits on Local Roads

Local units of government should be allowed to set speed limits plus or minus 10 miles per hour from the State's standards. (See Attachment # 4)

Turn-back Road Funding

The population of White Bear Township is the largest of any township in the state, exceeding 9,000. Minnesota highway revenues are available to all municipalities with a population over 5,000. Because of the Township form of government which exists in White Bear, the distribution of highway user funds to the town is prohibited by the Minnesota Constitution. The Town has proposed a special

allotment distribution to urban townships like White Bear. The distribution proposal is based upon two items 1) the Township population exceeds 5,000, and 2) the Township should be reimbursed for county road turnbacks similar to the cities with populations exceeding 5,000 in the county. Ramsey county supports an adjustment to the distribution formula that will attempt to meet that need. (See Attachment # 5)

Bonding for Riverview Corridor

Staff recommends that Ramsey County seek bonding from the State Legislature to match anticipated federal funds in the ISTEA reauthorization. The request for state bonding would be approximately \$106 million. \$3 million would be earmarked for the Riverview Corridor MIS and subsequent engineering costs. (See attachment # 6)

Bonding for the Ford Bridge

The bridge connecting Minneapolis and St. Paul which crosses the Mississippi River along the Ford Parkway, needs replacing at a cost of approximately \$2 million. This is the amount that Ramsey County needs to seek state bonding for, the balance would come from dollars that MN/DOT has already set aside. (See attachment # 7)

Transit Redesign

A transit redesign is needed to implement concepts to provide frequent, fast, reliable and efficient transit service, along with a high level of transit amenities and transit centers – four linked transit corridors in the St. Paul/Ramsey County/East Metro area that is the focus for high concentrations of jobs, population density, transit dependency, and major redevelopment opportunities. (See Attachment # 8)

1998 LEGISLATIVE PROPOSAL

/

DEPARTMENT: Community Human Services

PROGRAM: Welfare-to-Work Transit Funding

EXISTING MINNESOTA STATUTE NUMBER:

NEW STATUTE:

PROPOSAL AND RECOMMENDATIONS:

(Include description and explanation of proposed legislation as it affects programs/services.)

The 1997 Minnesota Legislature allocated \$2 million for the biennium to the Twin Cities metropolitan counties to assist in efforts to meet the transportation needs of public assistance recipients who are entering the work force. Ramsey County received \$320,000 from this allocation for calendar year 1998. These funds will be used to support transportation services for a maximum of 90 days per individual. The effort to meet the transportation needs of individuals entering the work force also involves an ongoing effort to pursue foundation funds and other potential federal government support.

With approximately 10,000 Ramsey County adults now required to work or participate in job preparation activities, this initial allocation is projected to support 900 individuals. This will only reach a portion of those individuals entering the work force. In addition, as the number of individuals moving from public assistance to work grows throughout the next several years, the demand for effective transportation to the job site will also grow. To reflect that, this proposal is to request \$2 million for welfare-to-work transportation needs in Ramsey County in 1998.

PROS:

- o Expand Ramsey County's ability to support solutions to the transportation issue, reducing the chances that this will be a major obstacle for individuals moving from public assistance to employment.
- o This money comes in a format and amount that allows us to support small solutions that address transportation patterns as they develop between residence and employers.
- o The Minnesota Legislature and residents of Minnesota seem to recognize and understand that transportation could become a major obstacle to achieving the goals of welfare reform.

CONS:

- o The Minnesota Legislature may feel they have already made a commitment and wish to wait to see more of the results from the initial \$1 million.

Community Human Services/Welfare-to-Work Transit Funding (continued)

CONS: (continued)

- o The rural areas of Minnesota also have transportation issues related to welfare-to-work. While Greater Minnesota received \$925,000 for the biennium, they may also be seeking an additional appropriation.

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o Supporting the transportation needs of 10,000 individuals for up to 90 days is projected to cost \$3.6 million.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o Transportation will be more of an obstacle for a majority of individuals attempting to move from public assistance to work. If some type of transportation support is not available, Ramsey County and the State of Minnesota will have a tougher time meeting the goals of welfare reform. Ultimately, the federal government could impose financial penalties on the State of Minnesota for failure to meet employment goals.

PROPOSAL SUPPORTED BY:

- o Metropolitan Counties.
- o Low Income Advocacy groups.

PROPOSAL OPPOSED BY:

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o The 1997 Legislature appropriated \$1 million for the Twin Cities metropolitan area.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Kathy DeSpiegelaere, 266-2762.

1998 LEGISLATIVE PROPOSAL

#2

DEPARTMENT: Regional Rail Authority

PROGRAM: Dedicated Transit Funding

EXISTING MINNESOTA STATUTE NUMBER: Not known

NEW STATUTE: Not known

PROPOSAL AND RECOMMENDATIONS:

The State Legislature should find a way to fund the metropolitan area's transit system with a stable, reliable source other than property taxes. Currently, over 40% of the Metropolitan Transit System's \$180 million budget is derived from property taxes in the metro area.

The Twin Cities metropolitan area population is now 2.7 million. It is the 15th largest metropolitan area and one of the few that depends upon an all-bus transit system. Traffic congestion levels in the metro area are increasing dramatically and affect the mobility of its residents. The number of trips of the regional transportation system is increasing at the rate of four percent per year. Consequently, the number of miles of congested freeways has tripled in the last decade, and congestion is expected to increase another 35% by the year 2000.

With all of the growth and congestion concerns in the metro area, the current transit system is not meeting the needs of our citizens. More financial resources and a better planning system are needed. These needs should not be the responsibility of our property taxpayers, however. We must identify another source of funding that has the ability to grow with the needs of the area and state.

PROS:

- o This would take pressure off our already stressed property tax system.

CONS:

- o Whatever source of funding is used, it must be reliable, equitable and be able to grow.

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o This would remove approximately \$80 million in property tax obligations in the metro area.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o Continued reliance on the property tax.

PROPOSAL SUPPORTED BY:

- o Metro area legislators.

Regional Rail Authority/Dedicated Transit Funding (continued)

PROPOSAL OPPOSED BY:

- o Those advocates who want to keep the gas tax dedicated to highway use.
- o Outstate Legislators

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o Yes, the State Legislature has wrestled with this problem for the past 10 years.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Kathy DeSpiegelaere, 266-2762.

1998 LEGISLATIVE PROPOSAL

DEPARTMENT: Public Works

PROGRAM: Increased Funding for Transportation

EXISTING MINNESOTA STATUTE NUMBER: 296.02 Subd. 1b

NEW STATUTE: Revise 296.02, establishing a higher rate of collection from motor fuel.

PROPOSAL AND RECOMMENDATIONS:

(Include description and explanation of proposed legislation as it affects programs/services)

The current collection of tax from gasoline and license plate revenues results in an allotment from the State Aid Fund to Ramsey County of approximately \$9 million. The allotment is used to assist the County in the maintenance and construction of County State Aid Highways. The current collection rate has kept pace with inflation, but the use of the system has increased at a rate that exceeds the growth in revenues. The result of this phenomena is that roads are deteriorating at a rate faster than the funds are collected to replace them.

Adding to this situation, Mn/DOT's reduction in the size of the highway system through turnbacks to local agencies places an increasing demand on the State Aid fund. Many local agencies are faced with the problem of meeting the increased demand through the property tax. With the control of levy limits, they are forced to cut other programs to preserve the road system infrastructure.

An increase in highway user fund that equals the increased need caused by usage and jurisdictional transfer would help reduce placing an additional burden on the property tax. An increase may also provide the forum to make adjustments to the CSAH distribution formula. Ramsey County, with 10% of the State's population and an equal percentage of motor vehicles, only receives 3% of the fund allocated to counties. Urban counties have tried for years to resolve this disparity, with limited success, and each success has required a means to ensure that no county receives less money after the change than before.

PROS:

- o Increasing the revenue to the County through the highway user fund will assist in offsetting future increases to the property tax.
- o Increasing the revenue will preserve the road infrastructure and provide an opportunity to extend the life of the system through cost-effective preventative maintenance procedures and timely reconstruction. At the current unit rate of cost to replace one mile of the County road system, the cost of replacement of Ramsey County's roads exceeds \$500 million.

Public Works/Increased Funding for Transportation (continued)

CONS:

- o Because Ramsey County may be considered a "donor" county, an increase without a formula adjustment may be detrimental to County residents when looking at the whole tax burden (state and local). The County would also need to ensure that additional revenue would not lead to unnecessary expansion of the road system in lieu of other transportation alternatives. Unnecessary system expansion by any road authority will only result in the requirement for additional funds.

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o Each cent of increase in gasoline tax could result in an additional \$200,000 in CSAH allotment to Ramsey County.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o The County may have to make adjustments in future programs to meet the needs.

PROPOSAL SUPPORTED BY:

- o Highway lobby.

PROPOSAL OPPOSED BY:

- o Those concerned over increases in the size of the highway system in lieu of transit alternatives.

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o Proposals for Highway User Fund increases have been tried for years.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Paul Kirkwold, 266-2609.

4

1998 LEGISLATIVE PROPOSAL

DEPARTMENT: Public Works

PROGRAM: Speed Restrictions - Zoning within local areas

The current state statute requires that the Commissioner of the Minnesota Department of Transportation authorize speed limits on County Roads and County State Aid Highways within the State of Minnesota. The intent of the statute change would be to allow local governments to have more input into the speed limits set on roadways within their jurisdiction.

EXISTING MINNESOTA STATUTE NUMBER: MN Laws 1980, Chapter 169, Art. 14, Sec. 1-5.

NEW STATUTE: Unknown

PROPOSAL AND RECOMMENDATIONS:

(Include description and explanation of proposed legislation as it affects programs/services)

The proposal would require that the Commissioner of Transportation continue to conduct an engineering and traffic evaluation on the roadway and to recommend the appropriate speed limit for a requested segment of roadway. The local government agency having jurisdiction of the road would have the ability to raise or lower the speed limit by five miles per hour. The speed could not be reduced below 30 mph or raised to above 55 mph.

This change in statute would allow local governments to have more input into the speed establishment process. The desires and concerns of local residents and businesses would be better represented. The local government would be responsible for the enforcement of the speed limit, predominately if it was lower than the speed recommended by the Commissioner.

PROS:

- o The concerns and issues presented by local government officials, as well as property owners, would be taken into stronger consideration when establishing speed limits on local roads.

CONS:

- o The Minnesota Department of Transportation has been intent on setting all speed limits statewide as a means to provide a uniform set of speed limits. The changing of this statute may result in some speed limits being set lower than recommended in an engineering study.

Public Works/Speed Restrictions - Zoning within local areas (continued)

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o The financial impact to Ramsey County would be negligible.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o The Minnesota Department of Transportation would continue to establish speed limits on the County roadway system.

PROPOSAL SUPPORTED BY:

PROPOSAL OPPOSED BY:

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o This issue has been presented several times in the past but has not been considered by the legislature in the past. Previous submittals allowed the local government total control over establishment of speed limits.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Paul Kirkwold, 266-2609.

1998 LEGISLATIVE PROPOSAL

DEPARTMENT: Public Works

PROGRAM: Highway funding for turnback roads to White Bear Township

EXISTING MINNESOTA STATUTE NUMBER: 162.08

NEW STATUTE: 162.082 Sec. 17

PROPOSAL AND RECOMMENDATIONS:

(Include description and explanation of proposed legislation as it affects programs/services)

The Functional Consolidation of Roads plan includes turnback routes in White Bear Township. Communities in Ramsey County with a population greater than 5000 may place routes that are turned back to them from the County on their municipal state aid system. The Township, with a population in excess of 9000, is prohibited from receiving the same advantage due to their form of government. The Township has proposed a change in a portion of the User Fund distribution formula that would give them an allotment based upon the turnbacks they receive.

PROS:

- o The Township proposal will funnel additional User Fund revenues into the County and will offset the mandated requirement for the County to pay the Township to maintain turnback routes.

CONS:

- o The other communities who are scheduled to assume jurisdiction of County routes and do not receive user fund revenues may feel they are also justified for an increase in the money that will be paid to them to maintain the routes. Any changes to the portion of the formula where the Township is proposing may result in changes that could be detrimental to funding the trunk highway turnbacks to the County.

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o If the Township is successful, the County would not be obligated to pay the Township up to \$72,000 for road maintenance. The savings may, however, need to be channeled to the other communities.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o The Township has indicated they will be unwilling to assume jurisdiction of County turnback routes.

PROPOSAL SUPPORTED BY:

- o White Bear Township.

Public Works/Highway funding for turnback roads to White Bear Township
(continued)

PROPOSAL OPPOSED BY:

- o The proposal could be opposed by other townships in the State, cities over 5000 population, and other counties anticipating funds for trunk highway turnbacks.
- o The proposal may face opposition from our own communities, in that the Township may be perceived to be getting a larger allotment for turnbacks than anyone else.
- o Mn/DOT?

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o The Township placed HF19 on the floor last year. The Township states the proposal passed the House but did not get a hearing in the Senate.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Paul Kirkwold, 266-2609.

6

1998 LEGISLATIVE PROPOSAL

DEPARTMENT: Regional Rail Authority

PROGRAM: Bonding for Riverview Corridor

EXISTING MINNESOTA STATUTE NUMBER: None

NEW STATUTE: None

PROPOSAL AND RECOMMENDATIONS:

The Riverview Corridor, an area that stretches from downtown St. Paul to the Metropolitan Airport, is being considered for a transitway to link the two areas. A Corridor study is underway which will give conceptual cost estimates for the various transit alternatives being considered. Federal funds are being secured for a share of the capital costs.

This proposal is part of a larger, more comprehensive proposal being proposed by the Joint Powers Board of the seven metro counties. The entire proposal is for \$106 million in state bonding funds, of which \$3 million would be earmarked for the Riverview Corridor MIS and Subsequent Engineering.

PROS:

- o This takes action to get much needed transit alternatives in place.

CONS:

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o This would cost the State \$106 million in bonding, but would leverage over \$200 million in federal dollars.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o More congestion and no clear direction for developing other alternative transit options for the metro area.

PROPOSAL SUPPORTED BY:

- o Ramsey County Regional Rail Authority.
- o Seven metropolitan counties.
- o Federal Legislative Delegation.

PROPOSAL OPPOSED BY:

- o Not known.

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o No.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Kathy DeSpiegelaere, 266-2762.

NOTE: These items are currently under discussion by all of the seven metropolitan counties. The Ramsey County Board will be continuing to review these requests over the next 6-8 weeks. This request is also being predicated on receiving federal funds for a portion of the total projects. The decision about federal funds has not yet been made by Congress and is currently under discussion.

TRANSIT/TRANSPORTATION

Bonding proposal -- 1998 legislative session

	<u>Request</u>
1) Hiawatha LRT construction	\$100,000,000
2) Riverview Corridor MIS and Subsequent Engineering	3,000,000 *
3) Northstar Transitway Studies	1,500,000
4) Cedar Avenue Corridor Studies	500,000
5) Northwest Corridor Commuter Rail Engineering	500,000
6) South Washington Commuter Rail Engineering	<u>500,000</u>
Total bonding request	\$106,000,000
1) Hiawatha LRT Construction: Funds to match federal and other local funding for construction of the \$400 million LRT project from downtown Minneapolis to the Minneapolis-St. Paul (MSP) International Airport and Mall of America.	
2) Riverview Corridor MIS and Engineering: Funds to match federal funding for a Major Investment Study (MIS) and subsequent engineering work to determine the appropriate transit improvement within the corridor between St. Paul's Eastside and the MSP International Airport/Mall of America. Total project cost is \$15 million, with an 80/20 federal/local cost participation.	
3) Northstar Transitway Studies: Funds to match federal funding to further evaluate and design transit improvements in the Northstar Corridor linking downtown Minneapolis to St. Cloud. Total federal funding request is \$6.0 million, requiring a local match of \$1.5 million.	
4) Cedar Avenue Corridor Study: Funds to enable a study of potential transit improvements linking the Hiawatha LRT, Riverview, and Northstar Corridors to Dakota County. The project would generally follow Cedar Avenue from the Mall of America to Apple Valley. No federal funds have been requested for this project.	
5) Northwest Corridor Commuter Rail: Funds to develop engineering documents for a commuter rail project from downtown Minneapolis to the northwest suburban area of Hennepin County over the Burlington Northern/Santa Fe railroad tracks. No federal funds have been requested for this project.	
6) South Washington Commuter Rail: Funds to develop engineering documents for a commuter rail project from downtown St. Paul to Hastings. No federal funds have been requested for this project.	

1998 LEGISLATIVE PROPOSAL

7

DEPARTMENT: Public Works

PROGRAM: Bonding for the Ford Bridge

EXISTING MINNESOTA STATUTE NUMBER: None

NEW STATUTE: None

PROPOSAL AND RECOMMENDATIONS:

\$2 million is needed to match \$8 million in federal funding. The Ford Bridge spans the Mississippi River and links Minneapolis and St. Paul along the Ford Parkway. This bridge is the highest priority bridge in Ramsey County that is not currently under construction. All entities involved, including Mn/DOT, are in agreement the Ford Bridge is deficient and needs improvement. This bridge is included in Mn/DOT's list of \$28 million (statewide) of local bridge requests.

PROS:

- o This would fix the highest priority bridge in Ramsey County.
- o This would leverage approximately \$8 million in federal dollars.

CONS:

- o May be competing with other County bonding proposals.

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o This would save maintenance dollars in the long run.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o Would be putting off inevitable repairs, and would become an increased safety hazard for those using the bridge.

PROPOSAL SUPPORTED BY:

- o Mn/DOT.
- o Ramsey County Public Works.

PROPOSAL OPPOSED BY:

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o No.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Paul Kirkwold, 266-2609.

Transit Redesign -- St. Paul/Ramsey County/East Metro

Transit redesign proposes to implement concepts to provide frequent, fast, reliable, and efficient transit service, along with a high level of transit amenities and transit centers: four linked transit corridors in the St. Paul/Ramsey County/East Metro area that is the focus for high concentrations of jobs, population density, transit dependency, and major redevelopment opportunities. A description of the corridors follows:

- a) Northeast Corridor between downtown St. Paul and Maplewood Mall, with service to Metro State University, the large and growing number of jobs in the 3M/Phalen Corridor area, Phalen Village, Hillcrest Shopping Center, and Maplewood Mall.
- b) East Corridor extending east from downtown St. Paul to Sunray Shopping Center, the main 3M campus, and a new community transit center/park-and-ride facility near I-94 in Woodbury.
- c) St. Paul South Corridor going south from St. Paul to Signal Hills in West St. Paul and on to South St. Paul.
- d) Snelling Avenue Corridor from I-94 to Rosedale Shopping Center in Roseville.

This project is designed to restructure the bus system to meet current needs in light of changes in land use, development, and travel patterns, and to refocus transit services and economic development on transit corridors as called for in the Metropolitan Council's 1996 Transit Redesign Plan, Regional Blueprint, and Transportation Policy Plan. It is designed to provide good transit from areas with high-density populations of transit-dependent people to areas with growing job opportunities. It is designed to be the backbone of a strong public transportation system that is safe and understandable to both residents and visitors.

Capital costs for the listed corridors: \$5 million per corridor for signal improvements, striping, signs, shelters, and transit centers that are the focus for community transit services, as well as other community services such as day care of senior centers.

Total capital costs are \$20 million.

NOTE: Operating costs are \$10 million annually, for additional and more frequent bus service focused on the corridors.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

10/24/97
Date

Board Action Requested

Transit planning and Ramsey County
Comprehensive Transportation Plan.

DISCUSSION ONLY

Request Justification

- See attached:
1. Memorandum from K. DeSpiegelaere
 2. Executive Summary, Comprehensive Light Rail Transit Plan for Ramsey County
 3. Memorandum from P. Kirkwold with attachment

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

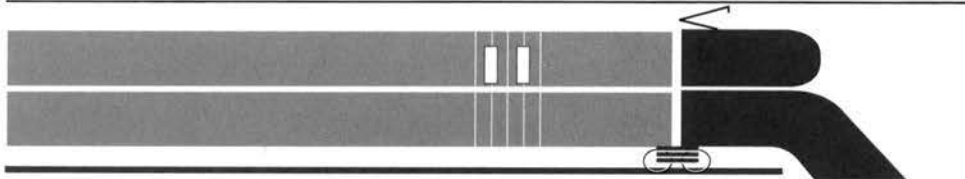
11/04/97

Board Date

Kristine A. Longhenry
Signature

10/27/97

Date



Ramsey County Regional Railroad Authority

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

Memorandum

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

From: Kathryn DeSpiegelaere

Subject: Transit Planning Studies

Date: October 23, 1997

Information has been requested on transit plans for the region and Ramsey County.

There have been many transit studies conducted over the past 20 years. Some of the them have been conducted in response to legislative directives. Some pertain to transportation and include transit (more than one person per vehicle) and some are specific to a type of transit (electric bus, LRT, commuter rail) or a corridor (Central Corridor, Hiawatha Corridor). The list that follows contains some of the major studies:

Ramsey County Strategic Plan

This plan has a transit section which includes a vision statement, critical issues and specific strategies. It recommends:

That a portion of the gas tax be dedicated to transit.

That businesses help promote the use of transit.

That pedestrian facilities be connected to provide access to transit.

That Ramsey County provide incentives to its employees to use transit.

That higher capacity, faster transit service be provided between the downtowns and major transit generators between them.

Transit Redesign, Metropolitan Council, 1996.

This plan "defines a process and action plan to ensure the long term viability of the transit system." It made specific recommendations for service restructuring, including recommendations for areas in Ramsey County.

Transportation Development Guide/Policy Plan, Metropolitan Council, December, 1996

Provides transportation policy direction to implement the Council's regional Blueprint, a comprehensive development guide for the metropolitan area.

This plan is revised by legislative requirement every four years. It contains the long term recommendations for major capital improvements in transit corridors and in the most current version, recommended the construction of transitways in the Hiawatha Corridor and in other corridors.

Transportation System Plan, Minnesota Department of Transportation, Metro Division, January, 1997

"Identifies Mn/DOT's vision for maintaining and improving the state trunk highway system to serve all modes of transportation within the eight-county Metropolitan area for the years 2001-2020."

Saint Paul Transportation Policy Plan, City of St. Paul, in process

Provides guidance for St. Paul decisions about streets, traffic, parking, transit, bicycling, pedestrian ways, land use and development.

Ramsey County Comprehensive Transportation Plan, Ramsey County Public Works Department, 1980, required by the Legislature.

This plan contained a transit section. Ramsey County's role in transit was less at the time the plan was done than it is currently. Ramsey County Regional Railroad Authority was formed in 1987, seven years after this plan was completed.

Ramsey County Light Rail Transit Comprehensive Plan, Ramsey County Regional Railroad Authority, 1989

Each county in the metro area prepared a light rail transit comprehensive plan. The plans were combined in 1990 in a Light Rail Transit Regional Development and Financial Plan

prepared by the Regional Transit Board and required by the Legislature.

Ramsey County's Plan recommends analyzed the county for corridors where light rail transit might be applicable. An Executive Summary of the report is attached.

- o Midway Corridor Draft Environmental Impact Statement
- o Central Corridor Draft Environmental Impact Statement
- o Northeast Corridor Alignment Study
- o South Corridor Scoping Study
- o Central Corridor Land Use and Economic Development Study around Station Areas

These are examples of reports that were done for specific transit corridors recommended in earlier plans by the region.

Subsequent steps:

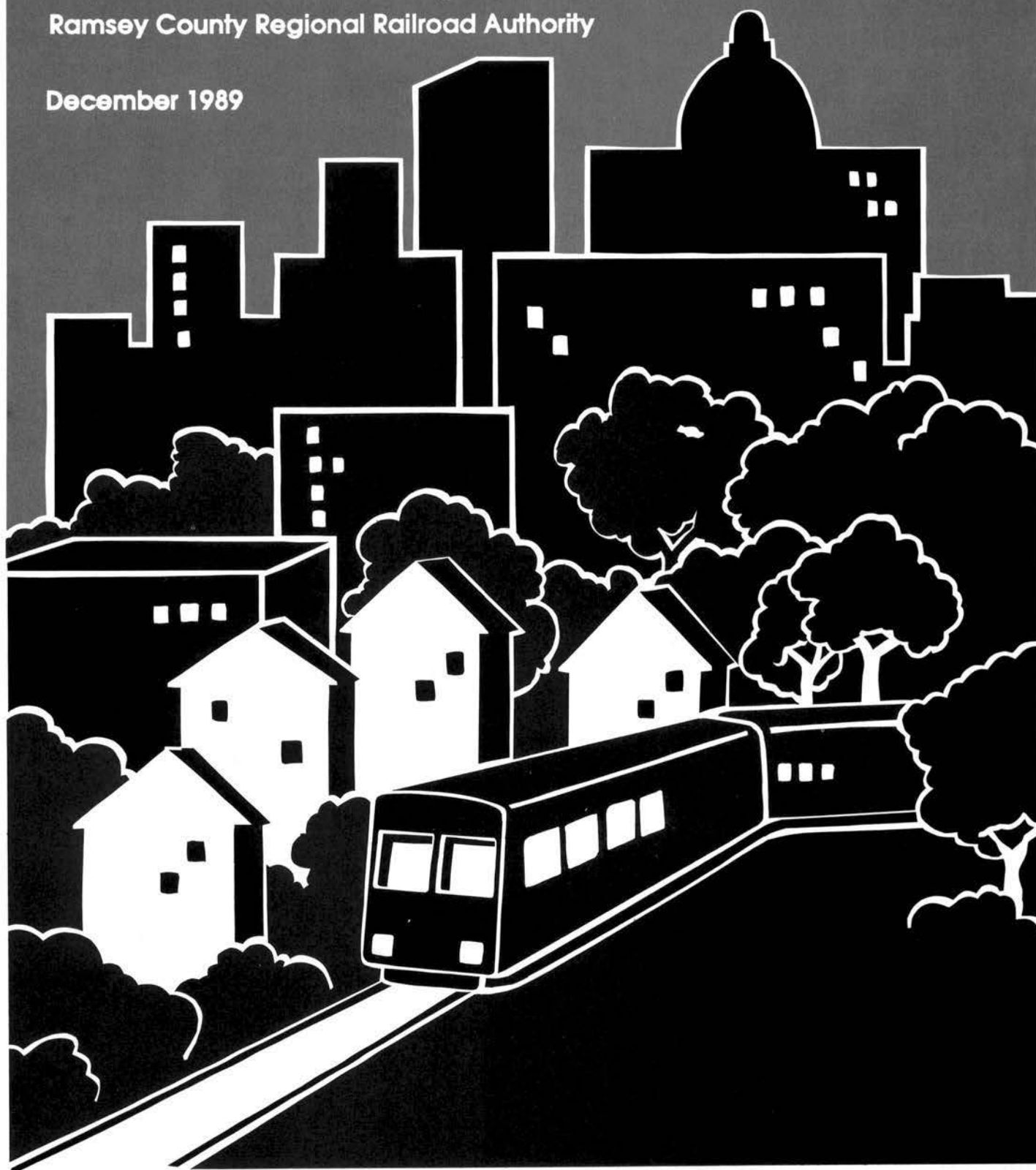
There will be a transit section in Ramsey County's Comprehensive Transportation Plan that will build on earlier transit studies.

Comprehensive Light Rail Transit Plan For Ramsey County

Executive Summary

Ramsey County Regional Railroad Authority

December 1989



COMPREHENSIVE LIGHT RAIL TRANSIT PLAN FOR RAMSEY COUNTY

EXECUTIVE SUMMARY

PREPARED FOR
RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

PREPARED BY
SRF STRGAR-ROSCOE-FAUSCH, INC.

DECEMBER, 1989

EXECUTIVE SUMMARY

- *The Draft Comprehensive LRT Plan recommends six corridors in Ramsey County where LRT should be constructed in the next 20 years and additional corridors where LRT potential should be monitored.*
- *The Midway Corridor is the top priority LRT corridor in Ramsey County and in the metropolitan area.*
- *The LRT Plan is based on goals adopted by the RCRRA.*
- *91,000 to 114,000 people per day are projected to ride LRT in Ramsey County by 2010 if recommended corridors are constructed.*
- *The estimated cost of the proposed system is \$859 to \$987 million, depending on the selected alignments.*
- *Preserving opportunities for right-of-way for potential LRT corridors is an important element of this plan.*

This document is the Executive Summary of the Comprehensive Light Rail Transit Plan for Ramsey County. The draft plan was circulated to the public and various agencies for review and comment before it was finalized in December, 1989. Public forums and a hearing were held in September, 1989 to review the draft LRT Plan and provide an opportunity for public discussion of the recommendations.

WHAT IS THE PURPOSE OF THE COMPREHENSIVE LRT PLAN?

The purpose of the Comprehensive LRT Plan is to identify in a conceptual, rather than specific, manner a light rail transit system for Ramsey County that will accomplish the goals established for LRT by the Ramsey County Regional Railroad Authority (RCRRA). The plan recommends LRT improvements and suggests strategies for implementing an LRT system for the next 20 years. Subsequent studies will be undertaken to develop details about the generalized areas studied in this plan.

WHAT ARE THE POTENTIAL BENEFITS OF LRT TO RAMSEY COUNTY?

LRT is a medium cost rail transit system that provides a faster and more comfortable transit commute than buses, can alleviate the inconvenience of traffic jams and, thus, can attract more transit passengers. It can reduce transit operating costs because a single operator can carry far more passengers on LRT than on a bus. LRT is powered by electricity and is quieter than buses. By reorienting the bus system, transit service throughout the metropolitan area can be improved.

HOW DOES THE RAMSEY COUNTY LRT PLAN RELATE TO OTHER LRT ACTIVITIES IN THE METRO AREA?

The Comprehensive LRT Plan for Ramsey County is consistent with previous transportation planning in Ramsey County and the City of St. Paul, and regional transportation studies.

The RCRRA has carefully coordinated LRT planning in Ramsey County with LRT planning in adjacent counties. It established two committees for the purpose of coordinating LRT planning activities. The Intergovernmental Committee was made up of elected and appointed officials from city, county, regional and state agencies. The Technical Committee consisted of staff representatives from the same agencies.

The Minnesota Legislature has directed the Regional Transit Board to prepare and adopt a regional development and financial plan for LRT by January, 1990. A joint Light Rail Transit Advisory Committee has been established by the Regional Transit Board to assist in the completion of these plans and in the coordination of LRT activities in the region. The RCRRA is a member of this advisory committee. A coordination plan for LRT for the region is to be completed by July, 1990.

WHAT ARE RAMSEY COUNTY'S GOALS FOR LRT?

Goals for light rail transit adopted by the Ramsey County Regional Railroad Authority on June 28, 1988 are:

1. To integrate a Ramsey County LRT system with other counties' LRT systems, with other transit services and other transportation services in the metropolitan area.
2. To reduce the need for roadway construction or expansion; to assist in relieving congestion on roadways in Ramsey County.
3. To enhance economic development in Ramsey County.
4. To decrease costs of transportation services in Ramsey County.
5. To respond to mobility needs in Ramsey County.
6. To reduce environmental impacts associated with the automobile in Ramsey County.
7. To promote financing the planning, construction and operation of an LRT system in Ramsey County with broad-based funding to minimize the impact to Ramsey County taxpayers.

WHAT ROLE DID THE PUBLIC PLAY IN DEVELOPING THE LRT PLAN?

Community involvement in the development of the draft Comprehensive LRT Plan was extensive and included:

- Intergovernmental Committee
- Technical Committee
- Citizens Advisory Committee
- Northeast Corridor Task Force
- Public Forums
- Presentations and Meetings
- Newsletters
- Press Releases

Two series of public forums were held during development of the draft Comprehensive Plan. The first was held at five locations in February, 1989, to provide general information about LRT and the planning process. The second

was held at four locations in April to present the results of the initial corridor evaluation. An additional forum was held for the downtown area in March. A third series of public forums were held in September to present and discuss recommendations in the Comprehensive LRT Plan.

WHAT REGIONAL LRT CORRIDORS ARE PROPOSED IN THE PLAN?

The six regional corridors proposed for LRT between now and 2010 in the Comprehensive LRT Plan are shown in the attached figure as Phase I. They are: Midway, Northwest, Northeast, South, South-Southwest and East. These corridors are recommended because they:

- Have high LRT ridership potential
- Intercept congested corridors which will assist in reducing traffic on congested roadways
- Connect well with corridors under study in nearby counties
- Have the potential to enhance development
- Respond to mobility needs in Ramsey County
- May help to reduce environmental impacts
- May help to decrease transportation costs in Ramsey County

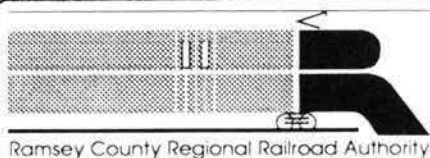
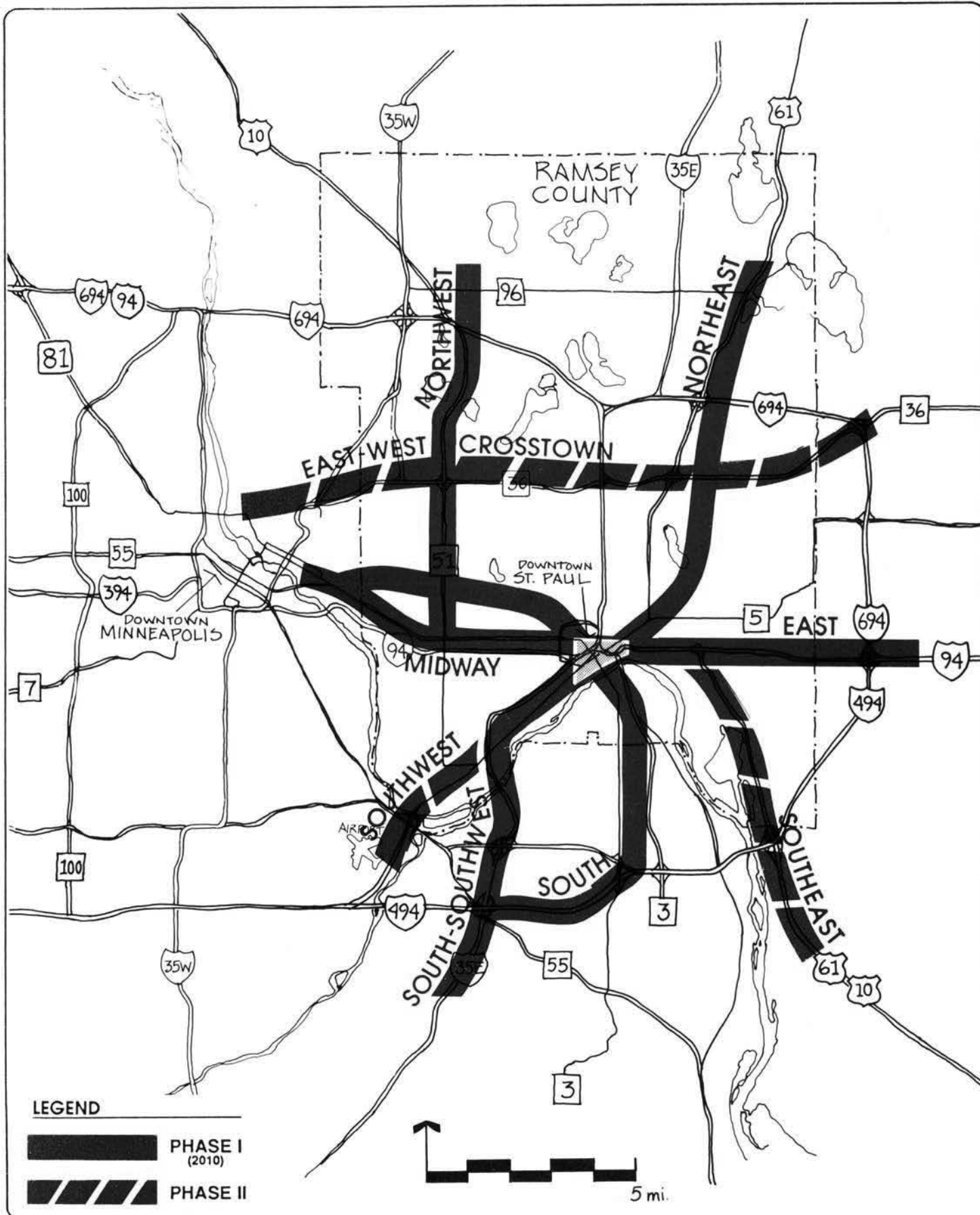
On the basis of previous studies, the Midway Corridor is the highest priority LRT corridor in the metropolitan area. The South Corridor is the second priority. The Northwest and Northeast Corridors are third priority. The South-Southwest and East are the fourth priority. Together these are the Phase I system.

Additional corridors (Phase II) have potential for LRT beyond 2010 and deserve reevaluation as conditions change that may affect their LRT potential. Right-of-way should be preserved in Phase I and Phase II corridors. Phase II corridors are: East/West Crosstown, Southeast and Southwest.

WHERE WILL LRT GO DOWNTOWN?

The downtown street alignments recommended for subsequent detailed study are shown in the attached figure. They are: St. Peter Street, Cedar Street, Minnesota Street, Sixth Street, Fifth Street and Fourth Street. These streets were selected because they best met the following objectives:

- Improve transit travel time, minimize vehicle-transit/pedestrian conflict and reduce congestion.



SRF

RAMSEY COUNTY COMPREHENSIVE LRT PLAN
PROPOSED PHASE I AND PHASE II
CORRIDORS

- Enhance economic development by placing the alignments where development can be encouraged, and minimize detrimental impacts on existing businesses.

Construction of the downtown portions of the system will be coordinated with design and construction of the first regional LRT corridors.

HOW MANY PEOPLE WILL RIDE LIGHT RAIL TRANSIT?

The projected daily ridership for the six recommended LRT corridors in Phase I is approximately 91,000 to 114,000 including the Midway Corridor.

LRT daily ridership in individual corridors is:

Midway	33,000 - 47,000
South	14,000 - 17,000
Northwest	14,000 - 16,000
Northeast	11,000 - 13,000
South-Southwest	11,000 - 12,000
East	8,000 - 9,000

HOW MUCH WILL THE LRT SYSTEM COST?

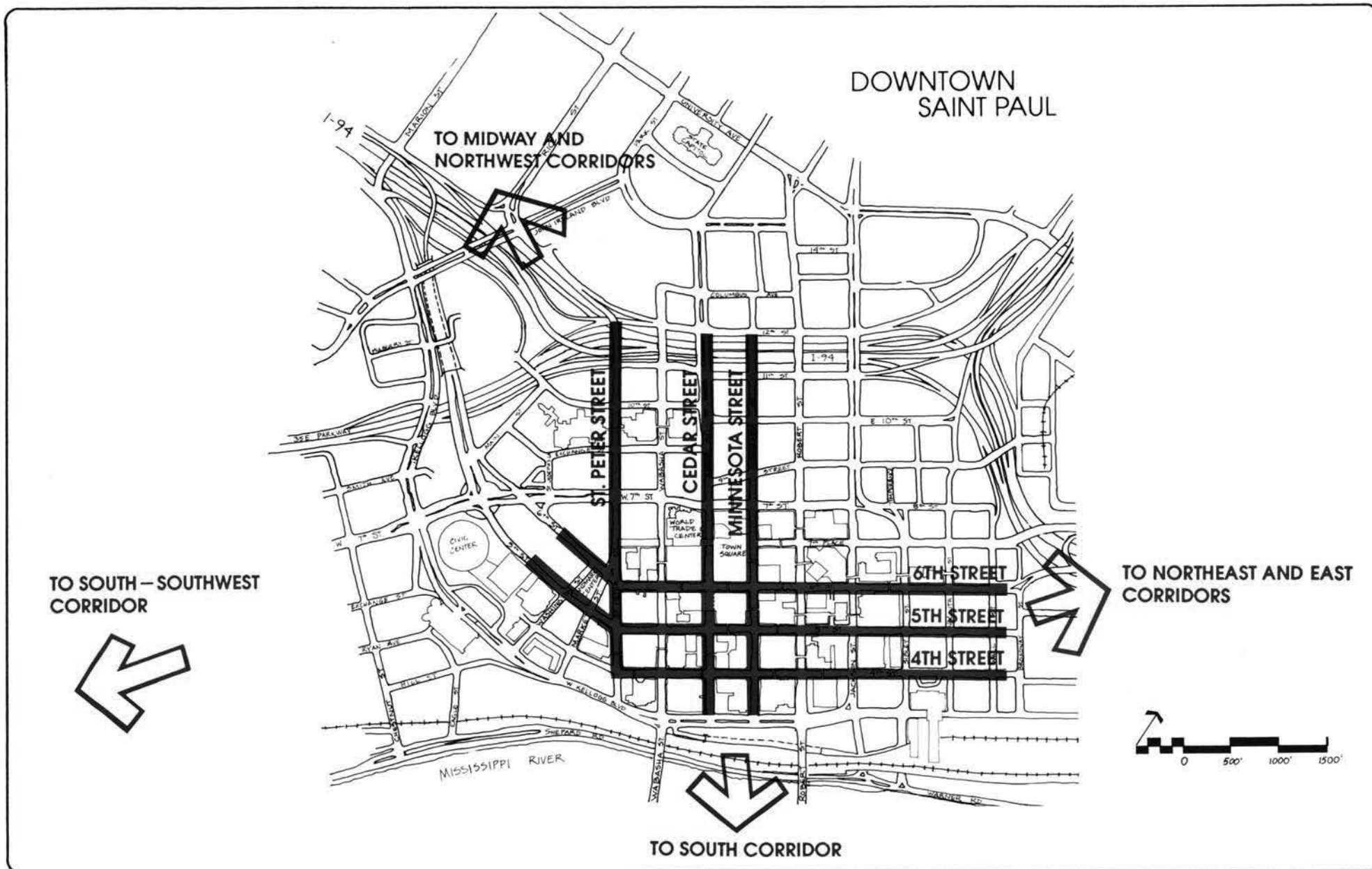
The total estimated cost for construction and vehicles for the six proposed LRT corridors in Phase I is \$859 million to \$987 million. Costs for individual corridors in millions are:

Midway	\$101 - \$127
South	\$147 - \$158
Northwest	\$138 - \$169
Northeast	\$122 - \$157
South-Southwest	\$189 - \$191
East	\$115 - \$138

Downtown St. Paul costs are estimated to be \$47 million.

WHO WILL OPERATE THE LRT SYSTEM?

The Legislature has designated the Metropolitan Transit Commission (MTC) as the operator of LRT systems in the Twin Cities metropolitan area. The RCRRRA will work closely with the MTC to address operational issues, including feeder bus systems, during preliminary engineering, the next step of the process.



WILL THE LRT SYSTEM BE ACCESSIBLE TO DISABLED PEOPLE?

Light rail vehicles will be accessible to disabled people. The RCRRA supports level boarding of light rail vehicles because it offers the most advantages for access to ambulatory and disabled people, saves time required for light rail transit trips, has long-term cost savings potential, and best accomplishes the goals for light rail transit adopted by RCRRA.

HOW WILL THE LRT SYSTEM BE FINANCED?

There are several options to finance LRT. A regional plan is being prepared to address this subject. RCRRA has considered six funding sources: sales tax, personal income tax, payroll tax, motor vehicle fuel tax, motor vehicle registration fees and motor vehicle excise tax. A one percent sales tax collected statewide for example, would generate \$280 million annually, or \$175 million collected over the seven county metropolitan area. A one percent payroll tax collected statewide would generate \$389 million per year, and \$271 million if collected only from the metropolitan area. It is likely that a combination of federal, state, regional and local sources will be used to finance LRT.

WHAT ARE THE NEXT STEPS IN IMPLEMENTING LRT IN RAMSEY COUNTY?

The RCRRA has begun preliminary engineering and an Environmental Impact Statement for the Midway Corridor between downtown St. Paul and the University of Minnesota with Hennepin County to select a specific LRT alignment and to complete the required environmental studies. Preliminary engineering, environmental studies and final design are necessary before construction of LRT can begin. Each LRT corridor will require those studies. The Comprehensive LRT Plan defines where right-of-way for potential LRT corridors should be preserved.

WHO SHOULD YOU CONTACT FOR MORE INFORMATION ON THIS PLAN?

Copies of the Plan are available for review at St. Paul and Ramsey County Public Libraries. Questions may be addressed to Kathryn DeSpiegelaere, Director of LRT Planning, Ramsey County Regional Railroad Authority, 298-5420.



Department of Public Works

Paul L. Kirkwold, P.E., Director and County Engineer

ADMINISTRATION/LAND SURVEY

50 West Kellogg Blvd., Suite 910

St. Paul, MN 55102 • (612) 266-2600 • Fax 266-2615

ENGINEERING/OPERATIONS

3377 N. Rice Street

Shoreview, MN 55126

(612) 484-9104 • Fax 482-5232

MEMORANDUM

To: Regional Rail Authority

From: Paul Kirkwold *[Signature]*

Date: October 24, 1997

Subject: Background Information on the Ramsey County Comprehensive Plan

Attachment: Minnesota State Statutes Chapter No. 176

The current Ramsey County Comprehensive Plan was adopted by the County Board on December 8, 1980. The plan was developed in response to the Metropolitan Land Planning Act (MLPA) of 1976 which required metropolitan area governmental units and school districts to prepare comprehensive plans. The MLPA required Ramsey County to prepare a Plan which consisted of three parts: transportation, solid waste and parks and open space. The Plan was prepared by three County Departments: transportation plan by Public Works, solid waste plan by Public Health, and parks and open space plan by the Parks and Recreation. The Public Works Department acted as lead by coordinating the production and submittal of the individual plans into one document, the Ramsey County Comprehensive Plan.

Prior to its adoption in 1980 the Draft Comprehensive Plan was circulated to local municipalities, school districts and neighboring communities for review and comment. The review process aided in informing others of the content of the plan and encouraged comments dealing with mutual interest of communities and schools districts prior to submission to the Metropolitan Council.

In 1995, the State Legislature passed an amendment to State Statutes Chapter 176 that required metropolitan counties to review and, if necessary, update their comprehensive plans by December 31, 1998. In order to review and update the transportation portion of the Comprehensive Plan, the County Board allocated \$100,000 in the 1997 budget to pay for required research and analysis.

A comprehensive plan is a group of plans that together help achieve a desired state (vision) at some time in the future. Chapter 6 of the Ramsey County Charter required that a

countywide strategic plan be developed. In March 1994 the County Board approved the planning process which began a three year period of extensive citizen involvement in the development of a strategic plan for the County. The update of the Comprehensive Plan for transportation will address the applicable visions contained in the Strategic Plan.

The Department is seeking direction as to how the Regional Rail Authority would like to approach this project. The State Statute and the Metropolitan Council do not give clear guidance or direction as to what components the metropolitan counties are required to include in their comprehensive plan. As a result, each metropolitan county has approached the review of their comprehensive plan in various ways.

At this meeting, the Department of Public Works will present to the Regional Rail Authority the elements of the current plan and compare them with the current statute along with how other counties have approached this requirement.

Discussion at future meetings of the Regional Rail Authority will address:

- o What should be contained in the updated plan?
- o How do we ensure coordination with other agencies?
- o How do we ensure the plan addresses the needs of the public?

AN ACT

NOTE

This is the final version
of the bill that will be
transmitted to the governor's
desk. Check House Index Department
for updated status (290-6646)

1
2 relating to local government; modifying certain
3 provisions relating to comprehensive municipal
4 planning in the metropolitan area; amending Minnesota
5 Statutes 1994, sections 103B.235, subdivisions 3, 5,
6 and by adding a subdivision; 462.355, by adding a
7 subdivision; 473.858, subdivision 1; 473.859,
8 subdivisions 1, 2, and 5; 473.864, subdivision 2; and
9 473.867, by adding a subdivision.

10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

11 Section 1. Minnesota Statutes 1994, section 103B.235,
12 subdivision 3, is amended to read:

13 Subd. 3. [REVIEW.] After consideration but before adoption
14 by the governing body, each local unit shall submit its water
15 management plan to the watershed management organization for
16 review for consistency with the watershed plan adopted pursuant
17 to section 103B.231. The organization shall approve or
18 disapprove the local plan or parts of the plan. The
19 organization shall have 60 days to complete its review;
20 provided, however, that the watershed management organization
21 shall, as part of its review, take into account the comments
22 submitted to it by the metropolitan council pursuant to
23 subdivision 3a. If the organization fails to complete its
24 review within the prescribed period, the local plan shall be
25 deemed approved unless an extension is agreed to by the local
26 unit.

27 Sec. 2. Minnesota Statutes 1994, section 103B.235, is

1 amended by adding a subdivision to read:

2 Subd. 3a. [REVIEW BY METROPOLITAN COUNCIL.] Concurrently
3 with its submission of its local water management plan to the
4 watershed management organization as provided in subdivision 3,
5 each local unit of government shall submit its water management
6 plan to the metropolitan council for review and comment by the
7 council. The council shall have 45 days to review and comment
8 upon the local plan or parts of the plan with respect to
9 consistency with the council's comprehensive development guide
10 for the metropolitan area. The council's 45-day review period
11 shall run concurrently with the 60-day review period by the
12 watershed management organization provided in subdivision 3.
13 The metropolitan council shall submit its comments to the
14 watershed management organization and shall send a copy of its
15 comments to the local government unit. If the metropolitan
16 council fails to complete its review and make comments to the
17 watershed management organization within the 45-day period, the
18 watershed management organization shall complete its review as
19 provided in subdivision 3.

20 Sec. 3. Minnesota Statutes 1994, section 103B.235,
21 subdivision 5, is amended to read:

22 Subd. 5. [AMENDMENTS.] To the extent and in the manner
23 required by the organization, all amendments to local water
24 management plans shall be submitted to the organization for
25 review and approval in accordance with the provisions of
26 subdivision subdivisions 3 and 3a for the review of plans.

27 Sec. 4. Minnesota Statutes 1994, section 462.355, is
28 amended by adding a subdivision to read:

Amended — 29 Subd. 1a. [PLAN UPDATE BY METROPOLITAN MUNICIPALITIES.]
30 Each municipality in the metropolitan area, as defined in
31 section 473.121, subdivision 2, shall review and update its
32 comprehensive plan and fiscal devices and official controls as
33 provided in section 473.864, subdivision 2.

34 Sec. 5. Minnesota Statutes 1994, section 473.858,
35 subdivision 1, is amended to read:

36 Subdivision 1. Within three years following the receipt of

1 the metropolitan system statement, every local governmental unit
2 shall have prepared a comprehensive plan in accordance with
3 sections 462.355, subdivision 4, 473.175, and 473.851 to 473.871
4 and the applicable planning statute and shall have submitted the
5 plan to the metropolitan council for review pursuant to section
6 473.175. The provisions of sections 462.355, subdivision 4,
7 473.175, and 473.851 to 473.871 shall supersede the provisions
8 of the applicable planning statute wherever a conflict may
9 exist. If the comprehensive municipal plan is in conflict with
10 the zoning ordinance, the zoning ordinance ~~supersedes the~~
11 ~~plan~~ shall be brought into conformance with the plan by local
12 government units in conjunction with the review and, if
13 necessary, amendment of its comprehensive plan required under
14 section 473.864, subdivision 2. After August 1, 1995, a local
15 government unit shall not adopt any fiscal device or official
16 control which is in conflict with its comprehensive plan,
17 including any amendments to the plan, or which permits activity
18 in conflict with metropolitan system plans, as defined by
19 section 473.852, subdivision 8. The comprehensive plan shall
20 provide guidelines for the timing and sequence of the adoption
21 of official controls to ensure planned, orderly, and staged
22 development and redevelopment consistent with the comprehensive
23 plan. For purposes of this section, a fiscal device or official
24 control shall not be considered to be in conflict with a local
25 government unit's comprehensive plan or to permit an activity in
26 conflict with metropolitan system plans if such fiscal device or
27 official control is adopted to ensure the planned, orderly, and
28 staged development of urbanization or redevelopment areas
29 designated in the comprehensive plan pursuant to section
30 473.859, subdivision 5.

31 Sec. 6. Minnesota Statutes 1994, section 473.859,
32 subdivision 1, is amended to read:

33 Subdivision 1. [CONTENTS.] The comprehensive plan shall
34 contain objectives, policies, standards and programs to guide
35 public and private land use, development, redevelopment and
36 preservation for all lands and waters within the jurisdiction of

1 the local governmental unit through 1990 and may extend through
2 any year thereafter which is evenly divisible by five. Each
3 plan shall specify expected industrial and commercial
4 development, planned population distribution, and local public
5 facility capacities upon which the plan is based. Each plan
6 shall contain a discussion of the use of the public facilities
7 specified in the metropolitan system statement and the effect of
8 the plan on adjacent local governmental units and affected
9 school districts. Existing plans and official controls may be
10 used in whole or in part following modification, as necessary,
11 to satisfy the requirements of sections 462.355, subdivision 4,
12 473.175, and 473.851 to 473.871. Each plan may contain an
13 intergovernmental coordination element that describes how its
14 planned land uses and urban services affect other communities,
15 adjacent local government units, the region, and the state, and
16 that includes guidelines for joint planning and decision making
17 with other communities, school districts, and other
18 jurisdictions for siting public schools, building public
19 facilities, and sharing public services.

20 Each plan may contain an economic development element that
21 identifies types of mixed use development, expansion facilities
22 for businesses, and methods for developing a balanced and stable
23 economic base.

24 The comprehensive plan may contain any additional matter
25 which may be included in a comprehensive plan of the local
26 governmental unit pursuant to the applicable planning statute.

27 Sec. 7. Minnesota Statutes 1994, section 473.859,
28 subdivision 2, is amended to read:

29 Subd. 2. [LAND USE PLAN.] A land use plan shall include
30 the water management plan required by section 103B.235, and
31 shall designate the existing and proposed location, intensity
32 and extent of use of land and water, including lakes, wetlands,
33 rivers, streams, natural drainage courses, and adjoining land
34 areas that affect water natural resources, for agricultural,
35 residential, commercial, industrial and other public and private
36 purposes, or any combination of such purposes. A land use plan

1 shall contain a protection element, as appropriate, for historic
2 sites, the matters listed in the water management plan required
3 by section 103B.235, and the matters listed in section 473.204,
4 and an element for protection and development of access to
5 direct sunlight for solar energy systems. A land use plan shall
6 also include a housing element containing standards, plans and
7 programs for providing adequate housing opportunities to meet
8 existing and projected local and regional housing needs,
9 including but not limited to the use of official controls and
10 land use planning to promote the availability of land for the
11 development of low and moderate income housing.

12 Sec. 8. Minnesota Statutes 1994, section 473.859,
13 subdivision 5, is amended to read:

14 Subd. 5. [URBANIZATION AND REDEVELOPMENT AREAS.] The
15 comprehensive plans may designate, when appropriate, five year
16 urbanization areas and shall specify in the capital improvement
17 program the timing and sequence of major local public facilities
18 and in the implementation program official controls which will
19 ensure that urbanization occurs only in urbanization areas and
20 in accordance with the plan.

21 The comprehensive plans may designate, when appropriate,
22 redevelopment areas and may, as appropriate, specify in the
23 capital improvement program the timing and sequence of local
24 public facilities and in the implementation program the fiscal
25 devices or official controls that will ensure that redevelopment
26 occurs in accordance with the plan.

27 Sec. 9. Minnesota Statutes 1994, section 473.864,
28 subdivision 2, is amended to read:

29 Subd. 2. By December 31, 1998, and at least once every ten
30 years thereafter, each local governmental unit shall review and,
31 if necessary, amend its entire comprehensive plan and its fiscal
32 devices and official controls. Such review and, if necessary,
33 amendment shall ensure that, as provided in section 473.865, the
34 fiscal devices and official controls of each local government
35 unit are not in conflict with its comprehensive plan. Upon
36 completion of review and, if necessary, amendment of its

1 comprehensive plan, fiscal devices, and official controls as
2 required by this section, each local government unit shall
3 either:

4 (a) submit to the metropolitan council the entire current
5 comprehensive plan together with written certification by the
6 governing body of the local government unit that it has complied
7 with this section and that no amendments to its plan or fiscal
8 devices or official controls are necessary; or

9 (b)(1) submit the entire updated comprehensive plan and
10 amendment or amendments to its comprehensive plan necessitated
11 by its review to the metropolitan council for review; and

12 (2) submit the amendment or amendments to its fiscal
13 devices or official controls necessitated by its review to the
14 metropolitan council for information purposes as provided by
15 section 473.865.

16 Except as otherwise provided in this paragraph, local
17 governments shall consider, in preparing their updated
18 comprehensive plans, amendments to metropolitan system plans in
19 effect on December 31, 1996. For metropolitan system plans, or
20 amendments thereto, adopted after December 31, 1996, local
21 governments shall review their comprehensive plans to determine
22 if an amendment is necessary to conform to the metropolitan
23 system plans. If an amendment is necessary, the local
24 government shall prepare the amendment and submit it to the
25 council for review by September 30, 1999, or nine months after
26 the council transmits the metropolitan system plan amendment to
27 the local government, whichever is later.

28 The periodic review required in this subdivision shall be
29 in addition to the review required by section 473.856.

30 The metropolitan council may grant extensions to local
31 government units in order to allow local government units to
32 complete the review and, if necessary, amendment required by
33 this subdivision. Such extensions, if granted by the
34 metropolitan council, must include a timetable and plan for
35 completion of the review and amendment.

36 Amendments to comprehensive plans of local governmental

1 units and to capital improvement programs of school districts
2 shall be prepared, submitted, and adopted in conformance with
3 guidelines adopted by the metropolitan council pursuant to
4 section 473.854.

5 Sec. 10. Minnesota Statutes 1994, section 473.867, is
6 amended by adding a subdivision to read:

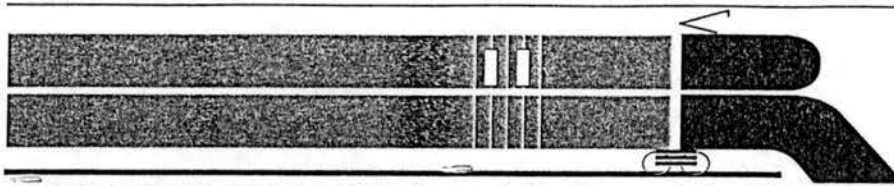
7 Subd. 6. [ASSISTANCE FOR PLAN UPDATES.] The council shall
8 give priority for the use of loan and grant funds available
9 under this section to local governmental units for review and
10 amendment of local comprehensive plans and fiscal devices and
11 official controls, as required by section 473.864, subdivision
12 2. The council shall consult with affected local government
13 units to evaluate the need for technical and financial
14 assistance.

15 Sec. 11. [REPORT TO LEGISLATURE.]

16 The council shall report to the legislature by January 15,
17 1996, on the results of its consultation with affected local
18 governmental units on the need for technical and financial
19 assistance as required under Minnesota Statutes, section
20 473.867, subdivision 6.

21 Sec. 12. [APPLICATION.]

22 This act applies in the counties of Anoka, Carver, Dakota,
23 Hennepin, Ramsey, Scott, and Washington.



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

November 4, 1997

8:30 AM

Council Chambers, 3rd Floor Courthouse

1. * Approve minutes of August 12, 1997
2. State transportation legislative requests
2. Background on transit planning for the county and region

* Action is requested



Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY BOARD MEETING

AUGUST 12, 1997

The Ramsey County Regional Railroad Authority met on Tuesday, August 12, 1997, in 220 Court House, large conference room.

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

MEMBERS ABSENT: NONE

OTHERS PRESENT: Dave MacMillan, County Attorney;
Terry Schutten, County Manager;
Vern Wehlage, Budget & Accounting;
Terry Lindeke, County Manager Staff;
Jane McClure, Neighborhood Papers;
Lisa Lee; Joe Miller; Fran Sontag;
Karen Tero; Kathryn DeSpiegelaere,
Ramsey County RRA; and Beth Nawrocki,
Administrative Assistant.

Chairman Ortega called the meeting to order at 4:20 PM.

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

Motion by Chairman Ortega, seconded by Commissioner Victoria Reinhardt, to accept the minutes from the July 22, 1997 RCRRRA meeting.

Ayes - 7, Nays - 0
Motion accepted.

2. Update on Legislation.

Terry Lindeke reviewed progress on proposed ideas for legislative activity. She stated that proposals from all seven metro counties on transit are needed to continue with the forward movement on transit. Commissioner Bennett stated that all options should be kept open. Lindeke and Kathy DeSpiegelaere are talking with our partners on the Joint Powers Board.

Commissioner Rettman said that it is a necessity to look at the plans of the other counties on transit planning. Commissioner Rettman also said that Ramsey County should go for forward movement even if the federal government does not comply. We cannot be timid.

Chairman Ortega said that he is serving on the Transportation Management Organization. Terry Lindeke suggested the possibility to tie the Riverview transit corridor with the Minneapolis Convention Center and Twins' Stadium funding.

Commissioner Guerin said that we can use the numbers to our advantage when looking to the future. He gave examples such as the St. Paul Science Museum and the Civic Center proposed attendance.

Terry Lindeke then reviewed other items on the legislation agenda. Commissioner Haigh asked about the strategy on including the private sector. She said the need to broaden the number of all interested parties and to communicate with them on all the issues, not just parking issues.

Terry Schutten then discussed transit for welfare clients.

3. Discussion of Burlington Northern right of way issues.

Kathryn DeSpiegelaere and Commissioner Guerin gave background on the issues relating to the railroad berm near Maryland Avenue. The issue is should the berm remain or be brought down to street level. Several ideas and questions concerning this issue were discussed.

Safety issues concerning the berm were discussed. Commissioner Bennett stated the need to look at why the berm was built in the first place. Commissioner Reinhardt asked if upon the removal of the berm, would the purpose of the original berm be obsolete.

The Railroad Authority will receive a letter from St. Paul with a request for berm removal, and discussion of this topic will occur when the letter has been received.

4. Ratify quarterly report from period of April 1, 1997 to June 30, 1997.

Motioned by Chairman Ortega, seconded by Commissioner Reinhardt to ratify the quarterly report from April 1, 1997 to June 30, 1997.

Ayes - 7, Nays - 0
Motion accepted.

The meeting adjourned at 5:10 PM.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

10/24/97

Date

Board Action Requested

Proposed Transit/Transportation Legislative Issues.

DISCUSSION ONLY

Request Justification

See attached legislative issues material.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

11/04/97

Board Date

Kristine A. Longhenry
Signature

10/27/97

Date

RAMSEY COUNTY TRANSIT/TRANSPORTATION PROPOSED LEGISLATIVE ISSUES FOR 1998

Welfare to Work Transit Funding

More funding is needed for pilot projects involving Welfare to Work. It is clear that the \$340,000 allocation to Ramsey County from the 1997 Legislature for transit alternatives to help welfare recipients get to work, will be insufficient to meet the current and projected demands. Staff projects a \$2 million need in Ramsey County for welfare-to-work needs in 1998. (See attachment # 1)

Dedicated Funding for Transit

A solution must be found to get permanent funding for transit, which does not include the use of property taxes. (See Attachment # 2)

Increased Funding for Transportation

An increase is needed in transportation funding for roads, bridges, and transportation amenities within Ramsey County. Options for increased funding, including raising the gas tax and increasing the County's share in the gas tax distribution formula. (See Attachment # 3)

Speed Limits on Local Roads

Local units of government should be allowed to set speed limits plus or minus 10 miles per hour from the State's standards. (See Attachment # 4)

Turn-back Road Funding

The population of White Bear Township is the largest of any township in the state, exceeding 9,000. Minnesota highway revenues are available to all municipalities with a population over 5,000. Because of the Township form of government which exists in White Bear, the distribution of highway user funds to the town is prohibited by the Minnesota Constitution. The Town has proposed a special

allotment distribution to urban townships like White Bear. The distribution proposal is based upon two items 1) the Township population exceeds 5,000, and 2) the Township should be reimbursed for county road turnbacks similar to the cities with populations exceeding 5,000 in the county. Ramsey county supports an adjustment to the distribution formula that will attempt to meet that need. (See Attachment # 5)

Bonding for Riverview Corridor

Staff recommends that Ramsey County seek bonding from the State Legislature to match anticipated federal funds in the ISTEA reauthorization. The request for state bonding would be approximately \$106 million. \$3 million would be earmarked for the Riverview Corridor MIS and subsequent engineering costs. (See attachment # 6)

Bonding for the Ford Bridge

The bridge connecting Minneapolis and St. Paul which crosses the Mississippi River along the Ford Parkway, needs replacing at a cost of approximately \$2 million. This is the amount that Ramsey County needs to seek state bonding for, the balance would come from dollars that MN/DOT has already set aside. (See attachment # 7)

Transit Redesign

A transit redesign is needed to implement concepts to provide frequent, fast, reliable and efficient transit service, along with a high level of transit amenities and transit centers – four linked transit corridors in the St. Paul/Ramsey County/East Metro area that is the focus for high concentrations of jobs, population density, transit dependency, and major redevelopment opportunities. (See Attachment # 8)

1998 LEGISLATIVE PROPOSAL

/

DEPARTMENT: Community Human Services

PROGRAM: Welfare-to-Work Transit Funding

EXISTING MINNESOTA STATUTE NUMBER:

NEW STATUTE:

PROPOSAL AND RECOMMENDATIONS:

(Include description and explanation of proposed legislation as it affects programs/services.)

The 1997 Minnesota Legislature allocated \$2 million for the biennium to the Twin Cities metropolitan counties to assist in efforts to meet the transportation needs of public assistance recipients who are entering the work force. Ramsey County received \$320,000 from this allocation for calendar year 1998. These funds will be used to support transportation services for a maximum of 90 days per individual. The effort to meet the transportation needs of individuals entering the work force also involves an ongoing effort to pursue foundation funds and other potential federal government support.

With approximately 10,000 Ramsey County adults now required to work or participate in job preparation activities, this initial allocation is projected to support 900 individuals. This will only reach a portion of those individuals entering the work force. In addition, as the number of individuals moving from public assistance to work grows throughout the next several years, the demand for effective transportation to the job site will also grow. To reflect that, this proposal is to request \$2 million for welfare-to-work transportation needs in Ramsey County in 1998.

PROS:

- o Expand Ramsey County's ability to support solutions to the transportation issue, reducing the chances that this will be a major obstacle for individuals moving from public assistance to employment.
- o This money comes in a format and amount that allows us to support small solutions that address transportation patterns as they develop between residence and employers.
- o The Minnesota Legislature and residents of Minnesota seem to recognize and understand that transportation could become a major obstacle to achieving the goals of welfare reform.

CONS:

- o The Minnesota Legislature may feel they have already made a commitment and wish to wait to see more of the results from the initial \$1 million.

Community Human Services/Welfare-to-Work Transit Funding (continued)

CONS: (continued)

- o The rural areas of Minnesota also have transportation issues related to welfare-to-work. While Greater Minnesota received \$925,000 for the biennium, they may also be seeking an additional appropriation.

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o Supporting the transportation needs of 10,000 individuals for up to 90 days is projected to cost \$3.6 million.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o Transportation will be more of an obstacle for a majority of individuals attempting to move from public assistance to work. If some type of transportation support is not available, Ramsey County and the State of Minnesota will have a tougher time meeting the goals of welfare reform. Ultimately, the federal government could impose financial penalties on the State of Minnesota for failure to meet employment goals.

PROPOSAL SUPPORTED BY:

- o Metropolitan Counties.
- o Low Income Advocacy groups.

PROPOSAL OPPOSED BY:

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o The 1997 Legislature appropriated \$1 million for the Twin Cities metropolitan area.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Kathy DeSpiegelaere, 266-2762.

2

1998 LEGISLATIVE PROPOSAL

DEPARTMENT: Regional Rail Authority

PROGRAM: Dedicated Transit Funding

EXISTING MINNESOTA STATUTE NUMBER: Not known

NEW STATUTE: Not known

PROPOSAL AND RECOMMENDATIONS:

The State Legislature should find a way to fund the metropolitan area's transit system with a stable, reliable source other than property taxes. Currently, over 40% of the Metropolitan Transit System's \$180 million budget is derived from property taxes in the metro area.

The Twin Cities metropolitan area population is now 2.7 million. It is the 15th largest metropolitan area and one of the few that depends upon an all-bus transit system. Traffic congestion levels in the metro area are increasing dramatically and affect the mobility of its residents. The number of trips of the regional transportation system is increasing at the rate of four percent per year. Consequently, the number of miles of congested freeways has tripled in the last decade, and congestion is expected to increase another 35% by the year 2000.

With all of the growth and congestion concerns in the metro area, the current transit system is not meeting the needs of our citizens. More financial resources and a better planning system are needed. These needs should not be the responsibility of our property taxpayers, however. We must identify another source of funding that has the ability to grow with the needs of the area and state.

PROS:

- o This would take pressure off our already stressed property tax system.

CONS:

- o Whatever source of funding is used, it must be reliable, equitable and be able to grow.

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o This would remove approximately \$80 million in property tax obligations in the metro area.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o Continued reliance on the property tax.

PROPOSAL SUPPORTED BY:

- o Metro area legislators.

Regional Rail Authority/Dedicated Transit Funding (continued)

PROPOSAL OPPOSED BY:

- o Those advocates who want to keep the gas tax dedicated to highway use.
- o Outstate Legislators

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o Yes, the State Legislature has wrestled with this problem for the past 10 years.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Kathy DeSpiegelaere, 266-2762.

1998 LEGISLATIVE PROPOSAL

DEPARTMENT: Public Works

PROGRAM: Increased Funding for Transportation

EXISTING MINNESOTA STATUTE NUMBER: 296.02 Subd. 1b

NEW STATUTE: Revise 296.02, establishing a higher rate of collection from motor fuel.

PROPOSAL AND RECOMMENDATIONS:

(Include description and explanation of proposed legislation as it affects programs/services)

The current collection of tax from gasoline and license plate revenues results in an allotment from the State Aid Fund to Ramsey County of approximately \$9 million. The allotment is used to assist the County in the maintenance and construction of County State Aid Highways. The current collection rate has kept pace with inflation, but the use of the system has increased at a rate that exceeds the growth in revenues. The result of this phenomena is that roads are deteriorating at a rate faster than the funds are collected to replace them.

Adding to this situation, Mn/DOT's reduction in the size of the highway system through turnbacks to local agencies places an increasing demand on the State Aid fund. Many local agencies are faced with the problem of meeting the increased demand through the property tax. With the control of levy limits, they are forced to cut other programs to preserve the road system infrastructure.

An increase in highway user fund that equals the increased need caused by usage and jurisdictional transfer would help reduce placing an additional burden on the property tax. An increase may also provide the forum to make adjustments to the CSAH distribution formula. Ramsey County, with 10% of the State's population and an equal percentage of motor vehicles, only receives 3% of the fund allocated to counties. Urban counties have tried for years to resolve this disparity, with limited success, and each success has required a means to ensure that no county receives less money after the change than before.

PROS:

- o Increasing the revenue to the County through the highway user fund will assist in offsetting future increases to the property tax.
- o Increasing the revenue will preserve the road infrastructure and provide an opportunity to extend the life of the system through cost-effective preventative maintenance procedures and timely reconstruction. At the current unit rate of cost to replace one mile of the County road system, the cost of replacement of Ramsey County's roads exceeds \$500 million.

Public Works/Increased Funding for Transportation (continued)

CONS:

- o Because Ramsey County may be considered a "donor" county, an increase without a formula adjustment may be detrimental to County residents when looking at the whole tax burden (state and local). The County would also need to ensure that additional revenue would not lead to unnecessary expansion of the road system in lieu of other transportation alternatives. Unnecessary system expansion by any road authority will only result in the requirement for additional funds.

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o Each cent of increase in gasoline tax could result in an additional \$200,000 in CSAH allotment to Ramsey County.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o The County may have to make adjustments in future programs to meet the needs.

PROPOSAL SUPPORTED BY:

- o Highway lobby.

PROPOSAL OPPOSED BY:

- o Those concerned over increases in the size of the highway system in lieu of transit alternatives.

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o Proposals for Highway User Fund increases have been tried for years.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Paul Kirkwold, 266-2609.

4

1998 LEGISLATIVE PROPOSAL

DEPARTMENT: Public Works

PROGRAM: Speed Restrictions - Zoning within local areas

The current state statute requires that the Commissioner of the Minnesota Department of Transportation authorize speed limits on County Roads and County State Aid Highways within the State of Minnesota. The intent of the statute change would be to allow local governments to have more input into the speed limits set on roadways within their jurisdiction.

EXISTING MINNESOTA STATUTE NUMBER: MN Laws 1980, Chapter 169, Art. 14, Sec. 1-5.

NEW STATUTE: Unknown

PROPOSAL AND RECOMMENDATIONS:

(Include description and explanation of proposed legislation as it affects programs/services)

The proposal would require that the Commissioner of Transportation continue to conduct an engineering and traffic evaluation on the roadway and to recommend the appropriate speed limit for a requested segment of roadway. The local government agency having jurisdiction of the road would have the ability to raise or lower the speed limit by five miles per hour. The speed could not be reduced below 30 mph or raised to above 55 mph.

This change in statute would allow local governments to have more input into the speed establishment process. The desires and concerns of local residents and businesses would be better represented. The local government would be responsible for the enforcement of the speed limit, predominately if it was lower than the speed recommended by the Commissioner.

PROS:

- o The concerns and issues presented by local government officials, as well as property owners, would be taken into stronger consideration when establishing speed limits on local roads.

CONS:

- o The Minnesota Department of Transportation has been intent on setting all speed limits statewide as a means to provide a uniform set of speed limits. The changing of this statute may result in some speed limits being set lower than recommended in an engineering study.

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o The financial impact to Ramsey County would be negligible.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o The Minnesota Department of Transportation would continue to establish speed limits on the County roadway system.

PROPOSAL SUPPORTED BY:

PROPOSAL OPPOSED BY:

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o This issue has been presented several times in the past but has not been considered by the legislature in the past. Previous submittals allowed the local government total control over establishment of speed limits.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Paul Kirkwold, 266-2609.

1998 LEGISLATIVE PROPOSAL

DEPARTMENT: Public Works

PROGRAM: Highway funding for turnback roads to White Bear Township

EXISTING MINNESOTA STATUTE NUMBER: 162.08

NEW STATUTE: 162.082 Sec. 17

PROPOSAL AND RECOMMENDATIONS:

(Include description and explanation of proposed legislation as it affects programs/services)

The Functional Consolidation of Roads plan includes turnback routes in White Bear Township. Communities in Ramsey County with a population greater than 5000 may place routes that are turned back to them from the County on their municipal state aid system. The Township, with a population in excess of 9000, is prohibited from receiving the same advantage due to their form of government. The Township has proposed a change in a portion of the User Fund distribution formula that would give them an allotment based upon the turnbacks they receive.

PROS:

- o The Township proposal will funnel additional User Fund revenues into the County and will offset the mandated requirement for the County to pay the Township to maintain turnback routes.

CONS:

- o The other communities who are scheduled to assume jurisdiction of County routes and do not receive user fund revenues may feel they are also justified for an increase in the money that will be paid to them to maintain the routes. Any changes to the portion of the formula where the Township is proposing may result in changes that could be detrimental to funding the trunk highway turnbacks to the County.

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o If the Township is successful, the County would not be obligated to pay the Township up to \$72,000 for road maintenance. The savings may, however, need to be channeled to the other communities.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o The Township has indicated they will be unwilling to assume jurisdiction of County turnback routes.

PROPOSAL SUPPORTED BY:

- o White Bear Township.

Public Works/Highway funding for turnback roads to White Bear Township
(continued)

PROPOSAL OPPOSED BY:

- o The proposal could be opposed by other townships in the State, cities over 5000 population, and other counties anticipating funds for trunk highway turnbacks.
- o The proposal may face opposition from our own communities, in that the Township may be perceived to be getting a larger allotment for turnbacks than anyone else.
- o Mn/DOT?

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o The Township placed HF19 on the floor last year. The Township states the proposal passed the House but did not get a hearing in the Senate.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Paul Kirkwold, 266-2609.

6

1998 LEGISLATIVE PROPOSAL

DEPARTMENT: Regional Rail Authority

PROGRAM: Bonding for Riverview Corridor

EXISTING MINNESOTA STATUTE NUMBER: None

NEW STATUTE: None

PROPOSAL AND RECOMMENDATIONS:

The Riverview Corridor, an area that stretches from downtown St. Paul to the Metropolitan Airport, is being considered for a transitway to link the two areas. A Corridor study is underway which will give conceptual cost estimates for the various transit alternatives being considered. Federal funds are being secured for a share of the capital costs.

This proposal is part of a larger, more comprehensive proposal being proposed by the Joint Powers Board of the seven metro counties. The entire proposal is for \$106 million in state bonding funds, of which \$3 million would be earmarked for the Riverview Corridor MIS and Subsequent Engineering.

PROS:

- o This takes action to get much needed transit alternatives in place.

CONS:

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o This would cost the State \$106 million in bonding, but would leverage over \$200 million in federal dollars.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o More congestion and no clear direction for developing other alternative transit options for the metro area.

PROPOSAL SUPPORTED BY:

- o Ramsey County Regional Rail Authority.
- o Seven metropolitan counties.
- o Federal Legislative Delegation.

PROPOSAL OPPOSED BY:

- o Not known.

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o No.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Kathy DeSpiegelaere, 266-2762.

NOTE: These items are currently under discussion by all of the seven metropolitan counties. The Ramsey County Board will be continuing to review these requests over the next 6-8 weeks. This request is also being predicated on receiving federal funds for a portion of the total projects. The decision about federal funds has not yet been made by Congress and is currently under discussion.

TRANSIT/TRANSPORTATION

Bonding proposal -- 1998 legislative session

	<u>Request</u>
1) Hiawatha LRT construction	\$100,000,000
2) Riverview Corridor MIS and Subsequent Engineering	3,000,000 *
3) Northstar Transitway Studies	1,500,000
4) Cedar Avenue Corridor Studies	500,000
5) Northwest Corridor Commuter Rail Engineering	500,000
6) South Washington Commuter Rail Engineering	<u>500,000</u>
Total bonding request	\$106,000,000
1) Hiawatha LRT Construction: Funds to match federal and other local funding for construction of the \$400 million LRT project from downtown Minneapolis to the Minneapolis-St. Paul (MSP) International Airport and Mall of America.	
2) Riverview Corridor MIS and Engineering: Funds to match federal funding for a Major Investment Study (MIS) and subsequent engineering work to determine the appropriate transit improvement within the corridor between St. Paul's Eastside and the MSP International Airport/Mall of America. Total project cost is \$15 million, with an 80/20 federal/local cost participation.	
3) Northstar Transitway Studies: Funds to match federal funding to further evaluate and design transit improvements in the Northstar Corridor linking downtown Minneapolis to St. Cloud. Total federal funding request is \$6.0 million, requiring a local match of \$1.5 million.	
4) Cedar Avenue Corridor Study: Funds to enable a study of potential transit improvements linking the Hiawatha LRT, Riverview, and Northstar Corridors to Dakota County. The project would generally follow Cedar Avenue from the Mall of America to Apple Valley. No federal funds have been requested for this project.	
5) Northwest Corridor Commuter Rail: Funds to develop engineering documents for a commuter rail project from downtown Minneapolis to the northwest suburban area of Hennepin County over the Burlington Northern/Santa Fe railroad tracks. No federal funds have been requested for this project.	
6) South Washington Commuter Rail: Funds to develop engineering documents for a commuter rail project from downtown St. Paul to Hastings. No federal funds have been requested for this project.	

1998 LEGISLATIVE PROPOSAL

7

DEPARTMENT: Public Works

PROGRAM: Bonding for the Ford Bridge

EXISTING MINNESOTA STATUTE NUMBER: None

NEW STATUTE: None

PROPOSAL AND RECOMMENDATIONS:

\$2 million is needed to match \$8 million in federal funding. The Ford Bridge spans the Mississippi River and links Minneapolis and St. Paul along the Ford Parkway. This bridge is the highest priority bridge in Ramsey County that is not currently under construction. All entities involved, including Mn/DOT, are in agreement the Ford Bridge is deficient and needs improvement. This bridge is included in Mn/DOT's list of \$28 million (statewide) of local bridge requests.

PROS:

- o This would fix the highest priority bridge in Ramsey County.
- o This would leverage approximately \$8 million in federal dollars.

CONS:

- o May be competing with other County bonding proposals.

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o This would save maintenance dollars in the long run.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o Would be putting off inevitable repairs, and would become an increased safety hazard for those using the bridge.

PROPOSAL SUPPORTED BY:

- o Mn/DOT.
- o Ramsey County Public Works.

PROPOSAL OPPOSED BY:

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o No.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Paul Kirkwold, 266-2609.

Transit Redesign -- St. Paul/Ramsey County/East Metro

Transit redesign proposes to implement concepts to provide frequent, fast, reliable, and efficient transit service, along with a high level of transit amenities and transit centers: four linked transit corridors in the St. Paul/Ramsey County/East Metro area that is the focus for high concentrations of jobs, population density, transit dependency, and major redevelopment opportunities. A description of the corridors follows:

- a) Northeast Corridor between downtown St. Paul and Maplewood Mall, with service to Metro State University, the large and growing number of jobs in the 3M/Phalen Corridor area, Phalen Village, Hillcrest Shopping Center, and Maplewood Mall.
- b) East Corridor extending east from downtown St. Paul to Sunray Shopping Center, the main 3M campus, and a new community transit center/park-and-ride facility near I-94 in Woodbury.
- c) St. Paul South Corridor going south from St. Paul to Signal Hills in West St. Paul and on to South St. Paul.
- d) Snelling Avenue Corridor from I-94 to Rosedale Shopping Center in Roseville.

This project is designed to restructure the bus system to meet current needs in light of changes in land use, development, and travel patterns, and to refocus transit services and economic development on transit corridors as called for in the Metropolitan Council's 1996 Transit Redesign Plan, Regional Blueprint, and Transportation Policy Plan. It is designed to provide good transit from areas with high-density populations of transit-dependent people to areas with growing job opportunities. It is designed to be the backbone of a strong public transportation system that is safe and understandable to both residents and visitors.

Capital costs for the listed corridors: \$5 million per corridor for signal improvements, striping, signs, shelters, and transit centers that are the focus for community transit services, as well as other community services such as day care of senior centers.

Total capital costs are \$20 million.

NOTE: Operating costs are \$10 million annually, for additional and more frequent bus service focused on the corridors.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

10/24/97
Date

Board Action Requested

Transit planning and Ramsey County
Comprehensive Transportation Plan.

DISCUSSION ONLY

Request Justification

- See attached:
1. Memorandum from K. DeSpiegelaere
 2. Executive Summary, Comprehensive Light Rail Transit Plan for Ramsey County
 3. Memorandum from P. Kirkwold with attachment

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

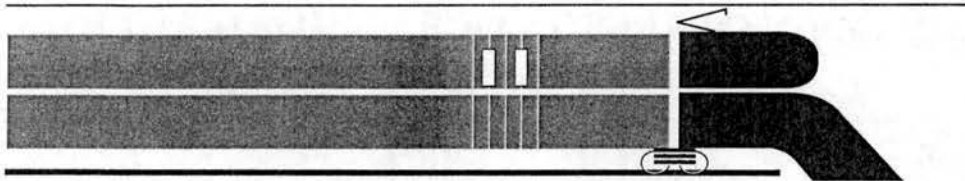
11/04/97

Board Date

Kristine A. Longhenry
Signature

10/27/97

Date



Ramsey County Regional Railroad Authority

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

Memorandum

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

From: Kathryn DeSpiegelaere

Subject: Transit Planning Studies

Date: October 23, 1997

Information has been requested on transit plans for the region and Ramsey County.

There have been many transit studies conducted over the past 20 years. Some of the them have been conducted in response to legislative directives. Some pertain to transportation and include transit (more than one person per vehicle) and some are specific to a type of transit (electric bus, LRT, commuter rail) or a corridor (Central Corridor, Hiawatha Corridor). The list that follows contains some of the major studies:

Ramsey County Strategic Plan

This plan has a transit section which includes a vision statement, critical issues and specific strategies. It recommends:

That a portion of the gas tax be dedicated to transit.

That businesses help promote the use of transit.

That pedestrian facilities be connected to provide access to transit.

That Ramsey County provide incentives to its employees to use transit.



That higher capacity, faster transit service be provided between the downtowns and major transit generators between them.

Transit Redesign, Metropolitan Council, 1996.

This plan "defines a process and action plan to ensure the long term viability of the transit system." It made specific recommendations for service restructuring, including recommendations for areas in Ramsey County.

Transportation Development Guide/Policy Plan, Metropolitan Council, December, 1996

Provides transportation policy direction to implement the Council's regional Blueprint, a comprehensive development guide for the metropolitan area.

This plan is revised by legislative requirement every four years. It contains the long term recommendations for major capital improvements in transit corridors and in the most current version, recommended the construction of transitways in the Hiawatha Corridor and in other corridors.

Transportation System Plan, Minnesota Department of Transportation, Metro Division, January, 1997

"Identifies Mn/DOT's vision for maintaining and improving the state trunk highway system to serve all modes of transportation within the eight-county Metropolitan area for the years 2001-2020."

Saint Paul Transportation Policy Plan, City of St. Paul, in process

Provides guidance for St. Paul decisions about streets, traffic, parking, transit, bicycling, pedestrian ways, land use and development.

Ramsey County Comprehensive Transportation Plan, Ramsey County Public Works Department, 1980, required by the Legislature.

This plan contained a transit section. Ramsey County's role in transit was less at the time the plan was done than it is currently. Ramsey County Regional Railroad Authority was formed in 1987, seven years after this plan was completed.

Ramsey County Light Rail Transit Comprehensive Plan, Ramsey County Regional Railroad Authority, 1989

Each county in the metro area prepared a light rail transit comprehensive plan. The plans were combined in 1990 in a Light Rail Transit Regional Development and Financial Plan

prepared by the Regional Transit Board and required by the Legislature.

Ramsey County's Plan recommends analyzed the county for corridors where light rail transit might be applicable. An Executive Summary of the report is attached.

- o Midway Corridor Draft Environmental Impact Statement
- o Central Corridor Draft Environmental Impact Statement
- o Northeast Corridor Alignment Study
- o South Corridor Scoping Study
- o Central Corridor Land Use and Economic Development Study around Station Areas

These are examples of reports that were done for specific transit corridors recommended in earlier plans by the region.

Subsequent steps:

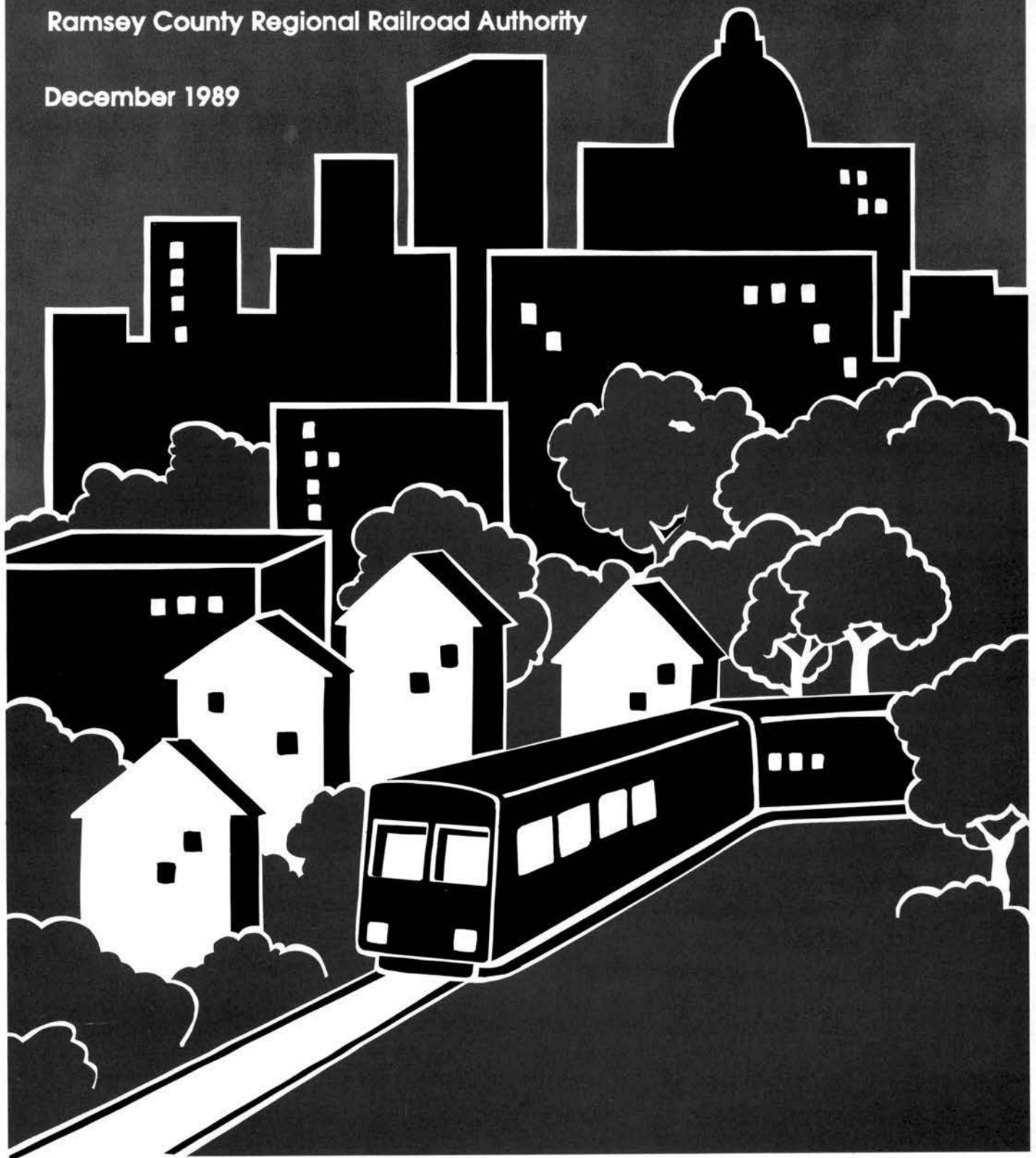
There will be a transit section in Ramsey County's Comprehensive Transportation Plan that will build on earlier transit studies.

Comprehensive Light Rail Transit Plan For Ramsey County

Executive Summary

Ramsey County Regional Railroad Authority

December 1989



COMPREHENSIVE LIGHT RAIL TRANSIT PLAN FOR RAMSEY COUNTY

EXECUTIVE SUMMARY

PREPARED FOR
RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

PREPARED BY
SRF STRGAR-ROSCOE-FAUSCH, INC.

DECEMBER, 1989

EXECUTIVE SUMMARY

- *The Draft Comprehensive LRT Plan recommends six corridors in Ramsey County where LRT should be constructed in the next 20 years and additional corridors where LRT potential should be monitored.*
- *The Midway Corridor is the top priority LRT corridor in Ramsey County and in the metropolitan area.*
- *The LRT Plan is based on goals adopted by the RCRRRA.*
- *91,000 to 114,000 people per day are projected to ride LRT in Ramsey County by 2010 if recommended corridors are constructed.*
- *The estimated cost of the proposed system is \$859 to \$987 million, depending on the selected alignments.*
- *Preserving opportunities for right-of-way for potential LRT corridors is an important element of this plan.*

This document is the Executive Summary of the Comprehensive Light Rail Transit Plan for Ramsey County. The draft plan was circulated to the public and various agencies for review and comment before it was finalized in December, 1989. Public forums and a hearing were held in September, 1989 to review the draft LRT Plan and provide an opportunity for public discussion of the recommendations.

WHAT IS THE PURPOSE OF THE COMPREHENSIVE LRT PLAN?

The purpose of the Comprehensive LRT Plan is to identify in a conceptual, rather than specific, manner a light rail transit system for Ramsey County that will accomplish the goals established for LRT by the Ramsey County Regional Railroad Authority (RCRRA). The plan recommends LRT improvements and suggests strategies for implementing an LRT system for the next 20 years. Subsequent studies will be undertaken to develop details about the generalized areas studied in this plan.

WHAT ARE THE POTENTIAL BENEFITS OF LRT TO RAMSEY COUNTY?

LRT is a medium cost rail transit system that provides a faster and more comfortable transit commute than buses, can alleviate the inconvenience of traffic jams and, thus, can attract more transit passengers. It can reduce transit operating costs because a single operator can carry far more passengers on LRT than on a bus. LRT is powered by electricity and is quieter than buses. By reorienting the bus system, transit service throughout the metropolitan area can be improved.

HOW DOES THE RAMSEY COUNTY LRT PLAN RELATE TO OTHER LRT ACTIVITIES IN THE METRO AREA?

The Comprehensive LRT Plan for Ramsey County is consistent with previous transportation planning in Ramsey County and the City of St. Paul, and regional transportation studies.

The RCRRA has carefully coordinated LRT planning in Ramsey County with LRT planning in adjacent counties. It established two committees for the purpose of coordinating LRT planning activities. The Intergovernmental Committee was made up of elected and appointed officials from city, county, regional and state agencies. The Technical Committee consisted of staff representatives from the same agencies.

The Minnesota Legislature has directed the Regional Transit Board to prepare and adopt a regional development and financial plan for LRT by January, 1990. A joint Light Rail Transit Advisory Committee has been established by the Regional Transit Board to assist in the completion of these plans and in the coordination of LRT activities in the region. The RCRRA is a member of this advisory committee. A coordination plan for LRT for the region is to be completed by July, 1990.

WHAT ARE RAMSEY COUNTY'S GOALS FOR LRT?

Goals for light rail transit adopted by the Ramsey County Regional Railroad Authority on June 28, 1988 are:

1. To integrate a Ramsey County LRT system with other counties' LRT systems, with other transit services and other transportation services in the metropolitan area.
2. To reduce the need for roadway construction or expansion; to assist in relieving congestion on roadways in Ramsey County.
3. To enhance economic development in Ramsey County.
4. To decrease costs of transportation services in Ramsey County.
5. To respond to mobility needs in Ramsey County.
6. To reduce environmental impacts associated with the automobile in Ramsey County.
7. To promote financing the planning, construction and operation of an LRT system in Ramsey County with broad-based funding to minimize the impact to Ramsey County taxpayers.

WHAT ROLE DID THE PUBLIC PLAY IN DEVELOPING THE LRT PLAN?

Community involvement in the development of the draft Comprehensive LRT Plan was extensive and included:

- Intergovernmental Committee
- Technical Committee
- Citizens Advisory Committee
- Northeast Corridor Task Force
- Public Forums
- Presentations and Meetings
- Newsletters
- Press Releases

Two series of public forums were held during development of the draft Comprehensive Plan. The first was held at five locations in February, 1989, to provide general information about LRT and the planning process. The second

was held at four locations in April to present the results of the initial corridor evaluation. An additional forum was held for the downtown area in March. A third series of public forums were held in September to present and discuss recommendations in the Comprehensive LRT Plan.

WHAT REGIONAL LRT CORRIDORS ARE PROPOSED IN THE PLAN?

The six regional corridors proposed for LRT between now and 2010 in the Comprehensive LRT Plan are shown in the attached figure as Phase I. They are: Midway, Northwest, Northeast, South, South-Southwest and East. These corridors are recommended because they:

- Have high LRT ridership potential
- Intercept congested corridors which will assist in reducing traffic on congested roadways
- Connect well with corridors under study in nearby counties
- Have the potential to enhance development
- Respond to mobility needs in Ramsey County
- May help to reduce environmental impacts
- May help to decrease transportation costs in Ramsey County

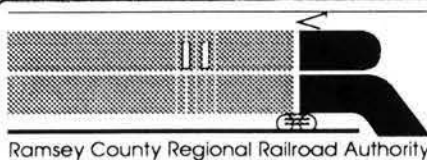
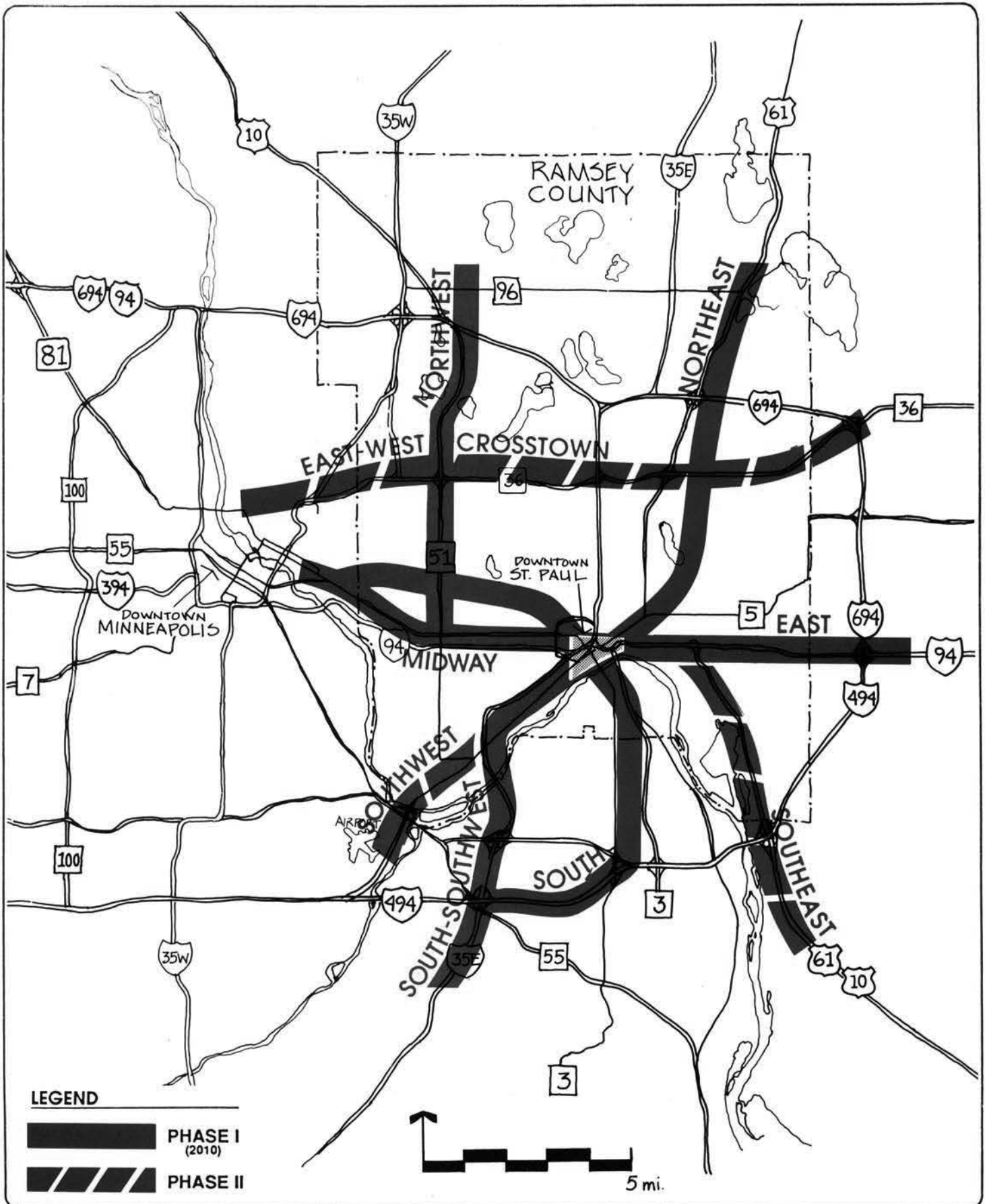
On the basis of previous studies, the Midway Corridor is the highest priority LRT corridor in the metropolitan area. The South Corridor is the second priority. The Northwest and Northeast Corridors are third priority. The South-Southwest and East are the fourth priority. Together these are the Phase I system.

Additional corridors (Phase II) have potential for LRT beyond 2010 and deserve reevaluation as conditions change that may affect their LRT potential. Right-of-way should be preserved in Phase I and Phase II corridors. Phase II corridors are: East/West Crosstown, Southeast and Southwest.

WHERE WILL LRT GO DOWNTOWN?

The downtown street alignments recommended for subsequent detailed study are shown in the attached figure. They are: St. Peter Street, Cedar Street, Minnesota Street, Sixth Street, Fifth Street and Fourth Street. These streets were selected because they best met the following objectives:

- Improve transit travel time, minimize vehicle-transit/pedestrian conflict and reduce congestion.



SRF

RAMSEY COUNTY COMPREHENSIVE LRT PLAN
PROPOSED PHASE I AND PHASE II
CORRIDORS

- Enhance economic development by placing the alignments where development can be encouraged, and minimize detrimental impacts on existing businesses.

Construction of the downtown portions of the system will be coordinated with design and construction of the first regional LRT corridors.

HOW MANY PEOPLE WILL RIDE LIGHT RAIL TRANSIT?

The projected daily ridership for the six recommended LRT corridors in Phase I is approximately 91,000 to 114,000 including the Midway Corridor.

LRT daily ridership in individual corridors is:

Midway	33,000 - 47,000
South	14,000 - 17,000
Northwest	14,000 - 16,000
Northeast	11,000 - 13,000
South-Southwest	11,000 - 12,000
East	8,000 - 9,000

HOW MUCH WILL THE LRT SYSTEM COST?

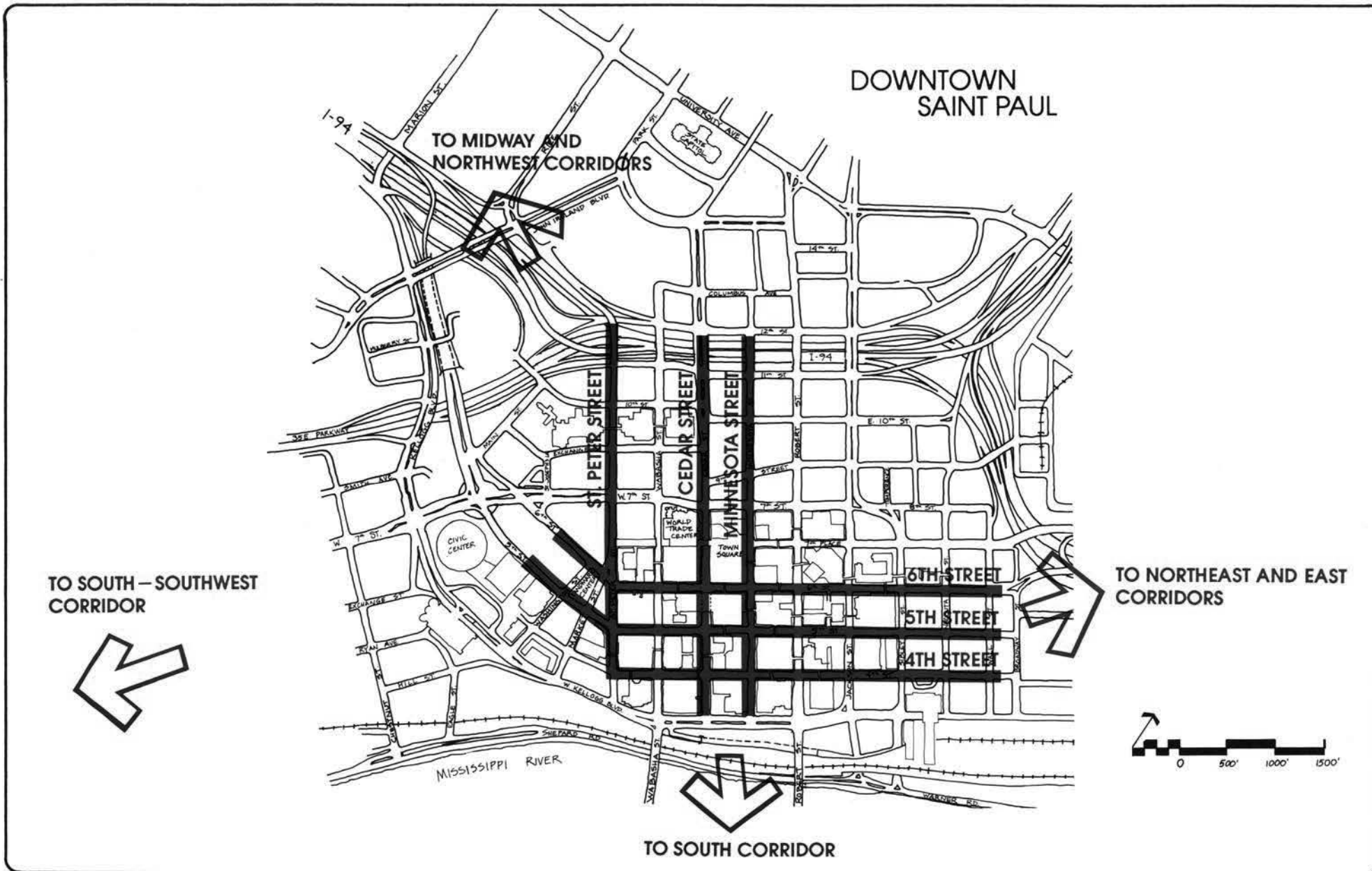
The total estimated cost for construction and vehicles for the six proposed LRT corridors in Phase I is \$859 million to \$987 million. Costs for individual corridors in millions are:

Midway	\$101 - \$127
South	\$147 - \$158
Northwest	\$138 - \$169
Northeast	\$122 - \$157
South-Southwest	\$189 - \$191
East	\$115 - \$138

Downtown St. Paul costs are estimated to be \$47 million.

WHO WILL OPERATE THE LRT SYSTEM?

The Legislature has designated the Metropolitan Transit Commission (MTC) as the operator of LRT systems in the Twin Cities metropolitan area. The RCRRRA will work closely with the MTC to address operational issues, including feeder bus systems, during preliminary engineering, the next step of the process.



WILL THE LRT SYSTEM BE ACCESSIBLE TO DISABLED PEOPLE?

Light rail vehicles will be accessible to disabled people. The RCRRA supports level boarding of light rail vehicles because it offers the most advantages for access to ambulatory and disabled people, saves time required for light rail transit trips, has long-term cost savings potential, and best accomplishes the goals for light rail transit adopted by RCRRA.

HOW WILL THE LRT SYSTEM BE FINANCED?

There are several options to finance LRT. A regional plan is being prepared to address this subject. RCRRA has considered six funding sources: sales tax, personal income tax, payroll tax, motor vehicle fuel tax, motor vehicle registration fees and motor vehicle excise tax. A one percent sales tax collected statewide for example, would generate \$280 million annually, or \$175 million collected over the seven county metropolitan area. A one percent payroll tax collected statewide would generate \$389 million per year, and \$271 million if collected only from the metropolitan area. It is likely that a combination of federal, state, regional and local sources will be used to finance LRT.

WHAT ARE THE NEXT STEPS IN IMPLEMENTING LRT IN RAMSEY COUNTY?

The RCRRA has begun preliminary engineering and an Environmental Impact Statement for the Midway Corridor between downtown St. Paul and the University of Minnesota with Hennepin County to select a specific LRT alignment and to complete the required environmental studies. Preliminary engineering, environmental studies and final design are necessary before construction of LRT can begin. Each LRT corridor will require those studies. The Comprehensive LRT Plan defines where right-of-way for potential LRT corridors should be preserved.

WHO SHOULD YOU CONTACT FOR MORE INFORMATION ON THIS PLAN?

Copies of the Plan are available for review at St. Paul and Ramsey County Public Libraries. Questions may be addressed to Kathryn DeSpiegelaere, Director of LRT Planning, Ramsey County Regional Railroad Authority, 298-5420.



Department of Public Works

Paul L. Kirkwold, P.E., Director and County Engineer

ADMINISTRATION/LAND SURVEY

50 West Kellogg Blvd., Suite 910

St. Paul, MN 55102 • (612) 266-2600 • Fax 266-2615

ENGINEERING/OPERATIONS

3377 N. Rice Street

Shoreview, MN 55126

(612) 484-9104 • Fax 482-5232

MEMORANDUM

To: Regional Rail Authority

From: Paul Kirkwold *[Signature]*

Date: October 24, 1997

Subject: Background Information on the Ramsey County Comprehensive Plan

Attachment: Minnesota State Statutes Chapter No. 176

The current Ramsey County Comprehensive Plan was adopted by the County Board on December 8, 1980. The plan was developed in response to the Metropolitan Land Planning Act (MLPA) of 1976 which required metropolitan area governmental units and school districts to prepare comprehensive plans. The MLPA required Ramsey County to prepare a Plan which consisted of three parts: transportation, solid waste and parks and open space. The Plan was prepared by three County Departments: transportation plan by Public Works, solid waste plan by Public Health, and parks and open space plan by the Parks and Recreation. The Public Works Department acted as lead by coordinating the production and submittal of the individual plans into one document, the Ramsey County Comprehensive Plan.

Prior to its adoption in 1980 the Draft Comprehensive Plan was circulated to local municipalities, school districts and neighboring communities for review and comment. The review process aided in informing others of the content of the plan and encouraged comments dealing with mutual interest of communities and schools districts prior to submission to the Metropolitan Council.

In 1995, the State Legislature passed an amendment to State Statutes Chapter 176 that required metropolitan counties to review and, if necessary, update their comprehensive plans by December 31, 1998. In order to review and update the transportation portion of the Comprehensive Plan, the County Board allocated \$100,000 in the 1997 budget to pay for required research and analysis.

A comprehensive plan is a group of plans that together help achieve a desired state (vision) at some time in the future. Chapter 6 of the Ramsey County Charter required that a

countywide strategic plan be developed. In March 1994 the County Board approved the planning process which began a three year period of extensive citizen involvement in the development of a strategic plan for the County. The update of the Comprehensive Plan for transportation will address the applicable visions contained in the Strategic Plan.

The Department is seeking direction as to how the Regional Rail Authority would like to approach this project. The State Statute and the Metropolitan Council do not give clear guidance or direction as to what components the metropolitan counties are required to include in their comprehensive plan. As a result, each metropolitan county has approached the review of their comprehensive plan in various ways.

At this meeting, the Department of Public Works will present to the Regional Rail Authority the elements of the current plan and compare them with the current statute along with how other counties have approached this requirement.

Discussion at future meetings of the Regional Rail Authority will address:

- o What should be contained in the updated plan?
- o How do we ensure coordination with other agencies?
- o How do we ensure the plan addresses the needs of the public?

AN ACT

NOTE

This is the final version
of the bill that will be
transmitted to the governor's
desk. Check House Index Department
for updated status (290-6646).

1
2 relating to local government; modifying certain
3 provisions relating to comprehensive municipal
4 planning in the metropolitan area; amending Minnesota
5 Statutes 1994, sections 103B.235, subdivisions 3, 5,
6 and by adding a subdivision; 462.355, by adding a
7 subdivision; 473.858, subdivision 1; 473.859,
8 subdivisions 1, 2, and 5; 473.864, subdivision 2; and
9 473.867, by adding a subdivision.

10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

11 Section 1. Minnesota Statutes 1994, section 103B.235,
12 subdivision 3, is amended to read:

13 Subd. 3. [REVIEW.] After consideration but before adoption
14 by the governing body, each local unit shall submit its water
15 management plan to the watershed management organization for
16 review for consistency with the watershed plan adopted pursuant
17 to section 103B.231. The organization shall approve or
18 disapprove the local plan or parts of the plan. The
19 organization shall have 60 days to complete its review;
20 provided, however, that the watershed management organization
21 shall, as part of its review, take into account the comments
22 submitted to it by the metropolitan council pursuant to
23 subdivision 3a. If the organization fails to complete its
24 review within the prescribed period, the local plan shall be
25 deemed approved unless an extension is agreed to by the local
26 unit.

27 Sec. 2. Minnesota Statutes 1994, section 103B.235, is

1 amended by adding a subdivision to read:

2 Subd. 3a. [REVIEW BY METROPOLITAN COUNCIL.] Concurrently
3 with its submission of its local water management plan to the
4 watershed management organization as provided in subdivision 3,
5 each local unit of government shall submit its water management
6 plan to the metropolitan council for review and comment by the
7 council. The council shall have 45 days to review and comment
8 upon the local plan or parts of the plan with respect to
9 consistency with the council's comprehensive development guide
10 for the metropolitan area. The council's 45-day review period
11 shall run concurrently with the 60-day review period by the
12 watershed management organization provided in subdivision 3.
13 The metropolitan council shall submit its comments to the
14 watershed management organization and shall send a copy of its
15 comments to the local government unit. If the metropolitan
16 council fails to complete its review and make comments to the
17 watershed management organization within the 45-day period, the
18 watershed management organization shall complete its review as
19 provided in subdivision 3.

20 Sec. 3. Minnesota Statutes 1994, section 103B.235,
21 subdivision 5, is amended to read:

22 Subd. 5. [AMENDMENTS.] To the extent and in the manner
23 required by the organization, all amendments to local water
24 management plans shall be submitted to the organization for
25 review and approval in accordance with the provisions of
26 subdivision subdivisions 3 and 3a for the review of plans.

27 Sec. 4. Minnesota Statutes 1994, section 462.355, is
28 amended by adding a subdivision to read:

Copy Plan — 29 Subd. 1a. [PLAN UPDATE BY METROPOLITAN MUNICIPALITIES.]
30 Each municipality in the metropolitan area, as defined in
31 section 473.121, subdivision 2, shall review and update its
32 comprehensive plan and fiscal devices and official controls as
33 provided in section 473.864, subdivision 2.

34 Sec. 5. Minnesota Statutes 1994, section 473.858,
35 subdivision 1, is amended to read:

36 Subdivision 1. Within three years following the receipt of

1 the metropolitan system statement, every local governmental unit
2 shall have prepared a comprehensive plan in accordance with
3 sections 462.355, subdivision 4, 473.175, and 473.851 to 473.871
4 and the applicable planning statute and shall have submitted the
5 plan to the metropolitan council for review pursuant to section
6 473.175. The provisions of sections 462.355, subdivision 4,
7 473.175, and 473.851 to 473.871 shall supersede the provisions
8 of the applicable planning statute wherever a conflict may
9 exist. If the comprehensive municipal plan is in conflict with
10 the zoning ordinance, the zoning ordinance ~~supersedes the~~
11 plan; shall be brought into conformance with the plan by local
12 government units in conjunction with the review and, if
13 necessary, amendment of its comprehensive plan required under
14 section 473.864, subdivision 2. After August 1, 1995, a local
15 government unit shall not adopt any fiscal device or official
16 control which is in conflict with its comprehensive plan,
17 including any amendments to the plan, or which permits activity
18 in conflict with metropolitan system plans, as defined by
19 section 473.852, subdivision 8. The comprehensive plan shall
20 provide guidelines for the timing and sequence of the adoption
21 of official controls to ensure planned, orderly, and staged
22 development and redevelopment consistent with the comprehensive
23 plan. For purposes of this section, a fiscal device or official
24 control shall not be considered to be in conflict with a local
25 government unit's comprehensive plan or to permit an activity in
26 conflict with metropolitan system plans if such fiscal device or
27 official control is adopted to ensure the planned, orderly, and
28 staged development of urbanization or redevelopment areas
29 designated in the comprehensive plan pursuant to section
30 473.859, subdivision 5.

31 Sec. 6. Minnesota Statutes 1994, section 473.859,
32 subdivision 1, is amended to read:

33 Subdivision 1. [CONTENTS.] The comprehensive plan shall
34 contain objectives, policies, standards and programs to guide
35 public and private land use, development, redevelopment and
36 preservation for all lands and waters within the jurisdiction of

1 the local governmental unit through 1990 and may extend through
2 any year thereafter which is evenly divisible by five. Each
3 plan shall specify expected industrial and commercial
4 development, planned population distribution, and local public
5 facility capacities upon which the plan is based. Each plan
6 shall contain a discussion of the use of the public facilities
7 specified in the metropolitan system statement and the effect of
8 the plan on adjacent local governmental units and affected
9 school districts. Existing plans and official controls may be
10 used in whole or in part following modification, as necessary,
11 to satisfy the requirements of sections 462.355, subdivision 4,
12 473.175, and 473.851 to 473.871. Each plan may contain an
13 intergovernmental coordination element that describes how its
14 planned land uses and urban services affect other communities,
15 adjacent local government units, the region, and the state, and
16 that includes guidelines for joint planning and decision making
17 with other communities, school districts, and other
18 jurisdictions for siting public schools, building public
19 facilities, and sharing public services.

20 Each plan may contain an economic development element that
21 identifies types of mixed use development, expansion facilities
22 for businesses, and methods for developing a balanced and stable
23 economic base.

24 The comprehensive plan may contain any additional matter
25 which may be included in a comprehensive plan of the local
26 governmental unit pursuant to the applicable planning statute.

27 Sec. 7. Minnesota Statutes 1994, section 473.859,
28 subdivision 2, is amended to read:

29 Subd. 2. [LAND USE PLAN.] A land use plan shall include
30 the water management plan required by section 103B.235, and
31 shall designate the existing and proposed location, intensity
32 and extent of use of land and water, including lakes, wetlands,
33 rivers, streams, natural drainage courses, and adjoining land
34 areas that affect water natural resources, for agricultural,
35 residential, commercial, industrial and other public and private
36 purposes, or any combination of such purposes. A land use plan

1 shall contain a protection element, as appropriate, for historic
2 sites, the matters listed in the water management plan required
3 by section 103B.235, and the matters listed in section 473.204,
4 and an element for protection and development of access to
5 direct sunlight for solar energy systems. A land use plan shall
6 also include a housing element containing standards, plans and
7 programs for providing adequate housing opportunities to meet
8 existing and projected local and regional housing needs,
9 including but not limited to the use of official controls and
10 land use planning to promote the availability of land for the
11 development of low and moderate income housing.

12 Sec. 8. Minnesota Statutes 1994, section 473.859,
13 subdivision 5, is amended to read:

14 Subd. 5. [URBANIZATION AND REDEVELOPMENT AREAS.] The
15 comprehensive plans may designate, when appropriate, five year
16 urbanization areas and shall specify in the capital improvement
17 program the timing and sequence of major local public facilities
18 and in the implementation program official controls which will
19 ensure that urbanization occurs only in urbanization areas and
20 in accordance with the plan.

21 The comprehensive plans may designate, when appropriate,
22 redevelopment areas and may, as appropriate, specify in the
23 capital improvement program the timing and sequence of local
24 public facilities and in the implementation program the fiscal
25 devices or official controls that will ensure that redevelopment
26 occurs in accordance with the plan.

27 Sec. 9. Minnesota Statutes 1994, section 473.864,
28 subdivision 2, is amended to read:

29 Subd. 2. By December 31, 1998, and at least once every ten
30 years thereafter, each local governmental unit shall review and,
31 if necessary, amend its entire comprehensive plan and its fiscal
32 devices and official controls. Such review and, if necessary,
33 amendment shall ensure that, as provided in section 473.865, the
34 fiscal devices and official controls of each local government
35 unit are not in conflict with its comprehensive plan. Upon
36 completion of review and, if necessary, amendment of its

1 comprehensive plan, fiscal devices, and official controls as
2 required by this section, each local government unit shall
3 either:

4 (a) submit to the metropolitan council the entire current
5 comprehensive plan together with written certification by the
6 governing body of the local government unit that it has complied
7 with this section and that no amendments to its plan or fiscal
8 devices or official controls are necessary; or

9 (b)(1) submit the entire updated comprehensive plan and
10 amendment or amendments to its comprehensive plan necessitated
11 by its review to the metropolitan council for review; and

12 (2) submit the amendment or amendments to its fiscal
13 devices or official controls necessitated by its review to the
14 metropolitan council for information purposes as provided by
15 section 473.865.

16 Except as otherwise provided in this paragraph, local
17 governments shall consider, in preparing their updated
18 comprehensive plans, amendments to metropolitan system plans in
19 effect on December 31, 1996. For metropolitan system plans, or
20 amendments thereto, adopted after December 31, 1996, local
21 governments shall review their comprehensive plans to determine
22 if an amendment is necessary to conform to the metropolitan
23 system plans. If an amendment is necessary, the local
24 government shall prepare the amendment and submit it to the
25 council for review by September 30, 1999, or nine months after
26 the council transmits the metropolitan system plan amendment to
27 the local government, whichever is later.

28 The periodic review required in this subdivision shall be
29 in addition to the review required by section 473.856.

30 The metropolitan council may grant extensions to local
31 government units in order to allow local government units to
32 complete the review and, if necessary, amendment required by
33 this subdivision. Such extensions, if granted by the
34 metropolitan council, must include a timetable and plan for
35 completion of the review and amendment.

36 Amendments to comprehensive plans of local governmental

1 units and to capital improvement programs of school districts
2 shall be prepared, submitted, and adopted in conformance with
3 guidelines adopted by the metropolitan council pursuant to
4 section 473.854.

5 Sec. 10. Minnesota Statutes 1994, section 473.867, is
6 amended by adding a subdivision to read:

7 Subd. 6. [ASSISTANCE FOR PLAN UPDATES.] The council shall
8 give priority for the use of loan and grant funds available
9 under this section to local governmental units for review and
10 amendment of local comprehensive plans and fiscal devices and
11 official controls, as required by section 473.864, subdivision
12 2. The council shall consult with affected local government
13 units to evaluate the need for technical and financial
14 assistance.

15 Sec. 11. [REPORT TO LEGISLATURE.]

16 The council shall report to the legislature by January 15,
17 1996, on the results of its consultation with affected local
18 governmental units on the need for technical and financial
19 assistance as required under Minnesota Statutes, section
20 473.867, subdivision 6.

21 Sec. 12. [APPLICATION.]

22 This act applies in the counties of Anoka, Carver, Dakota,
23 Hennepin, Ramsey, Scott, and Washington.

November 18, 1997

Renee King

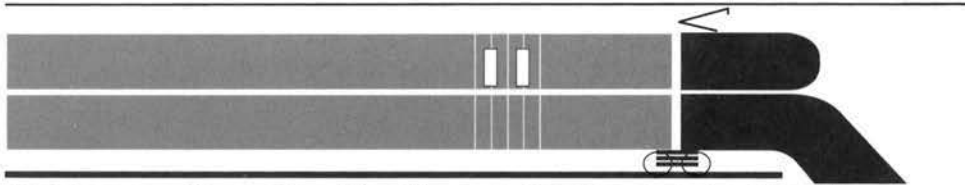
03233

\$2000 lump sum

Monthly + 20%

Inter Payment -
Agreement - made

MN Child Support
Payment



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

November 18, 1997

8:30 AM

Council Chambers, Third Floor, Courthouse

1. * Minutes of November 4, 1997
 2. Phalen berm removal
 3. Comprehensive Transportation Plan
 4. * Transit-related legislation
 5. * Ratify the construction agreement with the City of Maplewood for connection of pathway to BN regional trail and authorize Chair to sign the permit
 6. * Ratify the construction agreement with the City of Maplewood for installation and maintenance of sanitary sewer line and authorize Chair to sign the permit
 7. * Approve partial payment No. 1 in the amount of \$1093.33 and partial payment No. 2 in the amount of \$13,119.01 to SRF Consulting Group for professional engineering services for the Riverview/Hiawatha Transitways
 8. * Ratify quarterly report of payments for July 1 through September 30, 1997
- * Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY BOARD MEETING

November 4, 1997

The Ramsey County Regional Railroad Authority met on Tuesday, November 4, 1997, in Council Chambers, 3rd Floor Courthouse.

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

MEMBERS ABSENT: NONE

OTHERS PRESENT: David MacMillan, Terry Schutten, Terry Lindeke, Nick Riley, Kathy DeSpiegelaere, Paul Kirkwold, Vern Wehlage, Jim Van Houdt, Karen Tero, Jon Walsh, Tim Mayasich, and Kris Longhenry.

Chairman Ortega called the meeting to order at 8:48 a.m.

1. Approve minutes of the Ramsey County Regional Railroad Authority Board meeting of August 12, 1997.

Motion by Commissioner Bennett, seconded by Commissioner Haigh, to accept the minutes from the August 12, 1997 RCRRA meeting.

Ayes - 7, Nays - 0
Motion accepted.

2. State transportation legislative requests.

Terry Lindeke presented proposed Ramsey County transit/transportation legislative issues for 1998.

Commissioner Rettman suggested adding a section on changing lane width standards on local roads to the packet similar to the section designed for speed limits on local roads. Paul Kirkwold agreed to put some information together on lane width standards for the RRA to discuss.

Commissioner Haigh questioned why the issue discussed with Representative Hausman on the expansion of the responsibility/authority of the Joint Powers Board for transportation planning wasn't in the packet. Commissioner Bennett said that it was understood that Representative Hausman is going to present this issue to the legislature.

Commissioner Reinhardt suggested adding a statement to the legislative packet that would include Ramsey County's support for Representative Hausman's concept. She also commented on Commissioner Rettman's earlier suggestions on lane width, by adding that stressing environmental impacts may help in the argument of changing lane width standards.

Commissioner Wiessner commented that Representative Hausman's issue should be brought before the RCRRA before Ramsey County outright supports it.

Commissioner Guerin believes that there should be a policy in place for deviating from MSA lane width standards rather than always having to apply for variances. This policy would allow for deviation of the MSA lane width standards if the community requests it and everything (safety, environmental concerns, etc.) is feasible from an engineering standpoint. He stated that one of the main reasons that people become disenfranchised with government is because we have so many rules in place and one of the things that affects the liveability of the neighborhoods the most are the streets.

Terry Lindeke added that this may be a way to sell this strategically if we talk about creating our own internal policy. Nick Riley said that there is precedence for this type of policy and referred to the scenic byways in Minnesota. He commented that with environmental concerns, neighborhood concerns, and other information, there may be a good chance to pass something.

It was agreed after much discussion that a paragraph will be added to the legislative packet to include Ramsey County's support of Representative Hausman's concept but will not be voted on until something is written up and brought before the RCRRA.

David MacMillan added that some issues that are in the packet may have to be acted upon by the County Board and cannot be acted upon by the RCRRA.

Paul Kirkwold stated that there were a couple of issues that had come up since the packet was put in place. The first issue involves a statute that was passed by the legislature 2 years ago. This entitles contractors who have sufficient resources to invest the money that would normally be used for retainage on construction projects and forces the county to pay the entire bill on a monthly basis. This takes away some incentive to complete work because there is no retainage. A package is being worked on to get the law repealed.

The second issue involves trying to find a way to get state aid dollars to cities with less than 5,000 residents. Paul met with other County Engineers across the state and this issue was raised. Paul and Nick are trying to arrange a meeting with the State Aid Engineer and their legislative person to see if this can happen. This would have a positive impact for the cities of less than 5,000 in the County. Commissioner Reinhardt supported looking into this issue.

Terry Lindeke stated that there is interest in District 10 on the issue of aid to smaller cities. This was discussed at the last AMC District 10 meeting and their plan is to have the engineers present something on this for discussion there.

Commissioner Guerin asked Paul Kirkwold to find out what the contractors' position is on repealing the law. Paul assumed that the argument for the contractors would be that they weren't getting full payment and it was costing them money on the investment side - the County is investing their money and earning interest on it.

Commissioner Haigh brought up an issue that had to do with the relocation of the Snelling Bus Garage from its present location on Snelling and University to the Northeast corner of downtown. At a meeting last week, one of the discussions was the importance of that bus location becoming a transit hub and its connection to the Phalen Corridor and the Riverview Corridor. She would like to see more discussion on this by the RCRRA and

knows the Metropolitan Council would like the RCRRA support on their proposal but our main concern would be on how it connects to the corridors.

Terry Lindeke stated that this meeting was an initial meeting to start meeting with policy makers. Terry and Nick are meeting with Sally Evert tomorrow to flesh something out to take back to this Board and find out what they want this Board to take a position of. Commissioner Ortega requested that at that meeting, make sure all affected District Councils are included in the planning process.

Commissioner Haigh stated that the timing of this is crucial because state bonds are being requested for financing of the Garage which is up in this legislative package in this bonding session. She said we need to see the full package and see how it competes or complements our own bonding request and have a chance for the whole board to have a discussion about that. She would like to see the proposal come back with language about transit hub and connection to the corridors before we would decide if we would really want to support it.

Commissioner Bennett motioned to move on to the next agenda item. Commissioner Reinhardt seconded.

Ayes - 7, Nays - 0
Motion accepted.

3. Background on transit planning for the county and region.

Kathy DeSpiegelaere brought up the issue of transit planning and the Ramsey County Comprehensive Plan.

Commissioner Ortega stated that the cities and county need a comprehensive plan completed by the end of 1998. He suggested that this be an ongoing agenda item for the RCRRA so it can be worked on throughout the year at the same time as the other local municipalities in the county are and hopefully incorporate some of the information going into their comprehensive plans. This is a change in the way it's been done in the past. We have always waited for the municipalities to complete their comprehensive plans before we have done ours.

Commissioner Wiessner believes working parallel with the municipalities on the comprehensive plans is a good idea. She stated that if we have an idea of what we think should happen, initiate it and get their reaction to what we have in mind because it may be too late if they are all done with their plan. She also suggested that at the next meeting there be a draft timeline of the steps for the comprehensive plan.

Paul Kirkwold distributed copies of the current Ramsey County comprehensive plan and copies of information from other counties on what they have done for their comprehensive plans for the RCRRA to review.

The meeting adjourned at 9:35 a.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

11/10/97

Date

Board Action Requested

Phalen Berm Removal.

DISCUSSION ONLY

Request Justification

See Attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

11/18/97

Board Date

Kristine A. Longhewy

Signature

11-10-97

Date



CITY OF SAINT PAUL
Norm Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 612-266-6655
Facsimile: 612-228-3261

September 29, 1997

Rafael Ortega, Chair
Ramsey County Regional Railroad Authority
665 Ramsey County Government Center - West
50 West Kellogg Boulevard
Saint Paul, Minnesota 55102

Dear Mr. Ortega:

This is written to request RCRRA approval for regrading a portion of the RCRRA-owned railroad berm to cross Maryland Avenue and Johnson Parkway at-grade as part of the Prosperity Avenue realignment project, a County Road to be constructed next summer, and using the berm as a source of fill needed for Prosperity Avenue. The City is taking responsibility for acquiring right-of-way needed for this new County Road, and is now proceeding with design and engineering for the project. Your approval of regrading a portion of the berm is needed now to provide for the best design and location for the new Prosperity Avenue/Johnson Parkway/future Phalen Boulevard intersection, and for Johnson Parkway continuity in this area.

Both the realignment of Prosperity and regrading of the railroad berm are specifically called for in the Phalen Village Small Area Plan, which was adopted by the City Council on December 6, 1995, as part of the City's Official Comprehensive Plan, and is our most ambitious attempt at creating a compact, mixed-use, pedestrian- and transit-oriented "urban village" at a potential neighborhood LRT station in St. Paul. The plan calls for the future LRT station to be constructed at-grade (rather than grade separated) immediately south of Maryland Avenue to create a direct pedestrian connection between the LRT station and the Phalen Village commercial core along Maryland, to provide for safe and convenient access to LRT from cars and buses, and to strengthen the connection between Phalen Village and Phalen Park (an asset that would be of tremendous value in our efforts to attract quality commercial and residential development to the area). Based on what we know about traffic volumes and movements in the area, and what we expect for LRT, we have determined that at-grade crossings of Maryland Avenue and Johnson Parkway would be acceptable.

The Phalen Village Plan calls for gradually sloping the berm up going north from Maryland to its existing height just south of the McAfee Street cul-de-sac lots (a slope of about 2%). This was worked out with adjacent property owners during the process of adopting the plan. North of this the berm serves as a noise and privacy barrier between East Shore Drive and the back yards of residents along the west side of McAfee Street.

The Phalen Village Plan rezoned property adjacent to the proposed LRT station location to B-2 Community Business to provide for the best possible mix of neighborhood-, pedestrian- and transit-oriented commercial and residential development adjacent to the LRT station. It also calls for drop-off/pick-up access along the east side of the LRT station between Maryland and Rose. It would be difficult and expensive to make this work without an at-grade station.

Regrading the railroad berm as part of the Prosperity realignment project would be the first concrete step toward implementation of these recommendations. It would also "kill two birds with one stone," providing an efficient source of fill for a new County Road now (fill would not have to be moved very far), and substantially reducing the cost of constructing LRT later (would not have to construct new bridges for LRT or regrade the berm later as part of LRT development costs).

In the short run, regrading the berm will provide for the safest Prosperity-Johnson Parkway intersection design and location, provide for better Johnson Parkway continuity, and provide an efficient source of fill for realigning Prosperity Avenue (a County Road). It will also create a stronger market for the kind of quality residential and commercial redevelopment east of the berm that will support future development of an LRT station here. For example, the City and North East Neighborhoods Development Corporation (a neighborhood nonprofit development organization) are working with a private developer on a townhouse project just north of Maryland and east of the berm that will be designed to feature the adjacent woods, recently restored wetlands, and Lake Phalen as amenities, and to dramatically reposition the visibility and market for housing in Phalen Village. The developer has stated that regrading the railroad berm to create a stronger connection to the lake and wetlands is integral to the success of the project.

In the long run, regrading the berm will provide for the best possible LRT station with the safest and most convenient pedestrian access, designed with the most supportive relationship between the station and the compact mixed-use commercial core of the Phalen Village area, all at the lowest possible cost.

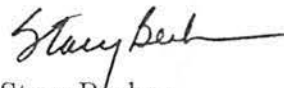
Thank you for your support of our efforts.

Sincerely,



Pamela Wheelock

Director of Planning and Economic Development



Stacy Becker

Director of Public Works

cc: Mayor Norm Coleman
Councilmember Dan Bostrom
Councilmember Gladys Morton
Commissioner Dino Guerin
Senator Randy Kelly

District 2 Community Council
North East Neighborhoods Devt. Corp.
Phalen Corridor Initiative
Phalen Village Business Association
Robert Piram, Parks



Interdepartmental Memorandum

CITY OF SAINT PAUL

DATE: November 6, 1997

TO: Stacy Becker, Director of Public Works
Robert Piam, Director of Parks and Recreation
Pamela Wheelock, Director of Planning and Economic Development

FROM: Mike Kassan
Mike Klassen
Paul St. Martin
Allan Torstenson

RE: Proposal to Ramsey County Regional Railroad Authority for changes to RCRRA railroad ROW as part of Prosperity Avenue Realignment/Phalen Wetland Project

PROSPERITY REALIGNMENT / PHALEN WETLAND PROJECT DESCRIPTION

1. Prosperity Avenue Realignment Project

A project to realign Prosperity Avenue between Johnson Parkway and Rose Avenue is planned for construction next summer. This is a County State Aid Road, and the realignment is a cooperative City-County project. The City is taking responsibility for acquiring needed right-of-way, and is now proceeding with design and engineering for the project.

Calls for realignment of Prosperity Avenue between Maryland Avenue and Johnson Parkway go back at least to the 1970s when the City Council adopted Comprehensive Plan elements for Streets and Highways and for District 2 recommending the realignment. The need for realignment of Prosperity was reinforced and reiterated in the Phalen Village Small Area Plan, which was adopted by the City Council on December 6, 1995, as part of the City's Comprehensive Plan. Realignment of Prosperity Avenue between Maryland Avenue and Rose Avenue was completed by the City in 1996. Completion of the realignment between Rose Avenue and Johnson Parkway will address long-standing traffic safety problems caused by the jog of Prosperity at Maryland, improve access to existing businesses and developable commercial parcels, and create a Phalen Village circulation system that is safer and more understandable.

Prosperity Avenue will be aligned to match the new Prosperity north of Rose Avenue and will match into Johnson Parkway where the proposed Phalen Boulevard intersects with Johnson parkway. The realigned Prosperity will include a median, one traffic lane in each direction, bike lanes, parking lanes, sidewalks, street lights and boulevard trees. The design will facilitate the projected traffic for the area. If and when Phalen Boulevard is constructed, and if traffic volume warrants, it is possible to ban parking and institute an additional traffic lane on the roadway.

The Johnson Parkway-Prosperity intersection, which is currently channelized to facilitate high speed turning movements and is a difficult place for pedestrians, will be a standard signalized intersection that gives Johnson Parkway continuity, is more understandable, is safer and easier for pedestrians to cross, provides more green space, and has more of a parkway character. It is also proposed that the existing railroad bridge over Johnson Parkway, which restricts Johnson Parkway and reduces sight distances, be removed as part of the project. This section of Johnson Parkway will be reconstructed to a 36 foot width, with one traffic lane and a bike lane in each direction, and widened slightly at the Prosperity intersection to accommodate a left turn lane. Lantern style lighting is proposed for Johnson Parkway.

2. Phalen Wetland Project

The second phase of the Phalen Village Wetland Restoration Project is also planned for construction next summer, and will be coordinated with the Prosperity Realignment Project for efficiency and cost-effectiveness. Land for the project has been purchased by the City using a Livable Communities Demonstration Account grant from the Metropolitan Council, and funding for construction has been received from the Legislative Commission on Minnesota Resources.

The wetland restoration project will implement another key recommendation of the Phalen Village Small Area Plan to create a wetland/natural corridor in low areas unsuitable for other development, and to use this natural landscape as a neighborhood signature amenity that creates a stronger connection between Phalen Village and its primary asset, Phalen Park. This project has resulted in a new partnership between the City and the Ramsey-Washington Metro Watershed District to design and develop the wetland to meet stormwater management needs as well as to create an amenity that enhances surrounding property value and helps to attract private commercial and residential investment in the area. The Ramsey-Washington Metro Watershed District will provide funding for the project, as well.

PROPOSAL TO RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

The proposal to the Ramsey County Regional Railroad Authority for changes to RCRRA-owned railroad ROW as part of the Prosperity Avenue Realignment/Phalen Wetland Project includes the following elements:

1. Removal of the old railroad bridge over Johnson Parkway

Removal of the old bridge, which restricts Johnson Parkway, reduces sight distances and is a liability, will provide for the safest design and location for the new Johnson Parkway-Prosperity intersection and for better Johnson Parkway continuity.

2. Realignment of Phalen Creek Trail to cross Johnson Parkway at the new Johnson Parkway-Prosperity Avenue intersection

Phalen Creek Trail would curve off of the railroad ROW just south of Johnson Parkway, cross Johnson Parkway at the traffic signal at the new Johnson-Prosperity intersection, and follow Johnson Parkway back to the railroad ROW as indicated on the attached plan.

3. Regrading the railroad ROW south of Maryland Avenue to provide for a possible future LRT station and at-grade crossings of Maryland and Johnson Parkway

Regrading of the railroad berm is specifically called for in the Phalen Village Small Area Plan, which was adopted by the City Council as part of the St. Paul Comprehensive Plan after a long neighborhood planning process and a great deal of citizen input. The Phalen Village Plan is our most ambitious attempt at creating a compact, mixed-use, pedestrian- and transit-oriented "urban village" at a potential neighborhood LRT station in St. Paul. The plan calls for the future LRT station to be constructed at-grade (rather than grade-separated) immediately south of Maryland Avenue (see attached "Map 5: Street and Transit Concept" from the Phalen Village Plan and the attached "Phalen Village LRT Station Proposal," which shows the station in more detail). An at-grade LRT station could best provide for a direct pedestrian connection between the station and the Phalen Village commercial core along Maryland, provide for safe and convenient access to LRT from cars and buses, and help to strengthen the connection between Phalen Village and Phalen Park (very important in our efforts to attract quality commercial and residential development to the area).

The City will prepare a detailed grading and landscaping plan for disturbed portions of the railroad ROW, and submit it to the RCRRA for approval. Landscaping of disturbed portions of the ROW, including trees, shrubs, ground cover, and fencing as appropriate, will be done as part of the project.

4. Use of the existing railroad berm south of Maryland as an efficient source of fill needed for realigning Prosperity Avenue between Rose Ave. and Johnson Parkway

Regrading the railroad berm as part of the Prosperity Avenue Realignment Project would be the first concrete step toward implementing Phalen Village Plan recommendations for design and development of LRT in a way that really serves Phalen Village. It is an opportunity to "kill two birds with one stone," providing an efficient source of fill for a new County Road (fill would not have to be moved very far), and substantially reducing the cost of constructing LRT later (would not have to construct new bridges for LRT or regrade the berm later as part of LRT development costs). It is also an opportunity to make significant progress on implementation of another key recommendation in the Phalen Village Plan to strengthen the connection between Phalen Village and its primary asset, Phalen Park, which is so important in our efforts to attract quality private reinvestment in the area.

Regrading the berm now as part of the Prosperity Avenue Realignment Project would, in the long run, provide for the best possible LRT station with the safest and most convenient pedestrian access, designed with the most supportive relationship between the station and the compact mixed-use commercial core of the Phalen Village area, while lowering the cost of future LRT development..

5. Regrading the railroad ROW north of Maryland Avenue to provide an LRT-compatible grade going north from an at-grade crossing of Maryland

The City will take responsibility for gradually sloping the berm up going north from Maryland to its existing height just south of the McAfee Street cul-de-sac lots (a slope of about 2%). North of this the berm serves as a noise and privacy barrier between East Shore Drive and the back yards of residents along the west side of McAfee Street, and will remain. This was worked out with adjacent property owners during the process of adopting the Phalen Village Plan, and meets the previously stated RCRRA condition that they be left with a situation in which LRT is buildable without additional soil removal. A very gradual slope of 2% is well under the maximum grades required for potential uses of the right-of-way for LRT and/or a trail.

Fill removed from the railroad berm north of Maryland will not be used for the Prosperity Realignment Project. Rather, it will be used for other Phalen Village projects such as redevelopment of the Lakewood Apartments site, new commercial development along the north side of the realigned Prosperity Avenue, and/or redevelopment of the City-owned eastern portion of the Phalen Center site. If fill material is sold for private development, any funds received over and above the cost of landscaping plans and restoration of disturbed portions of the ROW will go to the RCRRA.

The City will prepare a detailed grading and landscaping plan for disturbed portions of the railroad ROW for RCRRA approval, and restore disturbed areas with appropriate landscaping.

6. Installation of pipe under railroad ROW to connect wetland restoration areas

Installation of a pipe under the railroad ROW to provide for natural water flow between the proposed wetland restoration area west of the ROW just south of Maryland to the proposed wetland restoration area east of the ROW near Geranium as indicated on the attached plan. This is similar to other storm sewer pipes which go under the ROW, and poses no problems for future LRT construction. It would provide for the small amount of water flow needed to maintain the restored wetlands as a neighborhood amenity.

7. Location of a tennis court on the railroad ROW

With restoration of the wetland and displacement of tennis courts at the southeast corner of Johnson Parkway and Maryland Avenue, the number of tennis courts further south along Johnson Parkway needs to be expanded as indicated on the attached plan. Until LRT is constructed, the best layout includes one tennis court on a portion of the railroad ROW. Like Phalen Creek Trail, this would be subject to change if LRT is built, and the City would be responsible for moving the tennis court if that becomes necessary.

RESPONSE TO SPECIFIC QUESTIONS AND ISSUES THAT HAVE BEEN RAISED

1. How does the proposed at-grade station fit with the "Principles for Effective Integration of Land Use and LRT" developed by the Metropolitan Council to guide LRT development in the Twin Cities?

The Metropolitan Council's "Guiding Principles for Effective Integration of Land Use and LRT" calls for development of LRT in a way that "respects the scale character of the community each station serves, builds on local initiatives, contributes towards realization of community goals, sets a civic precedent with a strong definition of the public realm that links the station to the surrounding area, and inspires collaborative efforts to transform the community into a memorable, remarkable, special place." It states that "access to stations should be clear, self-evident and direct," that pedestrian access should be easy and inviting, and that "pedestrians should be able to reach stations without using bridges or undercrossings." It states that "the more closely LRT is woven into the fabric of the city, the more powerful it becomes as both a development and a transportation tool."

Recommendations in the Phalen Village Plan for how to integrate LRT into the Phalen Village area, including the recommendation for an at-grade station, directly respond to the Metropolitan Council's "Guiding Principles for Effective Integration of Land Use and LRT. An at-grade station would contribute toward realization of community goals and would be directly accessible from the Phalen Village commercial core. East of the proposed LRT station, the Phalen Village Plan rezoned property B-2 Community Business to provide for the best mix of neighborhood-, pedestrian- and transit-oriented commercial and residential development adjacent to the LRT station. West of the station, the Phalen Village Plan calls for removal of the existing tennis courts (which are surrounded by chain link fences), restoring wetlands, and thus creating a strong connection between the LRT station and natural areas in Phalen Park as well as to the Phalen Village commercial core. This is a design that would "set a civic precedent with a strong definition of the public realm that links the station to the surrounding area and inspires collaborative efforts to transform the community into a memorable, remarkable, special place."

The proposed at-grade station provides for clear, direct, safe, and convenient pedestrian access from the Phalen Village commercial area, from bus stops on Maryland, and from the Phalen Creek Trail. It also provides for clear, direct access for drop-off and pickup of LRT riders via a new street along the east side of the station (see attached "Phalen Village LRT Station Proposal). With a grade-separated station, about 70 feet of the 100 foot railroad ROW would be taken up by steep side slopes, and there would not be space for a new street for drop-off and pickup without acquiring additional right-of-way and significant impact on adjacent property. Pedestrian access would be much less direct and would be dependent on costly and less reliable elevators. Passenger waiting areas that are not visible from the street would tend to exacerbate security problems.

There is a strongly held belief in the Phalen Village neighborhood that a grade-separated station would harm efforts to realize community goals and transform the community into a remarkable, special place, and that it would not respect the character of the community or be conveniently linked to the surrounding area. Some would question the wisdom of constructing LRT if it cannot be done in a way that, in the words of the Metropolitan Council's publication "Economic Development Potential Around Central Corridor LRT Stations," serves more than a transportation agenda, compliments the community it serves, and contributes towards community development goals.

2. Would at-grade LRT crossings of Maryland Avenue and Johnson Parkway be safe?

While grade-separated LRT crossings of Maryland and Johnson Parkway would be desirable from a strictly traffic safety and traffic flow point of view, based on what we

know about traffic volumes and movements in this area, and what we expect for LRT, at-grade crossings would be acceptable. Any marginal benefits of grade separation for traffic flow and traffic safety are outweighed by the benefits of an at-grade station for clear, direct, safe and convenient access for pedestrians and for drop-off and pickup of riders, for more visible and secure passenger waiting areas, and for its contribution to community development goals.

The at-grade station design shown on the attached "Phalen Village LRT Station Proposal" is basically the same as that proposed for the Westgate LRT Station in the Central Corridor just west of Highway 280 between University Avenue and Franklin Avenue. At the Westgate Station, LRT would have at-grade crossings of University Avenue (over 20,000 vehicles per day) and Franklin Avenue (7500 vehicles per day). There are about 15,000 vehicles per day where LRT would cross Maryland and about 9000 vehicles per day where LRT would cross Johnson Parkway.

Compared with the Central Corridor, LRT in the Northeast Corridor would have relatively low frequency. Headways in the Northeast Corridor will likely never be shorter than 15 minutes, or one crossing every 7 1/2 minutes at the most. Fifteen minute headways are likely to occur only during peak periods. A two or three car LRT train would take only a few seconds to cross a street. After reviewing the issues that pertain to this specific area, it appears that grade-separation does not have to be a priority, and that at-grade LRT crossings at Maryland and Johnson Parkway provide significant benefits to this area and to the City. Public Works can support at-grade crossings at these locations.

3. How would regrading the railroad ROW to provide for an at-grade LRT station and at-grade crossings of Maryland and Johnson Parkway affect the cost of LRT development?

With grade-separated crossings of Maryland and Johnson Parkway, the need to construct new bridges over Maryland and Johnson Parkway, and a station structure with retaining walls and elevators, would be the most costly part of LRT development in this area. The bridges alone would cost an estimated \$4 million; gated crossings would cost roughly \$500,000, a savings of about \$3.5 million.

4. How will at-grade crossings affect LRT travel times?

North-bound LRT trains coming out of an LRT station immediately south of Maryland could be delayed about 4 to 8 seconds (enough time for pedestrians to clear the track). For all south-bound crossings at Maryland and for all crossings at Johnson Parkway, the gates could be timed so that LRT would cross at full speed under normal circumstances. Emergency vehicles could occasionally preempt the signals and gates.

5. Will there be any added liability issues associated with at-grade crossings?

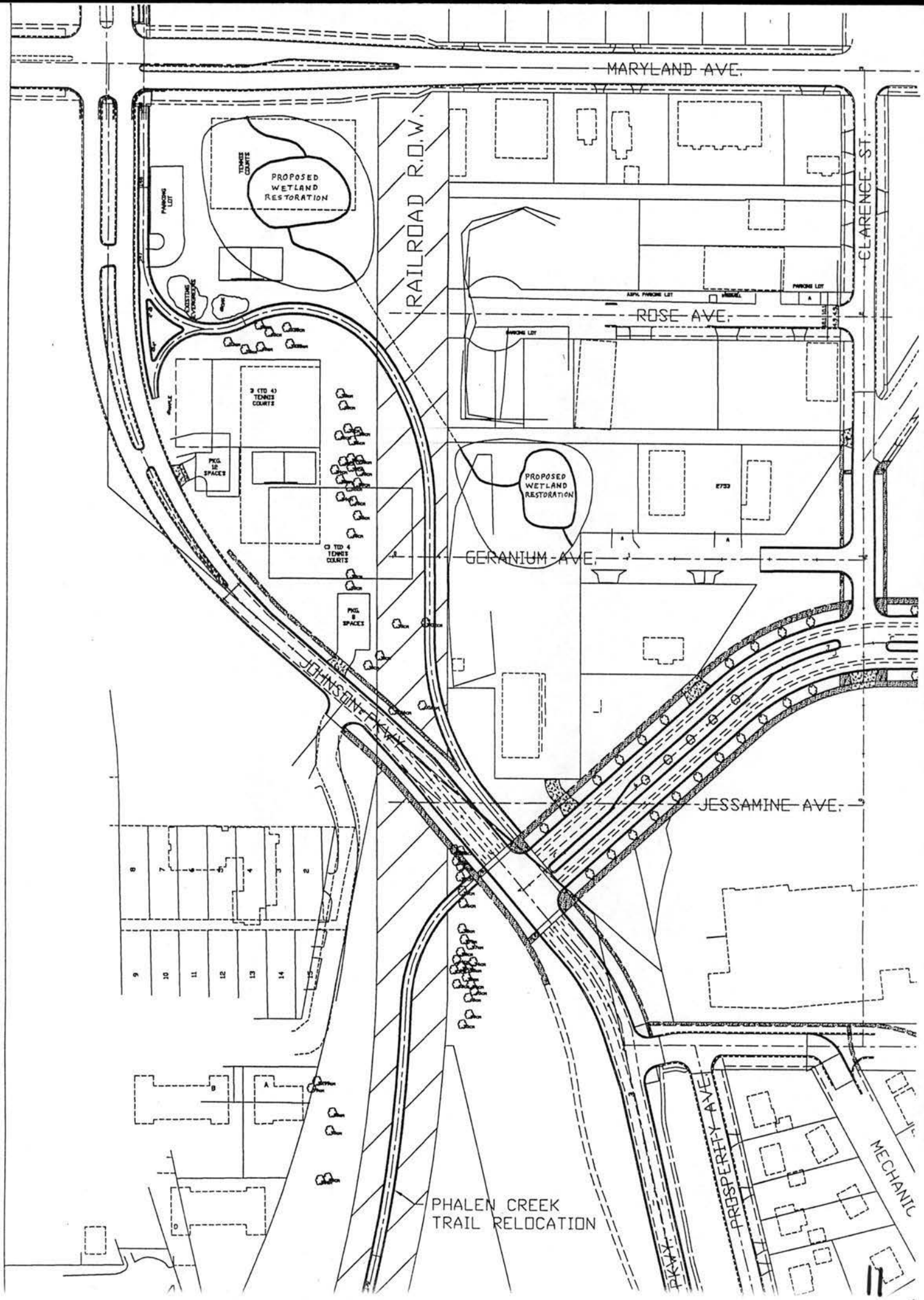
There are liability issues associated both with bridges and with at-grade crossings, with no particularly significant cumulative difference. We have approved Preliminary Design Plans for LRT in the Central Corridor that include a number of at-grade crossings (some at streets with far higher traffic volumes and more complex traffic movements than at Maryland and Johnson Parkway), and that also include some grade-separated crossings.

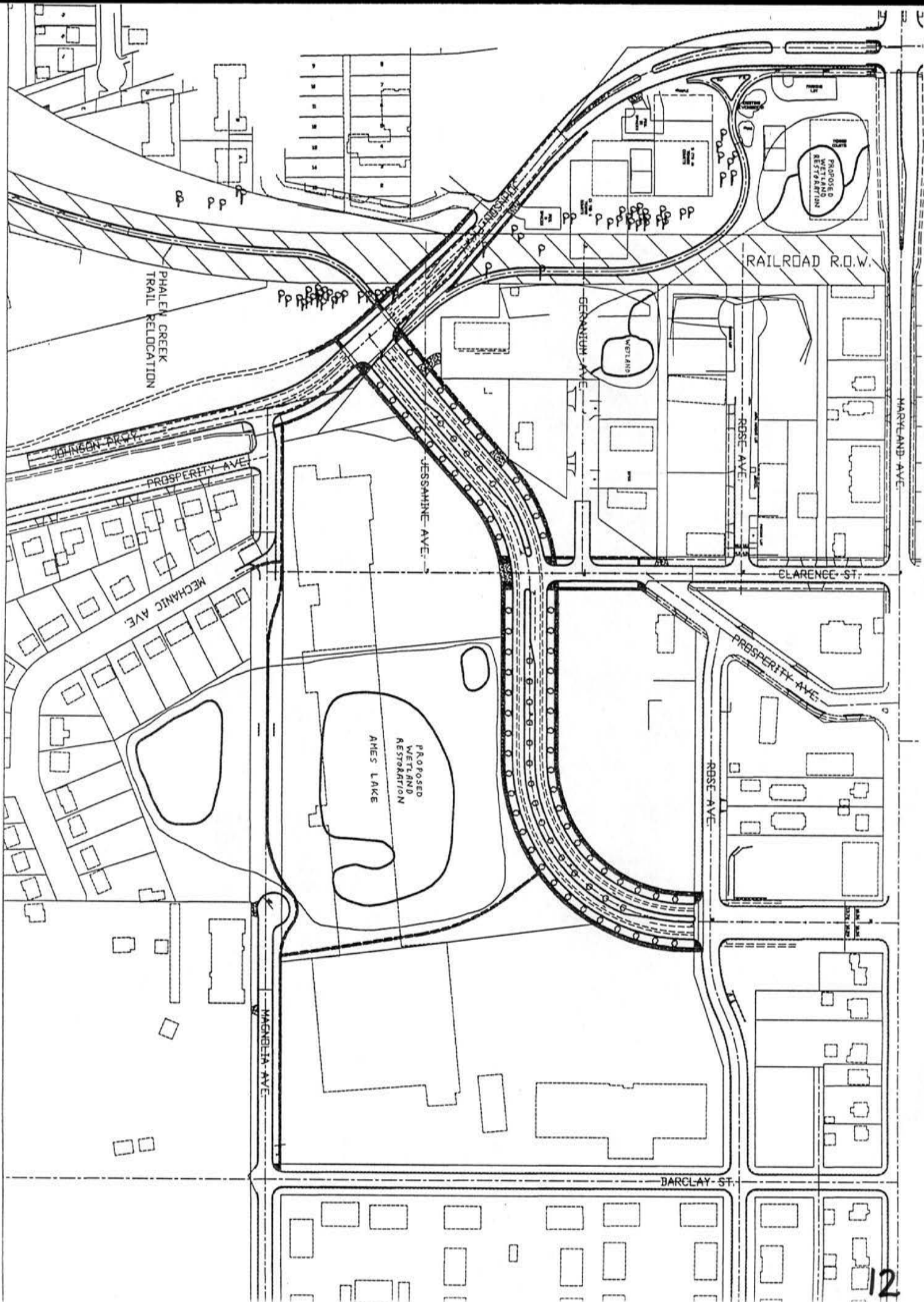
6. Would the railroad corridor remain stable for LRT development if it is regraded as proposed?

Soil borings have been taken to determine the stability of underlying soils (see attached memo from James Tolaas, Ramsey County Dept of Public Works). The cost of selective soil correction for LRT development is not expected to be extensive within the context of rail construction.

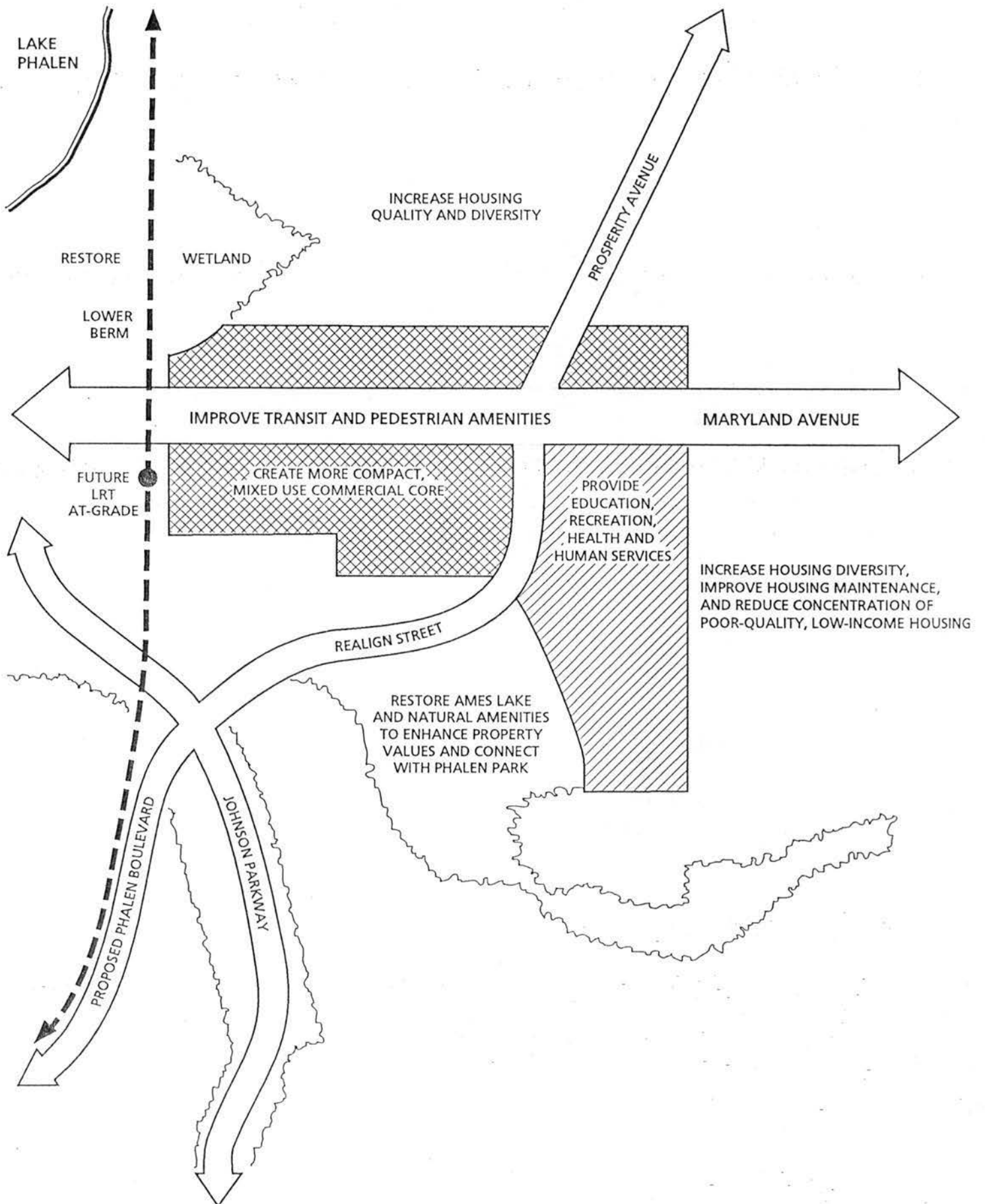
7. How would regrading of the railroad ROW as proposed affect maintenance responsibilities for the RCRA?

Regrading the ROW as proposed and construction of LRT at-grade would eliminate the cost of maintaining two bridges and a significant station structure, as well as the high cost of building the bridges and station structure in the first place. Regrading the ROW as proposed will not have significant impact on maintenance responsibilities in the shorter term, before LRT is built, although it should be somewhat easier to maintain flat property than the steep slopes of the berm.

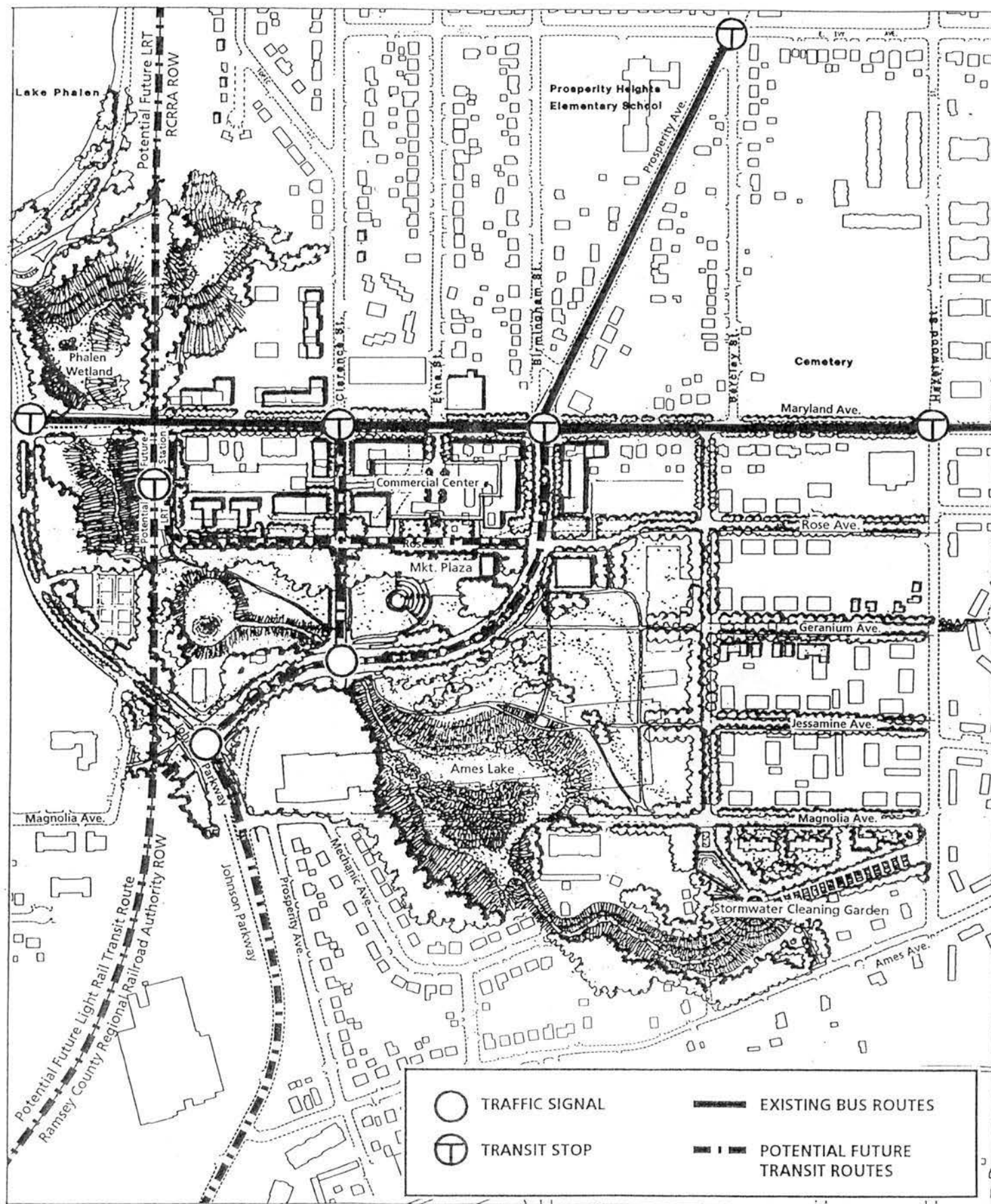




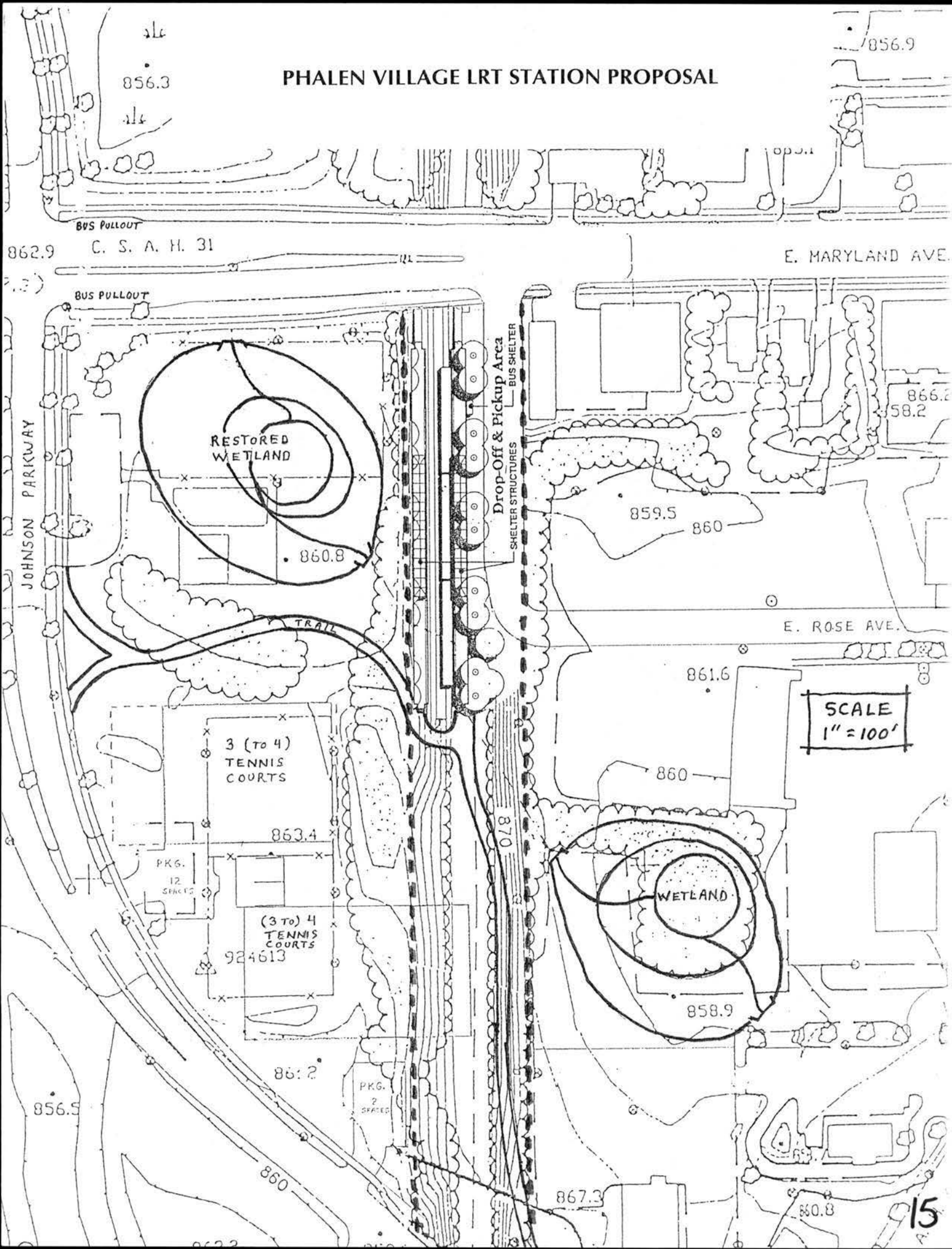
PHALEN VILLAGE CONCEPT POLICY MAP



MAP 5: STREET AND TRANSIT CONCEPT



PHALEN VILLAGE LRT STATION PROPOSAL



**Department of Public Works**

Paul L. Kirkwold, P.E., Director and County Engineer

ADMINISTRATION/LAND SURVEY

50 West Kellogg Blvd., Suite 910

St. Paul, MN 55102 • (612) 266-2600 • Fax 266-2615

ENGINEERING/OPERATIONS

3377 N. Rice Street

Shoreview, MN 55126

(612) 484-9104 • Fax 482-5232

MEMORANDUM

To: Kathryn DeSpiegelaere

From: James E. Tolaas 

Date: September 22, 1997

Subject: Burlington Northern Corridor Berm
Soils Summary

Attached are soil logs for borings taken along the existing railroad embankment within an area approximately 900 feet north and 300 feet south of Maryland Avenue. The borings were taken to determine the quality of material within the embankment and also to help determine the stability of underlying soils -- in the event portions or all embankment material removed.

The material within the embankment itself varies somewhat with location and depth but is a suitable fill material for many different applications including building sites and roadway embankments. The material does have a market value -- the actual amount being dependent on a number of factors including application, haul distance and cost to remove.

Native soils beneath the embankment vary in gradation and quality but have consolidated beneath the forces of the embankment. It is reasonable to assume they are and will remain stable and that removal of the berm should not present any immediate problems. On the other hand, if the corridor is developed for rail transit operations in the future, selective soil correction should be anticipated. This would amount to removal of organics, silts, and organic clays and replacement with granular materials. The cost of such corrections would not be considered extensive within the context of rail construction.

bnsuil.doc

515
B.N.R.R. BERM - PHALEN LAKE AREA

ALL BORINGS TAKEN ON E. OF RAILROAD EMBANKMENT
ALL DEPTHS ROUNDED OFF TO NEAREST FOOT

T.H. 1 156' SOUTH OF E MARYLAND AVE.

0-1' R.R. BALLAST

1-2' SAND/GRAVEL BLK.

2-3' SAND/GRAVEL BRN.

3-7' SAND/GRAVEL BLK.

7-11' SAND BRN.

11-12' S.C.L. BRN. N.P.

12-22' S.L./GRAVEL BRN. OCC. $\frac{3}{4}$ " ROCK

T.H. 2 272' SOUTH OF E MARYLAND AVE.

0-1 1/2' R.R. BALLAST

1 1/2-3' SAND/GRAVEL BRN.

3-7' SAND/GRAVEL/COAL BLK.

7-8' SAND/GRAVEL BRN.

8-10' SAND TAN

10-17' S.L./GRAVEL BRN. N.P.

17-22' S.C.L. BRN. P.I.

T.H. 3 197' NORTH OF E MARYLAND AVE.
0-1' R.R. BALLAST
1-4' SAND/GRAVEL BLK.
4-11' S.C.L. BRN. Sl. pl.
11-14' C.L. BRN. Pl.
14-21' S.C.L. BRN. Sl. pl.
21-22' S.L. BRN. N.P.

T.H. 4 619' NORTH OF E MARYLAND AVE.
0-2' SAND/GRAVEL/COAL BLK
2-4' L.S./GRAVEL BRN.
4-19' C.L. BRN. Pl.
19-20' MUCK BLK.
20-21' S.C.L. BRN. Pl.
21-22' S.L. BRN. N.P.

T.H. 5 920' NORTH OF E MARYLAND AVE.
0-1' SAND/GRAVEL BRN.
1-2' SAND/GRAVEL BLK.
2-5' SAND FINE GREY
5-8' LOAM BLK.
8-16' S.C.L. BRN. Sl. pl. occ. gravel
16-17' LOAM BLK.

Ramsey-Washington Metro



District

1902 East County Road B
Maplewood, MN 55109
(612) 777-3665
fax (612) 777-6307
e-mail: rwmwd@mtn.org

November 14, 1997

Rafael Ortega, Chair
Ramsey County Regional Railroad Authority
665 Ramsey County Government Center West
50 West Kellogg Boulevard
St. Paul, MN 55102

Re: RCRRA Railroad Berm between Johnson Parkway and Maryland Avenue

Dear Mr. Ortega,

I am writing on behalf of the Ramsey-Washington Metro Watershed District in support of the removal of the railroad berm between Maryland Avenue and Johnson Parkway. The Watershed District has been an active participant in the development of the Phalen Watershed Natural Resources Management Plan which calls for the implementation of the Phalen Shopping Center Wetland Restoration as a part of the Phalen Village Small Area Plan.

The Watershed District has incorporated the goals and objectives of the Phalen Watershed Natural Resources Plan into its Watershed Management Plan and is working toward the implementation of those objectives and projects. The District has recently approved the Capital Improvements Program which allocates funds to assist in the implementation of the Phalen Wetland restoration. The District has no specific plans or policies which would dictate the need for the removal of the berm, however, our support for the removal of the berm is indicated through our participation in the preparation of the Phalen Wetland Restoration Plan and our involvement in and support of the Phalen Village Small Area Plan. The berm removal appears to be an integral part of the implementation of both of these programs.

It appears to us that the removal of the berm would not preempt the use of the right-of-way for future use for light rail or other uses by the Rail Authority. Since the right-of-way will be preserved, it would appear to us that future use for light rail or commuter rail would be possible if proven feasible in the future.

In conclusion, the Watershed District is in support of the implementation of the plans for the Phalen Village Small Area Plan and the implementation of the Phalen Wetland Restoration Project. We hope that the RCRRA would lend its support to these efforts as long as they don't preclude the use of your right-of-way for future light rail or other transportation uses.

Thank you for your consideration of this request. Please feel free to contact me if you have additional questions or concerns.

Sincerely,


Clifton J. Anichinger
Administrator

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

11/10/97

Date

Board Action Requested

Ramsey County Comprehensive Transportation Plan.

DISCUSSION ONLY

Request Justification

See attached Memorandum from P. Kirkwold with attachment.

Budgeting and Accounting

Glen Wallage 11/10/97

County Attorney

Don Macmillan

Risk Management

Documentation certified complete for:

11/18/97

Board Date

Kristine A. Longhenry
Signature

11-10-97

Date



Department of Public Works

Paul L. Kirkwold, P.E., Director and County Engineer

ADMINISTRATION/LAND SURVEY

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Shoreview, MN 55126

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MEMORANDUM

To: Regional Rail Authority

From: Paul Kirkwold *[Signature]*

Date: October 24, 1997

Subject: Background Information on the Ramsey County Comprehensive Plan

Attachment: Minnesota State Statutes Chapter No. 176

The current Ramsey County Comprehensive Plan was adopted by the County Board on December 8, 1980. The plan was developed in response to the Metropolitan Land Planning Act (MLPA) of 1976 which required metropolitan area governmental units and school districts to prepare comprehensive plans. The MLPA required Ramsey County to prepare a Plan which consisted of three parts: transportation, solid waste and parks and open space. The Plan was prepared by three County Departments: transportation plan by Public Works, solid waste plan by Public Health, and parks and open space plan by the Parks and Recreation. The Public Works Department acted as lead by coordinating the production and submittal of the individual plans into one document, the Ramsey County Comprehensive Plan.

Prior to its adoption in 1980 the Draft Comprehensive Plan was circulated to local municipalities, school districts and neighboring communities for review and comment. The review process aided in informing others of the content of the plan and encouraged comments dealing with mutual interest of communities and schools districts prior to submission to the Metropolitan Council.

In 1995, the State Legislature passed an amendment to State Statutes Chapter 176 that required metropolitan counties to review and, if necessary, update their comprehensive plans by December 31, 1998. In order to review and update the transportation portion of the Comprehensive Plan, the County Board allocated \$100,000 in the 1997 budget to pay for required research and analysis.

A comprehensive plan is a group of plans that together help achieve a desired state (vision) at some time in the future. Chapter 6 of the Ramsey County Charter required that a

countywide strategic plan be developed. In March 1994 the County Board approved the planning process which began a three year period of extensive citizen involvement in the development of a strategic plan for the County. The update of the Comprehensive Plan for transportation will address the applicable visions contained in the Strategic Plan.

The Department is seeking direction as to how the Regional Rail Authority would like to approach this project. The State Statute and the Metropolitan Council do not give clear guidance or direction as to what components the metropolitan counties are required to include in their comprehensive plan. As a result, each metropolitan county has approached the review of their comprehensive plan in various ways.

At this meeting, the Department of Public Works will present to the Regional Rail Authority the elements of the current plan and compare them with the current statute along with how other counties have approached this requirement.

Discussion at future meetings of the Regional Rail Authority will address:

- o What should be contained in the updated plan?
- o How do we ensure coordination with other agencies?
- o How do we ensure the plan addresses the needs of the public?

AN ACT

NOTE

This is the final version
of the bill that will be
transmitted to the governor's
desk. Check House Index Department
for updated status (290-6646).

1
2 relating to local government; modifying certain
3 provisions relating to comprehensive municipal
4 planning in the metropolitan area; amending Minnesota
5 Statutes 1994, sections 103B.235, subdivisions 3, 5,
6 and by adding a subdivision; 462.355, by adding a
7 subdivision; 473.858, subdivision 1; 473.859,
8 subdivisions 1, 2, and 5; 473.864, subdivision 2; and
9 473.867, by adding a subdivision.

10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

11 Section 1. Minnesota Statutes 1994, section 103B.235,
12 subdivision 3, is amended to read:

13 Subd. 3. [REVIEW.] After consideration but before adoption
14 by the governing body, each local unit shall submit its water
15 management plan to the watershed management organization for
16 review for consistency with the watershed plan adopted pursuant
17 to section 103B.231. The organization shall approve or
18 disapprove the local plan or parts of the plan. The
19 organization shall have 60 days to complete its review;
20 provided, however, that the watershed management organization
21 shall, as part of its review, take into account the comments
22 submitted to it by the metropolitan council pursuant to
23 subdivision 3a. If the organization fails to complete its
24 review within the prescribed period, the local plan shall be
25 deemed approved unless an extension is agreed to by the local
26 unit.

27 Sec. 2. Minnesota Statutes 1994, section 103B.235, is

1 amended by adding a subdivision to read:

2 Subd. 3a. [REVIEW BY METROPOLITAN COUNCIL.] Concurrently
3 with its submission of its local water management plan to the
4 watershed management organization as provided in subdivision 3,
5 each local unit of government shall submit its water management
6 plan to the metropolitan council for review and comment by the
7 council. The council shall have 45 days to review and comment
8 upon the local plan or parts of the plan with respect to
9 consistency with the council's comprehensive development guide
10 for the metropolitan area. The council's 45-day review period
11 shall run concurrently with the 60-day review period by the
12 watershed management organization provided in subdivision 3.
13 The metropolitan council shall submit its comments to the
14 watershed management organization and shall send a copy of its
15 comments to the local government unit. If the metropolitan
16 council fails to complete its review and make comments to the
17 watershed management organization within the 45-day period, the
18 watershed management organization shall complete its review as
19 provided in subdivision 3.

20 Sec. 3. Minnesota Statutes 1994, section 103B.235,
21 subdivision 5, is amended to read:

22 Subd. 5. [AMENDMENTS.] To the extent and in the manner
23 required by the organization, all amendments to local water
24 management plans shall be submitted to the organization for
25 review and approval in accordance with the provisions of
26 subdivision subdivisions 3 and 3a for the review of plans.

27 Sec. 4. Minnesota Statutes 1994, section 462.355, is
28 amended by adding a subdivision to read:

29 Subd. 1a. [PLAN UPDATE BY METROPOLITAN MUNICIPALITIES.]
30 Each municipality in the metropolitan area, as defined in
31 section 473.121, subdivision 2, shall review and update its
32 comprehensive plan and fiscal devices and official controls as
33 provided in section 473.864, subdivision 2.

34 Sec. 5. Minnesota Statutes 1994, section 473.858,
35 subdivision 1, is amended to read:

36 Subdivision 1. Within three years following the receipt of

1 the metropolitan system statement, every local governmental unit
2 shall have prepared a comprehensive plan in accordance with
3 sections 462.355, subdivision 4, 473.175, and 473.851 to 473.871
4 and the applicable planning statute and shall have submitted the
5 plan to the metropolitan council for review pursuant to section
6 473.175. The provisions of sections 462.355, subdivision 4,
7 473.175, and 473.851 to 473.871 shall supersede the provisions
8 of the applicable planning statute wherever a conflict may
9 exist. If the comprehensive municipal plan is in conflict with
10 the zoning ordinance, the zoning ordinance supersedes the
11 plan. shall be brought into conformance with the plan by local
12 government units in conjunction with the review and, if
13 necessary, amendment of its comprehensive plan required under
14 section 473.864, subdivision 2. After August 1, 1995, a local
15 government unit shall not adopt any fiscal device or official
16 control which is in conflict with its comprehensive plan,
17 including any amendments to the plan, or which permits activity
18 in conflict with metropolitan system plans, as defined by
19 section 473.852, subdivision 8. The comprehensive plan shall
20 provide guidelines for the timing and sequence of the adoption
21 of official controls to ensure planned, orderly, and staged
22 development and redevelopment consistent with the comprehensive
23 plan. For purposes of this section, a fiscal device or official
24 control shall not be considered to be in conflict with a local
25 government unit's comprehensive plan or to permit an activity in
26 conflict with metropolitan system plans if such fiscal device or
27 official control is adopted to ensure the planned, orderly, and
28 staged development of urbanization or redevelopment areas
29 designated in the comprehensive plan pursuant to section
30 473.859, subdivision 5.

31 Sec. 6. Minnesota Statutes 1994, section 473.859,
32 subdivision 1, is amended to read:

33 Subdivision 1. [CONTENTS.] The comprehensive plan shall
34 contain objectives, policies, standards and programs to guide
35 public and private land use, development, redevelopment and
36 preservation for all lands and waters within the jurisdiction of

1 the local governmental unit through 1990 and may extend through
2 any year thereafter which is evenly divisible by five. Each
3 plan shall specify expected industrial and commercial
4 development, planned population distribution, and local public
5 facility capacities upon which the plan is based. Each plan
6 shall contain a discussion of the use of the public facilities
7 specified in the metropolitan system statement and the effect of
8 the plan on adjacent local governmental units and affected
9 school districts. Existing plans and official controls may be
10 used in whole or in part following modification, as necessary,
11 to satisfy the requirements of sections 462.355, subdivision 4,
12 473.175, and 473.851 to 473.871. Each plan may contain an
13 intergovernmental coordination element that describes how its
14 planned land uses and urban services affect other communities,
15 adjacent local government units, the region, and the state, and
16 that includes guidelines for joint planning and decision making
17 with other communities, school districts, and other
18 jurisdictions for siting public schools, building public
19 facilities, and sharing public services.

20 Each plan may contain an economic development element that
21 identifies types of mixed use development, expansion facilities
22 for businesses, and methods for developing a balanced and stable
23 economic base.

24 The comprehensive plan may contain any additional matter
25 which may be included in a comprehensive plan of the local
26 governmental unit pursuant to the applicable planning statute.

27 Sec. 7. Minnesota Statutes 1994, section 473.859,
28 subdivision 2, is amended to read:

29 Subd. 2. [LAND USE PLAN.] A land use plan shall include
30 the water management plan required by section 103B.235, and
31 shall designate the existing and proposed location, intensity
32 and extent of use of land and water, including lakes, wetlands,
33 rivers, streams, natural drainage courses, and adjoining land
34 areas that affect water natural resources, for agricultural,
35 residential, commercial, industrial and other public and private
36 purposes, or any combination of such purposes. A land use plan

1 shall contain a protection element, as appropriate, for historic
2 sites, the matters listed in the water management plan required
3 by section 103B.235, and the matters listed in section 473.204,
4 and an element for protection and development of access to
5 direct sunlight for solar energy systems. A land use plan shall
6 also include a housing element containing standards, plans and
7 programs for providing adequate housing opportunities to meet
8 existing and projected local and regional housing needs,
9 including but not limited to the use of official controls and
10 land use planning to promote the availability of land for the
11 development of low and moderate income housing.

12 Sec. 8. Minnesota Statutes 1994, section 473.859,
13 subdivision 5, is amended to read:

14 Subd. 5. [URBANIZATION AND REDEVELOPMENT AREAS.] The
15 comprehensive plans may designate, when appropriate, five year
16 urbanization areas and shall specify in the capital improvement
17 program the timing and sequence of major local public facilities
18 and in the implementation program official controls which will
19 ensure that urbanization occurs only in urbanization areas and
20 in accordance with the plan.

21 The comprehensive plans may designate, when appropriate,
22 redevelopment areas and may, as appropriate, specify in the
23 capital improvement program the timing and sequence of local
24 public facilities and in the implementation program the fiscal
25 devices or official controls that will ensure that redevelopment
26 occurs in accordance with the plan.

27 Sec. 9. Minnesota Statutes 1994, section 473.864,
28 subdivision 2, is amended to read:

29 Subd. 2. By December 31, 1998, and at least once every ten
30 years thereafter, each local governmental unit shall review and,
31 if necessary, amend its entire comprehensive plan and its fiscal
32 devices and official controls. Such review and, if necessary,
33 amendment shall ensure that, as provided in section 473.865, the
34 fiscal devices and official controls of each local government
35 unit are not in conflict with its comprehensive plan. Upon
36 completion of review and, if necessary, amendment of its

1 comprehensive plan, fiscal devices, and official controls as
2 required by this section, each local government unit shall
3 either:

4 (a) submit to the metropolitan council the entire current
5 comprehensive plan together with written certification by the
6 governing body of the local government unit that it has complied
7 with this section and that no amendments to its plan or fiscal
8 devices or official controls are necessary; or

9 (b)(1) submit the entire updated comprehensive plan and
10 amendment or amendments to its comprehensive plan necessitated
11 by its review to the metropolitan council for review; and

12 (2) submit the amendment or amendments to its fiscal
13 devices or official controls necessitated by its review to the
14 metropolitan council for information purposes as provided by
15 section 473.865.

16 Except as otherwise provided in this paragraph, local
17 governments shall consider, in preparing their updated
18 comprehensive plans, amendments to metropolitan system plans in
19 effect on December 31, 1996. For metropolitan system plans, or
20 amendments thereto, adopted after December 31, 1996, local
21 governments shall review their comprehensive plans to determine
22 if an amendment is necessary to conform to the metropolitan
23 system plans. If an amendment is necessary, the local
24 government shall prepare the amendment and submit it to the
25 council for review by September 30, 1999, or nine months after
26 the council transmits the metropolitan system plan amendment to
27 the local government, whichever is later.

28 The periodic review required in this subdivision shall be
29 in addition to the review required by section 473.856.

30 The metropolitan council may grant extensions to local
31 government units in order to allow local government units to
32 complete the review and, if necessary, amendment required by
33 this subdivision. Such extensions, if granted by the
34 metropolitan council, must include a timetable and plan for
35 completion of the review and amendment.

36 Amendments to comprehensive plans of local governmental

1 units and to capital improvement programs of school districts
2 shall be prepared, submitted, and adopted in conformance with
3 guidelines adopted by the metropolitan council pursuant to
4 section 473.854.

5 Sec. 10. Minnesota Statutes 1994, section 473.867, is
6 amended by adding a subdivision to read:

7 Subd. 6. [ASSISTANCE FOR PLAN UPDATES.] The council shall
8 give priority for the use of loan and grant funds available
9 under this section to local governmental units for review and
10 amendment of local comprehensive plans and fiscal devices and
11 official controls, as required by section 473.864, subdivision
12 2. The council shall consult with affected local government
13 units to evaluate the need for technical and financial
14 assistance.

15 Sec. 11. [REPORT TO LEGISLATURE.]

16 The council shall report to the legislature by January 15,
17 1996, on the results of its consultation with affected local
18 governmental units on the need for technical and financial
19 assistance as required under Minnesota Statutes, section
20 473.867, subdivision 6.

21 Sec. 12. [APPLICATION.]

22 This act applies in the counties of Anoka, Carver, Dakota,
23 Hennepin, Ramsey, Scott, and Washington.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

11/10/97
Date

Board Action Requested

Proposed Transit Legislative Issues.

ACTION IS REQUESTED

Request Justification

See attached Legislative Issues material.

Budgeting and Accounting

County Attorney

Risk Management

Vern Updegraff 11/10/97
Dan MacNeil

Documentation certified complete for:

11/18/97

Board Date

Kristine A. Longhenry
Signature

11-10-97

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 18, 1997 No: R97-14

WHEREAS, Ramsey County Regional Railroad Authority strives to shape the future of Ramsey County by advocating for improved transit services; and

WHEREAS, The Authority has worked with other agencies to plan an integrated, flexible transit system for the region; Now, Therefore, Be It

RESOLVED, That legislative proposals attached are adopted for the 1998 state legislative session in the area of transit.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
Tony Bennett	___	___	___
Dino Guerin	___	___	___
Susan M. Haigh	___	___	___
Rafael E. Ortega	___	___	___
Victoria Reinhardt	___	___	___
Janice Rettman	___	___	___
Jan Wiessner	___	___	___

Rafael E. Ortega, Chairman

By: _____
Tony Bennett, Secretary

Ramsey County Regional Railroad Authority
Proposed Transit Legislative Issues for 1998

Welfare to Work Transit Funding

More funding is needed for pilot projects involving welfare to work. It is clear that the \$320,000 allocation to Ramsey County from the 1997 Legislature for transit alternatives to help welfare recipients get to work will be insufficient to meet the current and projected demands. Staff projects a \$2 million need in Ramsey County for welfare to work needs in 1998 (Attachment 1).

Dedicated Funding for Transit

A solution must be found to get permanent funding for transit which does not include the use of property taxes (Attachment 2).

Bonding for Riverview Transit Corridor

Staff recommends that Ramsey County seek bonding from the State Legislature to match anticipated federal funds in the ISTEA reauthorization. The request for state bonding would be approximately \$106 million. Three million dollars would be earmarked for the Riverview Corridor engineering and possibly short term construction work (Attachment 3).

Transit Redesign

The Metropolitan Council has completed a redesign of transit services. In order to implement concepts in the plan -- fast, reliable, efficient transit service along with a high level of transit amenities -- four linked transit corridors are proposed in the Metro East area. These corridors have high concentrations of jobs, population density, transit dependency and redevelopment opportunities (Attachment 4).

Metropolitan Transit Bus Garage

A new location is being sought for the bus maintenance facility at Snelling and I-94. State bonding is being requested to augment the funding already in place for the relocation and building of a new facility. The Rail Authority has previously adopted a resolution requesting reuse of the Snelling and I-94 site for a transit-friendly development (Attachment 5).

Expand Responsibilities of the Metropolitan Light Rail Transit Joint Powers Board

Representative Alice Hausman is considering a proposal to broaden the responsibilities of the Metropolitan Light Rail

Transit Joint Powers Board to include transit and transportation planning. The Regional Railroad Authority requested additional information to determine if the organization should support in concept the proposal (Attachment 6).

1998 LEGISLATIVE PROPOSAL

DEPARTMENT: Community Human Services

PROGRAM: Welfare-to-Work Transit Funding

EXISTING MINNESOTA STATUTE NUMBER:

NEW STATUTE:

PROPOSAL AND RECOMMENDATIONS:

(Include description and explanation of proposed legislation as it affects programs/services.)

The 1997 Minnesota Legislature allocated \$2 million for the biennium to the Twin Cities metropolitan counties to assist in efforts to meet the transportation needs of public assistance recipients who are entering the work force. Ramsey County received \$320,000 from this allocation for calendar year 1998. These funds will be used to support transportation services for a maximum of 90 days per individual. The effort to meet the transportation needs of individuals entering the work force also involves an ongoing effort to pursue foundation funds and other potential federal government support.

With approximately 10,000 Ramsey County adults now required to work or participate in job preparation activities, this initial allocation is projected to support 900 individuals. This will only reach a portion of those individuals entering the work force. In addition, as the number of individuals moving from public assistance to work grows throughout the next several years, the demand for effective transportation to the job site will also grow. To reflect that, this proposal is to request \$2 million for welfare-to-work transportation needs in Ramsey County in 1998.

PROS:

- o Expand Ramsey County's ability to support solutions to the transportation issue, reducing the chances that this will be a major obstacle for individuals moving from public assistance to employment.
- o This money comes in a format and amount that allows us to support small solutions that address transportation patterns as they develop between residence and employers.
- o The Minnesota Legislature and residents of Minnesota seem to recognize and understand that transportation could become a major obstacle to achieving the goals of welfare reform.

CONS:

- o The Minnesota Legislature may feel they have already made a commitment and wish to wait to see more of the results from the initial \$1 million.

Community Human Services/Welfare-to-Work Transit Funding (continued)

CONS: (continued)

- o The rural areas of Minnesota also have transportation issues related to welfare-to-work. While Greater Minnesota received \$925,000 for the biennium, they may also be seeking an additional appropriation.

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o Supporting the transportation needs of 10,000 individuals for up to 90 days is projected to cost \$3.6 million.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o Transportation will be more of an obstacle for a majority of individuals attempting to move from public assistance to work. If some type of transportation support is not available, Ramsey County and the State of Minnesota will have a tougher time meeting the goals of welfare reform. Ultimately, the federal government could impose financial penalties on the State of Minnesota for failure to meet employment goals.

PROPOSAL SUPPORTED BY:

- o Metropolitan Counties.
- o Low Income Advocacy groups.

PROPOSAL OPPOSED BY:

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o The 1997 Legislature appropriated \$1 million for the Twin Cities metropolitan area.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Kathy DeSpiegelaere, 266-2762.

1998 LEGISLATIVE PROPOSAL

DEPARTMENT: Regional Rail Authority

PROGRAM: Dedicated Funding for Transit

EXISTING MINNESOTA STATUTE NUMBER: Not known

NEW STATUTE: Not known

PROPOSAL AND RECOMMENDATIONS:

The State Legislature should find a way to fund the metropolitan area's transit system with a stable, reliable source other than property taxes. Currently, over 40% of the Metropolitan Transit System's \$180 million budget is derived from property taxes in the metro area.

The Twin Cities metropolitan area population is now 2.7 million. It is the 15th largest metropolitan area and one of the few that depends upon an all-bus transit system. Traffic congestion levels in the metro area are increasing dramatically and affect the mobility of its residents. The number of trips of the regional transportation system is increasing at the rate of four percent per year. Consequently, the number of miles of congested freeways has tripled in the last decade, and congestion is expected to increase another 35% by the year 2000.

With all of the growth and congestion concerns in the metro area, the current transit system is not meeting the needs of our citizens. More financial resources and a better planning system are needed. These needs should not be the responsibility of our property taxpayers, however. We must identify another source of funding that has the ability to grow with the needs of the area and state.

PROS:

- o This would take pressure off our already stressed property tax system.

CONS:

- o Whatever source of funding is used, it must be reliable, equitable and be able to grow.

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o This would remove approximately \$80 million in property tax obligations in the metro area.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o Continued reliance on the property tax.

PROPOSAL SUPPORTED BY:

- o Metro area legislators.

Regional Rail Authority/Dedicated Funding for Transit (continued)

PROPOSAL OPPOSED BY:

- o Those advocates who want to keep the gas tax dedicated to highway use.
- o Outstate Legislators

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o Yes, the State Legislature has wrestled with this problem for the past 10 years.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Kathy DeSpiegelaere, 266-2762.

1998 LEGISLATIVE PROPOSAL

DEPARTMENT: Regional Rail Authority

PROGRAM: Bonding for Riverview Corridor

EXISTING MINNESOTA STATUTE NUMBER: None

NEW STATUTE: None

PROPOSAL AND RECOMMENDATIONS:

The Riverview Corridor, an area that stretches from downtown St. Paul to the Metropolitan Airport, is being considered for a transitway to link the two areas. A Corridor study is underway which will give conceptual cost estimates for the various transit alternatives being considered. Federal funds are being secured for a share of the capital costs.

This proposal is part of a larger, more comprehensive proposal being proposed by the Joint Powers Board of the seven metro counties. The entire proposal is for \$106 million in state bonding funds, of which \$3 million would be earmarked for the Riverview Corridor MIS and Subsequent Engineering.

PROS:

- o This takes action to get much needed transit alternatives in place.

CONS:

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o This would cost the State \$106 million in bonding, but would leverage over \$200 million in federal dollars.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o More congestion and no clear direction for developing other alternative transit options for the metro area.

PROPOSAL SUPPORTED BY:

- o Ramsey County Regional Rail Authority.
- o Seven metropolitan counties.
- o Federal Legislative Delegation.

PROPOSAL OPPOSED BY:

- o Not known.

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o No.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Kathy DeSpiegelaere, 266-2762.

NOTE: These items are currently under discussion by all of the seven metropolitan counties. The Ramsey County Board will be continuing to review these requests over the next 6-8 weeks. This request is also being predicated on receiving federal funds for a portion of the total projects. The decision about federal funds has not yet been made by Congress and is currently under discussion.

TRANSIT/TRANSPORTATION

Bonding proposal -- 1998 legislative session

	<u>Request</u>
1) Hiawatha LRT construction	\$100,000,000
2) Riverview Corridor MIS and Subsequent Engineering	3,000,000 *
3) Northstar Transitway Studies	1,500,000
4) Cedar Avenue Corridor Studies	500,000
5) Northwest Corridor Commuter Rail Engineering	500,000
6) South Washington Commuter Rail Engineering	<u>500,000</u>
Total bonding request	\$106,000,000
1) Hiawatha LRT Construction: Funds to match federal and other local funding for construction of the \$400 million LRT project from downtown Minneapolis to the Minneapolis-St. Paul (MSP) International Airport and Mall of America.	
2) Riverview Corridor MIS and Engineering: Funds to match federal funding for a Major Investment Study (MIS) and subsequent engineering work to determine the appropriate transit improvement within the corridor between St. Paul's Eastside and the MSP International Airport/Mall of America. Total project cost is \$15 million, with an 80/20 federal/local cost participation.	
3) Northstar Transitway Studies: Funds to match federal funding to further evaluate and design transit improvements in the Northstar Corridor linking downtown Minneapolis to St. Cloud. Total federal funding request is \$6.0 million, requiring a local match of \$1.5 million.	
4) Cedar Avenue Corridor Study: Funds to enable a study of potential transit improvements linking the Hiawatha LRT, Riverview, and Northstar Corridors to Dakota County. The project would generally follow Cedar Avenue from the Mall of America to Apple Valley. No federal funds have been requested for this project.	
5) Northwest Corridor Commuter Rail: Funds to develop engineering documents for a commuter rail project from downtown Minneapolis to the northwest suburban area of Hennepin County over the Burlington Northern/Santa Fe railroad tracks. No federal funds have been requested for this project.	
6) South Washington Commuter Rail: Funds to develop engineering documents for a commuter rail project from downtown St. Paul to Hastings. No federal funds have been requested for this project.	

1998 LEGISLATIVE PROPOSAL

#7

DEPARTMENT: Public Works

PROGRAM: Bonding for the Ford Bridge

EXISTING MINNESOTA STATUTE NUMBER: None

NEW STATUTE: None

PROPOSAL AND RECOMMENDATIONS:

\$2 million is needed to match \$8 million in federal funding. The Ford Bridge spans the Mississippi River and links Minneapolis and St. Paul along the Ford Parkway. This bridge is the highest priority bridge in Ramsey County that is not currently under construction. All entities involved, including Mn/DOT, are in agreement the Ford Bridge is deficient and needs improvement. This bridge is included in Mn/DOT's list of \$28 million (statewide) of local bridge requests.

PROS:

- o This would fix the highest priority bridge in Ramsey County.
- o This would leverage approximately \$8 million in federal dollars.

CONS:

- o May be competing with other County bonding proposals.

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o This would save maintenance dollars in the long run.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o Would be putting off inevitable repairs, and would become an increased safety hazard for those using the bridge.

PROPOSAL SUPPORTED BY:

- o Mn/DOT.
- o Ramsey County Public Works.

PROPOSAL OPPOSED BY:

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o No.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Paul Kirkwold, 266-2609.

Transit Redesign -- St. Paul/Ramsey County/East Metro

Attachment 4

Transit redesign proposes to implement concepts to provide frequent, fast, reliable, and efficient transit service, along with a high level of transit amenities and transit centers: four linked transit corridors in the St. Paul/Ramsey County/East Metro area that is the focus for high concentrations of jobs, population density, transit dependency, and major redevelopment opportunities. A description of the corridors follows:

- a) Northeast Corridor between downtown St. Paul and Maplewood Mall, with service to Metro State University, the large and growing number of jobs in the 3M/Phalen Corridor area, Phalen Village, Hillcrest Shopping Center, and Maplewood Mall.
- b) East Corridor extending east from downtown St. Paul to Sunray Shopping Center, the main 3M campus, and a new community transit center/park-and-ride facility near I-94 in Woodbury.
- c) St. Paul South Corridor going south from St. Paul to Signal Hills in West St. Paul and on to South St. Paul.
- d) Snelling Avenue Corridor from I-94 to Rosedale Shopping Center in Roseville.

This project is designed to restructure the bus system to meet current needs in light of changes in land use, development, and travel patterns, and to refocus transit services and economic development on transit corridors as called for in the Metropolitan Council's 1996 Transit Redesign Plan, Regional Blueprint, and Transportation Policy Plan. It is designed to provide good transit from areas with high-density populations of transit-dependent people to areas with growing job opportunities. It is designed to be the backbone of a strong public transportation system that is safe and understandable to both residents and visitors.

Capital costs for the listed corridors: \$5 million per corridor for signal improvements, striping, signs, shelters, and transit centers that are the focus for community transit services, as well as other community services such as day care of senior centers.

Total capital costs are \$20 million.

NOTE: Operating costs are \$10 million annually, for additional and more frequent bus service focused on the corridors.

1998 LEGISLATIVE PROPOSAL

DEPARTMENT: County Manager

PROGRAM: Metropolitan Transit Bus Garage

EXISTING MINNESOTA STATUTE NUMBER: Unknown

NEW STATUTE: Unknown

PROPOSAL AND RECOMMENDATIONS:

(Include description and explanation of proposed legislation as it affects programs/ services)

The Metropolitan Transit (Authority) is seeking a new location for an East metro area garage/maintenance center for its operations. The likely site will be located near 35E and University Avenue in St. Paul. Metropolitan Council would like the support of the Ramsey County Board of Commissioners support for this Project.

The total amount of new State bonding that is being requested is \$12 million. The request currently does not include a transit hub as part of this facility. The facility would be a shared facility with the State's Travel Management and Plant Management vehicle repair, and other miscellaneous Minnesota Department of Administration operations. The project will use a combination of state and federal funds amounting to \$28 million.

PROS:

- o Will provide Metro Transit with a new facility.
- o Will eliminate the use of the Snelling/I94 facility.
- o Could become a transit hub.

CONS:

- o Will reduce the current tax base in the proposed development area.

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o \$12 million being requested in State bonding dollars.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o Business as usual.

PROPOSAL SUPPORTED BY:

- o Metropolitan Council

PROPOSAL OPPOSED BY:

- o Unknown at this time.

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o No.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Nick Riley, 266-8032.

1998 LEGISLATIVE PROPOSAL

DEPARTMENT: Regional Railroad Authority

PROGRAM: Expand Responsibilities of the Metropolitan Light
Rail Transit Joint Powers Board

EXISTING MINNESOTA STATUTE NUMBER: 473.3998

NEW STATUTE:

PROPOSAL AND RECOMMENDATIONS:

(Include description and explanation of proposed legislation as it affects programs/services)

According to statute, the Light Rail Transit Joint Powers Board consisting of the seven metropolitan counties has the following duties:

- o Review and approve light rail transit system standards to design and build a light rail facility.
- o Review and approve the plan for community involvement and the marketing plan for light rail transit.
- o Advise light rail transit corridor management committees.

State Representative Alice Hausman recommends broadening the authority of the Metropolitan Light Rail Transit Joint Powers Board to include transit and transportation planning for the region. The recommendation would include the potential that counties in addition to the seven metropolitan counties could be included in some or all of the work of this Joint Powers Board, since the seven-county boundary is transcended when issues relating to urban sprawl, commuting patterns, and employment are addressed.

This proposal would not diminish the responsibilities of the region's designated metropolitan planning organization, the Metropolitan Council, which does transportation planning for the seven-county metro region. It would simply augment the information available for making transportation decisions.

PROS:

- o The counties have responsibilities for implementing welfare reform and transportation is a key element of access to jobs.
- o The ability to bring other counties outside the seven metro counties into transportation planning discussions and decisions would be advantageous, since the metro area boundary is an artificial one for transportation concerns.
- o The counties have elected officials who are skilled at collaboration and implementation.

Regional Railroad Authority/Expand responsibilities of the
Metropolitan Light Rail Transit Joint Powers Board (continued)

CONS:

- o Some of the work could be duplicative of the Metropolitan Council's work.
- o There would be no assurance that implementation of the transportation proposals would occur unless the Joint Powers Board had authority to implement them.

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o There is a cost associated with transportation planning. The Joint Powers Board is currently funded by contributions from its county regional railroad authority members. The regional railroad authorities have separate property tax levy capabilities.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o Less involvement of counties in transportation planning decisions.

PROPOSAL SUPPORTED BY:

- o Representative Alice Hausman.

PROPOSAL OPPOSED BY:

- o Not known.

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o No.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Kathy DeSpiegelaere, 266-2762.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

11/10/97
Date

Board Action Requested

- A. Ratify the construction agreement with the City of Maplewood for the installation of an 8 foot wide bituminous pathway connection to the existing BN Regional Trail located northerly of County Road C:
- B. Authorize the Chairman of Ramsey County Regional Railroad Authority to sign the Permit on behalf of RCRRA.

ACTION IS REQUESTED

Request Justification

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

Budgeting and Accounting

Kern Wohlschlag 11/10/97

County Attorney

Daniel MacIntosh

Risk Management

Denise G. Kaplan 11-11-97

Documentation certified complete for:

11/18/97
Board Date

Kristine A. Longhewy
Signature

11-10-97
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 18, 1997 No: R97-15

(page 1 of 2)

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

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

WHEREAS, Portions of the Northeast Corridor have been developed as the BN Regional Trail by the Parks and Recreation Departments of Ramsey County and the City of St. Paul, under easement agreements with RCRRA; and

WHEREAS, The City of Maplewood has requested an agreement to install an 8 foot wide bituminous pathway connection to the existing BN Regional Trail located northerly of County Road C in Maplewood; and

WHEREAS, The granting of a permit for the use of this property for a pathway connection will not affect the present of future development potential of the corridor for light rail transit or trail use, and will improve access to the BN Regional Trail from the adjacent neighborhoods; and

WHEREAS, A Construction Agreement was drafted and executed by RCRRA, the City of Maplewood, and the contractor on December 23, 1996, in order that the work could proceed in a timely manner; and

WHEREAS, A Permit has been finalized upon the completion of an as-built survey of the pathway, and has been signed by the City; Now, Therefore, Be It

RESOLVED, That the Construction Agreement dated December 23, 1996 between RCRRA, the City of Maplewood, and W. R. Wiedema, Inc., contractor, is hereby ratified; and Be It Further

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 18, 1997 No: R97-15

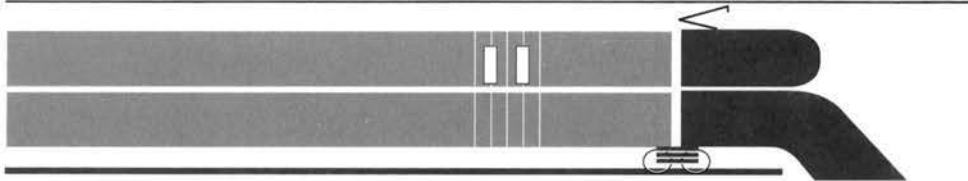
(Page 2 of 2)

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

RAMSEY COUNTY REGIONAL	RAILROAD AUTHORITY		
	YEA	NAY	OTHER
Tony Bennett	___	___	___
Dino Guerin	___	___	___
Susan M. Haigh	___	___	___
Rafael E. Ortega	___	___	___
Victoria Reinhardt	___	___	___
Janice Rettman	___	___	___
Jan Wiessner	___	___	___

Rafael E. Ortega, Chairman

By: _____
Tony Bennett, Secretary



Ramsey County Regional Railroad Authority

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

MEMORANDUM

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

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

SUBJECT: Construction agreement and permit
Bituminous pathway connection
City of Maplewood

DATE: November 3, 1997

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

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

In October of 1996, RCRRA received a request from the City of Maplewood to install an 8 foot wide bituminous pathway connection to the existing BN Regional Trail northerly of County Road C in Maplewood. This pathway is being developed in conjunction with a residential subdivision, Hazelwood Forest, located at the northeast corner of the intersection of County Road C and the RCRRA Northeast Corridor.

This proposal was reviewed by staff at the Rail Authority and at Ramsey County Parks and Recreation. It was felt that the proposed pathway would improve access to the BN Trail from the surrounding neighborhood.

Because of time constraints faced by the contractor, a construction agreement was drafted and signed by the City, contractor, and the Rail Authority on December 23, 1996. This

agreement required the City to provide RCRRA with an as-built survey of the pathway for incorporation into a permit attached to the construction agreement as Exhibit B.

The as-built survey and legal description have since been provided by the City to RCRRA, and the permit has been prepared and signed by the City. The granting of this permit will not preclude the future development of the corridor by RCRRA. RCRRA may cancel the permit at any time upon 30 days written notice. The City of Maplewood assumes all maintenance responsibility for this pathway connection.

Because Ramsey County holds an easement for trail purposes over this portion of the corridor, and has developed the BN Regional Trail on this property, a paragraph entitled "Consent to Permit" has been included as the last page of the permit through which the County Board may provide its approval. This consent will be requested through a separate action of the County Board.

Recommendation:

Ratify the construction agreement dated December 23, 1996 between RCRRA, the City of Maplewood, and S. R. Wiedema, Inc. for the installation of an 8 foot wide bituminous pathway connection to the BN Regional Trail northerly of County Road C in Maplewood; and

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

KD/dls
Attachments

Resolution

Board of

Ramsey County Commissioners

Presented By Commissioner Reinhardt Date February 25, 1997 No. 97-071

Attention:

Budgeting and Accounting
Greg Mack, Director, Parks & Recreation

WHEREAS, On February 11, 1992, by Resolution 92-177, the Ramsey County Board of Commissioners approved an "Ordinance for the Control and Management of Park, Recreation and Open Space Areas and Facilities Under the Jurisdiction of the Ramsey County Board of Commissioners"; and

WHEREAS, Chapter III, Section U of the Ordinance requires County Board approval of the installation of a utility feature on any recreational area controlled by the Board; and

WHEREAS, On September 12, 1995, by Resolution 95-409, the County Board approved an easement between Ramsey County and the Ramsey County Regional Railroad Authority providing for the use of Rail Authority right of way by Ramsey County for the development of the BN Regional Trail; and

WHEREAS, The City of Maplewood has requested, as part of an adjoining development, an agreement to install an 8 foot wide bituminous pathway connection to the BN Trail corridor northerly of its intersection with County Road C; and

WHEREAS, The installation of the pathway connection will improve access to the BN Regional Trail; Now, Therefore, Be It

RESOLVED, That the Ramsey County Board of Commissioners approves the request of the City of Maplewood for the installation of an 8 foot wide bituminous pathway connection to the BN Trail corridor northerly of its intersection with County Road C; and Be it Further

RESOLVED, That the Chair and Chief Clerk are hereby authorized to execute the "Consent to Permit" included in the permit document between the Rail Authority and the City of Maplewood.

RAMSEY COUNTY BOARD OF COMMISSIONERS

	<u>YEA</u>	<u>NAY</u>	<u>OTHER</u>
Tony Bennett	<u>X</u>	<u> </u>	<u> </u>
Dino Guerin	<u>X</u>	<u> </u>	<u> </u>
Sue Haigh	<u>X</u>	<u> </u>	<u> </u>
Rafael Ortega	<u>X</u>	<u> </u>	<u> </u>
Victoria Reinhardt	<u>X</u>	<u> </u>	<u> </u>
Jan Wiessner	<u>X</u>	<u> </u>	<u> </u>

Susan Haigh, Chair

By


Bonnie C. Jackelen

Chief Clerk - County Board

PERMIT

This permit, made this _____ day of _____, 1997, is by and between Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, party of the first part (hereinafter referred to as "RCRRA"), and the City of Maplewood, a Minnesota municipal corporation, party of the second part (hereinafter referred to as the "City").

WITNESSETH:

WHEREAS, RCRRA is the owner of the Burlington Northern Railroad Company's former St. Paul to Maplewood branch line right of way, now abandoned, which includes a strip of land 150 feet in width located between County Road C and Beam Avenue in the City of Maplewood, Minnesota (hereinafter the "right of way"), as evidenced by Quit Claim Deed on file and of record in the office of the Ramsey County Recorder as document no. 2693267; and

WHEREAS, on September 12, 1995, RCRRA entered into an easement agreement with the County of Ramsey (hereinafter the "County") to provide for the construction, operation, and maintenance of a trail or trails on the right of way (hereinafter the "trail"); and

WHEREAS, the City has requested a written agreement to provide for the construction and maintenance of an 8 foot wide bituminous pathway connection to the existing trail; and

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

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

1. **License to Use.** RCRRA agrees that the City may use and enjoy all that portion of the right of way which is described as follows:

A strip of land, 8.00 feet in width, located in the Southeast Quarter of the Southwest Quarter of Section 3, Township 29 North, Range 22 West of the 4th Principal Meridian, Ramsey County, Minnesota, which is located 4.00 feet on either side of a center line described as follows:

Commencing at the southeast corner of the said Southeast Quarter of the Southwest Quarter; thence North 89° 42' 33" West along the south line of said Southeast Quarter of the Southwest Quarter a distance of 1129.02 feet to the easterly line of the 150 foot right of way owned by RCRRA; thence North 09° 30' 09" East along said easterly line a distance of 857.35 feet to the point of beginning of the center line to be described; thence North 80° 41' 44" West a

distance of 150.00 feet to the easterly line of the 150 foot right of way owned by RCRRA, and there terminating. The side lines of said strip of land are to be prolonged or shortened to intersect the said east and west right of way lines.

(hereinafter the "premises") for the purpose of constructing and maintaining an 8 foot wide bituminous pathway connection and related appurtenances (hereinafter the "path").

2. **Termination.** Either party may terminate this permit at any time and for any reason by giving thirty (30) days advance notice in writing to the other party.
3. **Restoration.** Upon termination, the City shall, at RCRRA's option, immediately remove the path from the right of way and restore the premises to the satisfaction of RCRRA. If the City shall fail so to do, RCRRA may remove or otherwise dispose of the path as it sees fit at the expense of the City, without any liability for damages.
4. **Maintenance.** All costs of maintaining and repairing the path shall be the sole responsibility of the City.
5. **Indemnification.** The City shall protect, indemnify, and hold harmless RCRRA, Ramsey County, their commissioners, agents, and employees, from and against any and all cost, expense, liability, loss, claims for damages, actions, or causes of action arising out of, connected with, or caused by its use of the premises pursuant to this permit.

Nothing in this permit shall constitute a waiver by RCRRA of any statutory or common law immunities or liability limitations.
6. **Taxes.** The City shall pay any and all taxes, special assessments, or other charges which may be levied against the premises as a result of this permit.
7. **Non-exclusivity.** This permit is non-exclusive and the license herein granted is subject to the outstanding rights of others to occupy the premises.
8. **Assignment.** The City shall not transfer, assign, sublicense, or otherwise convey its interest in this permit without the prior written consent of RCRRA. The granting or withholding of such consent is solely within the discretion of RCRRA and may be subject to any additional conditions that RCRRA feels appropriate.
9. **Notices.** Written notices required under this agreement shall be addressed to RCRRA at:

Ramsey County Regional Railroad Authority
Ramsey County Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
RE: PNE063

and to the City at:

City of Maplewood
1830 E. County Road B
Maplewood, MN 55109

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

Approved as to form and execution:

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

 2-3-97
David F. MacMillan Date
Assistant Ramsey County Attorney

By _____
Raphael E. Ortega
Chair

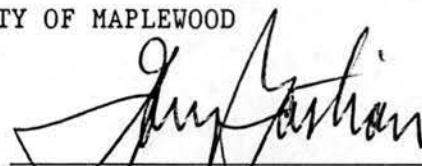
Recommended:

 2/7/97
Kathryn DeSpiegelaere Date
Director of LRT Planning

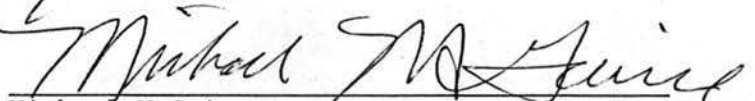
 11-11-97
Risk Management

CITY OF MAPLEWOOD

By


Gary Bastian
Mayor

By


Michael McGuire
City Manager

CONSENT TO PERMIT

The County of Ramsey, a duly chartered political subdivision of the State of Minnesota, holder of an easement for the construction, operation, and maintenance of a trail or trails upon the above-described premises dated September 12, 1995 and filed for record on March 28, 1996 in the office of the Ramsey County Recorder as document number 2918762, hereby consents to the permit herein granted and all the terms and conditions of same.

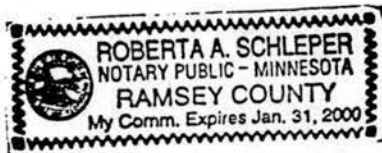
COUNTY OF RAMSEY

By Susan M. Haigh
Susan M. Haigh
Chair, Board of Commissioners

By Bonnie Jackelen
Bonnie Jackelen
Chief Clerk 97-071

STATE OF MINNESOTA)
COUNTY OF RAMSEY) ss.

The foregoing was acknowledged before me on this 25th day of February, 1997, by Susan M. Haigh and Bonnie Jackelen, Chair of the Board of Commissioners and Chief Clerk, respectively, of the County of Ramsey, a duly chartered political subdivision of the State of Minnesota, on behalf of the County of Ramsey, as authorized by County Board Resolution No. 97-071.



Roberta A. Schleper
Notary Public

This instrument was drafted by:
Ramsey Grantee Regional Railroad Authority
Ramsey Grantee Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
(612) 266-2764
RE: PNE063

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

11/10/97

Date

Board Action Requested

A. Ratify the construction agreement with the City of Maplewood for the installation and maintenance of an 8 inch sanitary sewer line below the Northeast Corridor right of way northerly of its intersection with County Road C:

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

ACTION IS REQUESTED

Request Justification

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

Budgeting and Accounting

Van Wehler 11/10/97

County Attorney

Daniel MacArthur

Risk Management

James D. Kepler 11-11-97

Documentation certified complete for:

11/18/97

Board Date

Kristine A. Longhenry
Signature

11-10-97

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 18, 1997 No: R97-16

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

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

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

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

WHEREAS, A Construction Agreement was drafted and executed by RCRRA, the City of Maplewood, and the contractor on December 3, 1996, in order that the work could proceed in a timely manner; and

WHEREAS, A Permit has been finalized upon the completion of an as-built survey of the pathway, and has been signed by the City; Now, Therefore, Be It

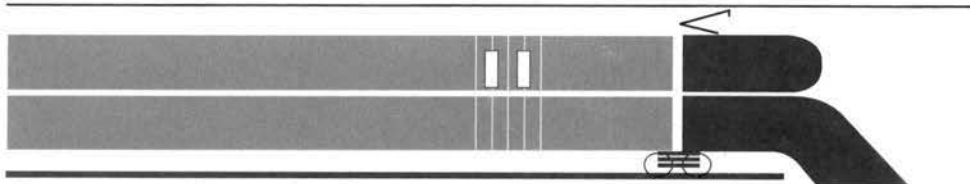
RESOLVED, That the Construction Agreement dated December 3, 1996 between RCRRA, the City of Maplewood, and W. R. Wiedema, Inc., contractor, is hereby ratified; and Be It Further

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
Tony Bennett	___	___	___
Dino Guerin	___	___	___
Susan M. Haigh	___	___	___
Rafael E. Ortega	___	___	___
Victoria Reinhardt	___	___	___
Janice Rettman	___	___	___
Jan Wiessner	___	___	___

Rafael E. Ortega, Chairman

By: _____
Tony Bennett, Secretary



Ramsey County Regional Railroad Authority

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

MEMORANDUM

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

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

SUBJECT: Construction agreement and permit
Sanitary sewer crossing
City of Maplewood

DATE: November 3, 1997

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

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

In October of 1996, RCRRA received a request from the City of Maplewood to install an 8 inch sanitary sewer pipe below the Northeast Corridor right of way northerly of its intersection with County Road C in Maplewood. The sanitary sewer will serve a new residential subdivision, Hazelwood Forest, being developed adjacent to and easterly of the right of way in this area.

The sewer pipe will be jacked below the right of way at a depth of approximately 15 feet, and its construction will not affect the surface of the right of way. Jacking pits located on either side of the right of way will allow for future maintenance of the sewer without open cutting of the right of way.

This proposal was reviewed by staff at the Rail Authority and at Ramsey County Parks and Recreation. The sewer will not affect the County's portion of the BN Regional Trail, nor will the

granting of the attached permit preclude future development of the corridor by RCRRA. RCRRA may cancel the permit at any time upon 60 days written notice.

Because of time constraints faced by the contractor, a construction agreement was drafted and signed by the City, contractor, and the Rail Authority on December 3, 1996. This agreement required the City to provide RCRRA with an as-built survey of the sewer for incorporation into a permit attached to the construction agreement as Exhibit B.

The as-built survey and legal description have since been provided by the City to RCRRA, the permit has been prepared and has been signed by the City. Consideration for this permit will be \$100, and is based on the value of the land being occupied.

Ramsey County holds an easement for trail purposes over this portion of the corridor. Because the Ramsey County parks ordinance requires County Board approval for any utility installation, a paragraph entitled "Consent to Permit" has been included as the last page of the permit through which the County Board may provide its approval. This consent will be requested through a separate action of the County Board.

Recommendation:

Ratify the construction agreement dated December 3, 1996 between RCRRA, the City of Maplewood, and S. R. Wiedema, Inc. for the installation of an 8 inch sanitary sewer line below the RCRRA Northeast Corridor northerly of its intersection with County Road C, Maplewood; and

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

KD/dls
Attachments

Resolution

Board of

Ramsey County Commissioners

Presented By Commissioner Reinhardt Date February 25, 1997 No. 97-072
Attention:

Budgeting and Accounting
Greg Mack, Director, Parks & Recreation

WHEREAS, On February 11, 1992, by Resolution 92-177, the Ramsey County Board of Commissioners approved an "Ordinance for the Control and Management of Park, Recreation and Open Space Areas and Facilities Under the Jurisdiction of the Ramsey County Board of Commissioners"; and

WHEREAS, Chapter III, Section U of the Ordinance requires County Board approval of the installation of a utility feature on any recreational area controlled by the Board; and

WHEREAS, On September 12, 1995, by Resolution 95-409, the County Board approved an easement between Ramsey County and the Ramsey County Regional Railroad Authority providing for the use of Rail Authority right of way by Ramsey County for the development of the BN Regional Trail; and

WHEREAS, The City of Maplewood has requested, as part of an adjoining development, an agreement to install an 8 inch sanitary sewer main beneath the BN Trail corridor northerly of its intersection with County Road C; and

WHEREAS, The installation, maintenance, and repair of the sanitary sewer main will not affect the surface of the right of way or the operation of the BN Regional Trail; Now, Therefore, Be It

RESOLVED, That the Ramsey County Board of Commissioners approves the request of the City of Maplewood for the installation of an 8 inch sanitary sewer main beneath the BN Trail corridor northerly of its intersection with County Road C; and Be It Further

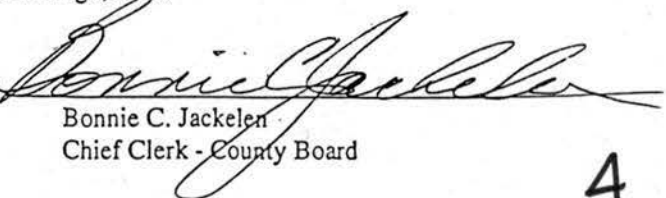
RESOLVED, That the Chair and Chief Clerk are hereby authorized to execute the "Consent to Permit" included in the permit document between the Rail Authority and the City of Maplewood.

RAMSEY COUNTY BOARD OF COMMISSIONERS

	YEA	NAY	OTHER
Tony Bennett	X		
Dino Guerin	X		
Sue Haigh	X		
Rafael Ortega	X		
Victoria Reinhardt	X		
Jan Wiessner	X		

Susan Haigh, Chair

By


Bonnie C. Jackelen
Chief Clerk - County Board

PERMIT

THIS PERMIT, made this _____ day of _____, 1997, is by and between Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, party of the first part (hereinafter referred to as "RCRRA"), and the City of Maplewood, a Minnesota municipal corporation, party of the second part (hereinafter referred to as the "City").

WITNESSETH, that for and in consideration of One Hundred DOLLARS (\$100.00) and other good and valuable consideration, the receipt of which is hereby acknowledged, along with the promises and covenants herein contained, RCRRA does hereby grant and convey unto the City a permit for the installation, operation, maintenance, repair, and removal of an 8 inch sanitary sewer main and related appurtenances (hereinafter the "sanitary sewer") upon the property legally described as follows:

A strip of land, 2.00 feet in width, located in the Southeast Quarter of the Southwest Quarter of Section 3, Township 29 North, Range 22 West of the 4th Principal Meridian, Ramsey County, Minnesota, which is located 1.00 foot on either side of a center line described as follows:

Commencing at the southeast corner of the said Southeast Quarter of the Southwest Quarter; thence North 89° 42' 33" West along the south line of said Southeast Quarter of the Southwest Quarter a distance of 1129.02 feet to the easterly line of the 150 foot right of way owned by RCRRA; thence North 09° 30' 09" East along said easterly line a distance of 857.35 feet to the point of beginning of the center line to be described; thence North 80° 41' 44" West a distance of 150.00 feet to the easterly line of the 150 foot right of way owned by RCRRA, and there terminating. The side lines of said strip of land are to be prolonged or shortened to intersect the said east and west right of way lines.

(hereinafter the "premises");

SUBJECT to the following express conditions:

1. RCRRA hereby reserves the right to construct, maintain, use, operate, relocate, reconstruct, and renew such facilities as it may desire at any time, and from time to time, within the premises, including the right and privilege to use the premises for any and all purposes not inconsistent with the use thereof for the location of the sanitary sewer.
2. RCRRA shall have the right to require at any time a change of location of the sanitary sewer upon the right of way as a matter of safety or for any other reason whatsoever, all of which shall be done at the expense of the City.

3. Either party may terminate this permit at any time and for any reason upon sixty (60) days advance notice in writing to the other party.
4. Any installation, reinstallation, reconstruction, maintenance, repair, or removal of the sanitary sewer shall be done by the City in accordance with written specifications to be approved in advance by RCRRA. Such approval will not be unreasonably withheld.
5. If the City abandons its use of the premises for the installation, operation, maintenance or repair of said sanitary sewer, or should the City fail to perform any of the conditions herein expressed, the permit herein granted shall immediately cease, terminate, and revert to RCRRA, and RCRRA shall have all rights accorded to it for the recapture of its premises as provided by law. Upon the abandonment of this permit, the City shall provide to RCRRA a suitable Quit Claim deed for the premises, property executed and in recordable form, whereby the City relinquishes all rights granted by this permit.
6. The City hereby agrees to defend and does hereby indemnify and hold harmless RCRRA, its commissioners, officers, agents, and employees from and against any and all claims, proceedings, actions or causes of action, lawsuits, judgments, losses, damages, whether direct, indirect, or otherwise, costs, and expenses, including attorney's fees, related to or arising out of the City's use of the premises pursuant to this permit.
7. The City shall be responsible, without cost to RCRRA, to repair and restore to the satisfaction of RCRRA any damage or destruction of property to whomsoever belonging which may be made necessary by reason of the use of said premises for said sanitary sewer. Any excavation or filling made on the premises pursuant to this permit shall be done in such a manner as to not interfere with existing lines of drainage or improvements located within the premises.

The City further agrees that if RCRRA or its successors or assigns utilize the premises for the purpose of Light Rail or any other form of rail transit, any repairs, maintenance, or removal of the sanitary sewer shall be performed in a manner which will not interrupt the rail service for any duration.

8. The City agrees that RCRRA will not be liable for any special assessments, service or system charges, or other taxes levied in connection with the construction or maintenance of the sanitary sewer.
9. This permit is non-exclusive and is granted subject to the outstanding rights of others to occupy the premises. RCRRA does not warrant its title to the premises nor undertake to defend the City in the peaceable possession, use or enjoyment thereof.

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

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

Approved as to form and execution:

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

David F. MacMillan 2-7-97
David F. MacMillan Date
Assistant Ramsey County Attorney

By _____
Raphael E. Ortega
Chair

Recommended:

Kathryn DeSpiegelaere 2/7/97
Kathryn DeSpiegelaere Date
Director of LRT Planning

Kevin B. Kaplan
Risk Management 11-97

CITY OF MAPLEWOOD

By Gary Bastian
Gary Bastian
Mayor

By Michael McGuire
Michael McGuire
City Manager

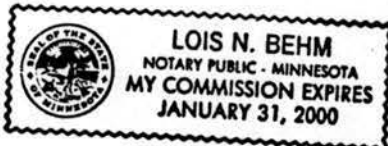
STATE OF MINNESOTA)
) ss.
COUNTY OF RAMSEY)

The foregoing was acknowledged before me on this _____ day of _____, 1997, by Raphael E. Ortega, Chair of Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, on behalf of Ramsey County Regional Railroad Authority.

Notary Public

STATE OF MINNESOTA)
) ss.
COUNTY OF RAMSEY)

The foregoing was acknowledged before me on this 14th day of January, 1997, by Gary Bastian and Michael McGuire, Mayor and City Manager, respectively, of the City of Maplewood, a Minnesota municipal corporation, on behalf of the corporation.



Notary Public

CONSENT TO PERMIT

The County of Ramsey, a duly chartered political subdivision of the State of Minnesota, holder of an easement for the construction, operation, and maintenance of a trail or trails upon the above-described premises dated September 12, 1995 and filed for record on March 28, 1996 in the office of the Ramsey County Recorder as document number 2918762, hereby consents to the permit herein granted and all the terms and conditions of same.

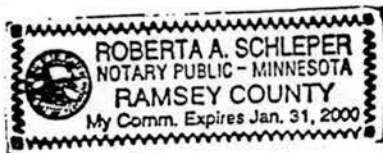
COUNTY OF RAMSEY

By Susan M. Haigh
Susan M. Haigh
Chair, Board of Commissioners

By Bonnie Jackelen
Bonnie Jackelen
Chief Clerk 97-071

STATE OF MINNESOTA)
) ss.
COUNTY OF RAMSEY)

The foregoing was acknowledged before me on this 25th day of February, 1997, by Susan M. Haigh and Bonnie Jackelen, Chair of the Board of Commissioners and Chief Clerk, respectively, of the County of Ramsey, a duly chartered political subdivision of the State of Minnesota, on behalf of the County of Ramsey, as authorized by County Board Resolution No. 97-071.



Roberta A. Schleper
Notary Public

This instrument was drafted by:
Ramsey Grantee Regional Railroad Authority
Ramsey Grantee Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
(612) 266-2764
RE: PNE063

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

11/10/97

Date

Board Action Requested

Ratify Partial Payment No. 1 in the amount of \$1,093.33 and Partial Payment No. 2 in the amount of \$13,119.01 to SRF Consulting Group, Inc. for Professional Engineering Services for Riverview/Hiawatha Transitways.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of SRF Consulting Group, Inc. for the purpose of conducting a feasibility study of transit improvements in the Riverview Transit Corridor. Payment in the amount of \$14,212.34 for the period ending September 30, 1997, will be issued upon approval by the Director of Ramsey County Regional Railroad Authority in accordance with contract provisions and Rail Authority Resolution No. R97-13. Payment documentation is being submitted for ratification in compliance with the latter.

Attachments are:

1. Proposed resolution ratifying payment
2. Accounts Payable form and Partial Payments No. 1 and No. 2
3. SRF Consulting Group, Inc. Invoice No. 2765-1 and attachments and Invoice No. 2765-2 and attachments

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

11/18/97
Board Date

Signature

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 18, 1997 No: R97-17

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of SRF Consulting Group, Inc. for the purpose of conducting a feasibility study of transit improvements in the Riverview Transit Corridor; and

WHEREAS, SRF Consulting Group, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through September 30, 1997; and

WHEREAS, To ensure timely payment for services rendered in accordance with the Agreement No. PA388, the Ramsey County Regional Railroad Authority authorized the Director of the Authority to process payments to SRF Consulting Group, Inc. for work completed and invoiced in accordance with the contract; and

WHEREAS, submittal of invoices and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation is required; and

WHEREAS, SRF Consulting Group, Inc. Invoice No. 2765-1, Partial Payment No. 1, and attachments thereto, provide the correct documentation of payments due SRF Consulting Group, Inc. through August 31, 1997; and

WHEREAS, SRF Consulting Group, Inc. Invoice No. 2765-2, Partial Payment No. 2, and attachments thereto, provide the correct documentation of payments due SRF Consulting Group, Inc. through September 30, 1997; Now, Therefore, Be It

RESOLVED, Payment to SRF Consulting Group, Inc. in the amount of \$14,212.34 for services rendered through September 30, 1997, is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
Tony Bennett	___	___	___
Dino Guerin	___	___	___
Susan M. Haigh	___	___	___
Rafael E. Ortega	___	___	___
Victoria Reinhardt	___	___	___
Janice Rettman	___	___	___
Jan Wiessner	___	___	___

Rafael E. Ortega, Chairman

By: _____
Tony Bennett, Secretary

Date: 10/28/1997
Time: 15:17

Claim Date: 10/28/1997

Warrant No: _____

[illegible]

Pay To:	STRGAR ROSCOE FAUSCH INC	- - - - -
	ONE CARLSON PKY STE 150	Vendor No: 1818
		- - - - -
	MINNEAPOLIS MN 55447	Ssn/Tid: 41-0847319

Check Stub:	INV #'S 2765-1 & 2765-2 DATED 8/31/97 & 9/30/97
	FILE NO. 0972765 RIVERVIEW/HIAWATHA TRANSITWAYS

Risk Mgmt:	Claim No:	Name:	Type:

Send To Address: |

List in this space and attach to the back of this form: original invoices, receipts, certified claims or other documents. Pre

Preparer's Signature

Kristine A. Longhewy

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

Authorized Signature

F. H. Spiegelbauer

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Partial Payment No. 1

Prepared By: WV

Project: Riverview Transit Corridor Study
Contract Agreement Number

Entered By: WV

Project Cost Center: 59114

Agreement No: PA 388

Ramsey County Regional
Railroad Authority
665 RCGC-West
St. Paul, MN 55102

Contractor: SRF Consulting Group, Inc
One Carlson Pkwy N #150
Minneapolis, MN 55447

Account Number 59114 - 020102

Percent Completed: 1.0%

Total Value of Work Certified - (Date) August 31, 1997

\$ 1,150.87

Less 5% Retainage

\$ 57.54

Amount Due

\$ 1,093.33

Less Previously Approved Payments:

\$ -

Allowable Payment for this Partial:

\$ 1,093.33

This is to certify that I have examined the work and detail of the invoice, and find the tasks listed have been completed in accordance with agreement requirements.

10/31/97

Date

K. Kaspigolaew

Director, Regional Railroad Planning

10/31/97

Date

Charles Zimmerman

Consultant

	RCRRA & Others Share		HCRRA Share		Total
Previous Partial:					
Partial Payment No. 1	\$	790.67	\$	302.66	\$ 1,093.33
Partial Payment No. 2				\$	-
Partial Payment No. 3				\$	-
Partial Payment No. 4				\$	-
Partial Payment No. 5				\$	-
Partial Payment No. 6				\$	-
Partial Payment Total:	\$	790.67	\$	302.66	\$ 1,093.33

Summary of Agreement

Original Agreement Amount:

\$ 115,000.00

Less Total Partial Payments (Including this payment)

\$ 1,093.33

Amount Remaining on Agreement

\$ 113,906.67

<u>SRF Summary of Billings</u>			
	This Billing	Past Billing	Total to Date
<u>HCRRA</u> Cost Share	\$ 318.59	\$ -	\$ 318.59
5% Retainage	\$ 15.93	\$ -	\$ 15.93
Amount Due	\$ 302.66	\$ -	\$ 302.66
<u>RCRRA, Saint Paul, MN Dot</u>			
& Met Council Share	\$ 832.28	\$ -	\$ 832.28
5% Retainage	\$ 41.61	\$ -	\$ 41.61
Amount Due	\$ 790.67	\$ -	\$ 790.67
Total Billing	\$ 1,150.87	\$ -	\$ 1,150.87
5% Retainage	\$ 57.54	\$ -	\$ 57.54
Amount Due	\$ 1,093.33	\$ -	\$ 1,093.33

<u>Summary of Funding Sources</u>			
	Total Share	Paid to Date	Balance
Metropolitan Council	\$ 24,750.00		\$ 24,750.00
HCRRA	\$ 10,400.00	\$ 10,400.00	\$ -
MN DOT	\$ 47,100.00	\$ 47,100.00	\$ -
Saint Paul	\$ 15,000.00	\$ 15,000.00	\$ -
RCRRA	\$ 17,750.00	\$ 17,750.00	\$ -
Total	\$ 115,000.00	\$ 90,250.00	\$ 24,750.00

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Partial Payment No. 2

Prepared By: VHJ

Project: Riverview Transit Corridor Study
Contract Agreement Number

Project Cost Center: 59114

Agreement No: PA 388

Ramsey County Regional
Railroad Authority
665 RCGC-West
St. Paul, MN 55102

Contractor: SRF Consulting Group, Inc
One Carlson Pkwy N #150
Minneapolis, MN 55447

Account Number 59114 - 020102

Percent Completed: 13.0%

Total Value of Work Certified - (Date) Sept. 30, 1997

\$ 14,960.35

Less 5% Retainage

\$ 748.01

Amount Due

\$ 14,212.34

Less Previously Approved Payments:

\$ 1,093.33

Allowable Payment for this Partial:

\$ 13,119.01

This is to certify that I have examined the work and detail of the invoice, and find the tasks listed have been completed in accordance with agreement requirements.

11/7/97
Date

K. L. Spiegel
Director, RC Regional Railroad Planning

	Date	Consultant		
		RCRRA & Others Share	HCRRA Share	Total
Previous Partial:				
Partial Payment No. 1		\$ 790.67	\$ 302.66	\$ 1,093.33
Partial Payment No. 2		\$ 9,782.15	\$ 3,336.86	\$ 13,119.01
Partial Payment No. 3			\$ -	\$ -
Partial Payment No. 4			\$ -	\$ -
Partial Payment No. 5			\$ -	\$ -
Partial Payment No. 6			\$ -	\$ -
Partial Payment Total:		\$ 10,572.82	\$ 3,639.52	\$ 14,212.34

Summary of Agreement

Original Agreement Amount:	\$ 115,000.00
Less Total Partial Payments (Including this payment)	\$ 14,212.34
Amount Remaining on Agreement	<u>\$ 100,787.66</u>

<u>SRF Summary of Billings</u>			
	This Billing	Past Billing	Total to Date
<u>HCRRA Cost Share</u>	\$ 3,512.49	\$ 318.59	\$ 3,831.08
5% Retainage	\$ 175.63	\$ 15.93	\$ 191.56
Amount Due	\$ 3,336.86	\$ 302.66	\$ 3,639.52
<u>RCRRA, Saint Paul, MN Dot</u>			
<u>& Met Council Share</u>	\$ 10,297.00	\$ 832.28	\$ 11,129.28
5% Retainage	\$ 514.85	\$ 41.61	\$ 556.46
Amount Due	\$ 9,782.15	\$ 790.67	\$ 10,572.82
<u>Total Billing</u>			
5% Retainage	\$ 690.48	\$ 57.54	\$ 748.02
Amount Due	\$ 13,119.01	\$ 1,093.33	\$ 14,212.34

<u>Summary of Funding Sources</u>			
	Total Share	Paid to Date	Balance
Metropolitan Council	\$ 24,750.00		\$ 24,750.00
HCRRA	\$ 10,400.00	\$ 10,400.00	\$ -
MN DOT	\$ 47,100.00	\$ 47,100.00	\$ -
Saint Paul	\$ 15,000.00	\$ 15,000.00	\$ -
RCRRA	\$ 17,750.00	\$ 17,750.00	\$ -
Total	\$ 115,000.00	\$ 90,250.00	\$ 24,750.00

**INVOICE****Consulting Group, Inc.**

One Carlson Parkway North, Suite 150, Minneapolis, Minnesota 55447-4443

(612) 475-0010

(612) 475-2429 FAX

Refer to File: 0972765

Invoice No: 2765-1

Revised

Invoice Date: 08/31/97

Period Ending: 08/31/97

Ms. Kathy DeSpiegelaere
Director of Light Rail Transit Planning
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
Suite 665 RCGC - West
50 West Kellogg Blvd.
St. Paul, MN 55102

re: RIVERVIEW / HIAWATHA TRANSITWAYS

Summary of professional engineering services rendered:

	CURRENT PERIOD	CUMULATIVE TO DATE
Total Labor and Overhead (See Attached)	1,114.97	1,114.97
Total Direct Non-Salary Costs (See Attached)	35.90	35.90
SUBTOTAL	1,150.87	1,150.87
Less Retainage 5%	57.54	57.54
NET TOTAL	1,093.33	1,093.33
 TOTAL AMOUNT DUE THIS INVOICE	 1,093.33 =====	

COMMISSION # 972765.01
RIVERVIEW/HIAWATHA-PROJECT MANAGEMENT
PERIOD ENDING: AUGUST 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	110.00	8.0	880.00
----- SUB-TOTAL -----			8.0	880.00

2765.4
COMMISSION # 972766.02
RIVERVIEW/HIAWATHA-TRANSIT SYSTEM
PERIOD ENDING: AUGUST 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
S. Wilson	Sr. Engineer	83.31	1.5	124.97
----- SUB-TOTAL -----			1.5	124.97

2765.5
COMMISSION # 972766.03
RIVERVIEW/HIAWATHA-HIAWATHA FORECASTS
PERIOD ENDING: AUGUST 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	110.00	0.5	55.00
----- SUB-TOTAL -----			0.5	55.00

2765.6
COMMISSION # ~~972766.04~~
RIVERVIEW/HIAWATHA-RIVERVIEW FORECASTS
PERIOD ENDING: AUGUST 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	110.00	0.5	55.00
----- SUB-TOTAL -----			0.5	55.00

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING: AUGUST 31, 1997

RIVERVIEW/HIAWATHA-ALTER. EVALUATION

CAT. #	CATEGORY	
1	MILEAGE AT 0.31/MILE	27.90
2	PARKING	8.00

	TOTAL DIRECT EXPENSES	35.90

NOTE: Sales tax is included in costs of in-house copies, prints, and stats.

972765

DIRECT NON-SALARY COSTS (DETAILS)
PERIOD ENDING: AUGUST 31, 1997

PAGE 1

SUB-COMM	CAT	DATE	SOURCE	NO. ORGS	NO. EACH	LENGTH	WIDTH	TOTAL COPIES	NO. STATS	NO. UNITS	MILES	AMOUNT	TOTAL CHARGE
972765.00	1	31	C Zimmer								90.0		27.90
972765.00	2	31	C Zimmer									8.00	8.00

BUDGET ACTIVITY THRU PERIOD ENDING AUGUST 31, 1997
 MONITORING REPORT - 0972765
 RIVERVIEW / HIAWATHA TRANSITWAYS

cc: C. Zimmer
 M. Cote

	BUDGET HOURS	BUDGET DOLLARS	CURRENT MONTH HOURS	CURRENT AMOUNT BILLED	TO DATE HOURS	TO DATE DOLLARS	TOTAL REMAINING HOURS	TOTAL REMAINING DOLLARS
1. Project Initiation/Data Collection/Basemapping	45.0	\$3,440	8.0	\$880	8.0	\$880	37.0	\$2,560
2. Develop Objectives/Evaluation Criteria	15.0	\$1,130	0.0	\$0	0.0	\$0	15.0	\$1,130
3. Feasibility of Alignment Alternatives	265.0	\$19,050	0.0	\$0	0.0	\$0	265.0	\$19,050
4. Define Transit Service Characteristics	235.0	\$16,685	1.5	\$125	1.5	\$125	233.5	\$16,560
5. Hiawatha Corridor Forecasts	195.0	\$14,120	0.5	\$55	0.5	\$55	194.5	\$14,065
6. Riverview Corridor Forecasts	440.0	\$28,900	0.5	\$55	0.5	\$55	439.5	\$28,845
7. Cost Estimates	50.0	\$3,980	0.0	\$0	0.0	\$0	50.0	\$3,980
8. Evaluate Alternatives	140.0	\$10,215	0.0	\$0	0.0	\$0	140.0	\$10,215
9. Determine Next Steps	35.0	\$2,850	0.0	\$0	0.0	\$0	35.0	\$2,850
10. Draft & Final Reports	180.0	\$12,630	0.0	\$0	0.0	\$0	180.0	\$12,630
 SUBTOTAL - SRF LABOR	 1600.0	 \$113,000	 10.5	 \$1,115	 10.5	 \$1,115	 1589.5	 \$111,885
Direct Expenses		\$2,000		\$36		\$36		\$1,964
TOTALS		\$115,000		\$1,151		\$1,151		\$113,849

Hiawatha Costs:

Task 1 - 25%	\$860	\$220	\$640
Task 4 - 35%	\$5,820	\$44	\$5,776
Task 5 - 100%	\$14,120	\$55	\$14,065
 Totals	 \$20,800	 \$319	 \$20,481

COMMISSION # 972765
RIVERVIEW/HIAWATHA-ALTER. EVALUATION
PERIOD ENDING: AUGUST 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	110.00	8.0 ✓	880.00
----- TOTALS -----			8.0	880.00

2763
COMMISSION # 972766
RIVERVIEW/HIAWATHA-FORECASTS
PERIOD ENDING: AUGUST 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	110.00	1.0 ✓	110.00
S. Wilson	Sr. Engineer	83.31	1.5 ✓	124.97
----- TOTALS -----			2.5	234.97



Consulting Group, Inc.

One Carlson Parkway North, Suite 150, Minneapolis, Minnesota 55447-4443

INVOICE

(612) 475-0010

(612) 475-2429 FAX

Refer to File: 0972765

Invoice No: 2765-2

Revised

Invoice Date: 09/30/97

Period Ending: 09/30/97

Ms. Kathy DeSpiegelaere
Director of Light Rail Transit Planning
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
Suite 665 RCGC - West
50 West Kellogg Blvd.
St. Paul, MN 55102

re: RIVERVIEW / HIAWATHA TRANSITWAYS

Summary of professional engineering services rendered:

	CURRENT PERIOD	CUMULATIVE TO DATE
Total Labor and Overhead (See Attached)	13,758.06	14,873.03
Total Direct Non-Salary Costs (See Attached)	51.42	87.32
SUBTOTAL	13,809.48	14,960.35
Less Retainage 5%	690.47	748.01
NET TOTAL	13,119.01	14,212.34
TOTAL AMOUNT DUE THIS INVOICE	13,119.01	
	=====	

COMMISSION # 972765.01
RIVERVIEW/HIAWATHA-INITIATION/BASE MAP
PERIOD ENDING: SEPTEMBER 30, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	110.00	12.0	1320.00
J. Ross	Associate	75.42	1.3	98.05
D. Paulu	Project Designer	54.36	1.5	81.54
J. Luberda	Admin. Assistant	52.00	0.5	26.00
----- SUB-TOTAL -----			15.3	1525.59

COMMISSION # 972765.02
RIVERVIEW/HIAWATHA-OBJECTIVE/EVALUATION
PERIOD ENDING: SEPTEMBER 30, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	110.00	1.5	165.00
P. Zager	Engineer	55.17	8.0	441.36
B. Bersie-Ashfeld	Word Processor	52.00	0.5	26.00
----- SUB-TOTAL -----			10.0	632.36

COMMISSION # 972765.03
RIVERVIEW/HIAWATHA-FEASIBILITY ALTER.
PERIOD ENDING: SEPTEMBER 30, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
M. Cote	Associate	78.15	43.0	3360.45
C. Jones	Engineer	48.93	2.5	122.33
M. Gallagher	Trans. Planner	44.37	8.5	377.15
B. Bersie-Ashfeld	Word Processor	52.00	1.0	52.00
----- SUB-TOTAL -----			55.0	3911.93

COMMISSION # 972765.04
RIVERVIEW/HIAWATHA-DEFINE TRANSIT SER
PERIOD ENDING: SEPTEMBER 30, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
W. Gardner	Sr. Associate	90.36	1.0	90.36
M. Cote	Associate	78.15	5.0	390.75
S. Wilson	Sr. Engineer	83.31	30.0	2499.30
J. Crawford	Sr. Engineer	62.73	1.5	94.10
P. Zager	Engineer	55.17	28.0	1544.76
B. Hackett	Planner	59.46	2.0	118.92
J. Monahan	Planner	40.95	55.5	2272.73
-----	SUB-TOTAL -----		123.0	7010.92

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING: SEPTEMBER 30, 1997

RIVERVIEW/HIAWATHA TRANSITWAYS

CAT. #	CATEGORY	
1	MILEAGE AT 0.31/MILE	40.92
2	PARKING	10.50

	TOTAL DIRECT EXPENSES	51.42

NOTE: Sales tax is included in costs of in-house copies, prints, and stats.

COMMISSION # 972765.05
RIVERVIEW/HIAWATHA-HIAWATHA FORECASTS
PERIOD ENDING: SEPTEMBER 30, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
S. Wilson	Sr. Engineer	83.31	7.0	583.17
J. Crawford	Sr. Engineer	62.73	1.5	94.10
----- SUB-TOTAL -----			8.5	677.27

972765

DIRECT NON-SALARY COSTS (DETAILS)
PERIOD ENDING: SEPTEMBER 30, 1997

PAGE 1

SUB-COMM	CAT	DATE	SOURCE	NO. ORGS	NO. EACH	LENGTH	WIDTH	TOTAL COPIES	NO. STATS	NO. UNITS	MILES	AMOUNT	TOTAL CHARGE
972765.00	1	30	C Zimmer								90.0		27.90 ✓
972765.00	1	30	M Cote								42.0		13.02 ✓
972765.00	2	30	C Zimmer									5.50	5.50 ✓
972765.00	2	30	M Cote									5.00	5.00 ✓

#33

[illegible]

Total Miles: 1295 ✓ @ 40 ~~24~~¢/mile = \$ 518.00 ✓
Total Parking: = \$ 13.25
TOTAL SIDE 2: = \$ 531.25

[illegible]

25

Employee Name Marie Cote

[illegible]

Total Miles: 42 @ \$.31/mile = \$ 13.02
Total Parking: = \$ 5.00
TOTAL SIDE 2: = \$ 18.02

[illegible]

FOR PARKING AT LOWRY
PARKING RAMP
HAVE A NICE DAY
DATE 09.24.'97 WED
1 0924'9
PARKING \$3.75
TOTAL \$3.75
CASH \$3.75
CHANGE \$0.00
CLERK 1 NO.236586
TIME 12:39 0000

FOR PARKING AT LOWRY
PARKING RAMP
HAVE A NICE DAY
DATE 09.12.'97 FRI
1 0912'9
PARKING \$2.75
TOTAL \$2.75
CASH \$2.75
CHANGE \$0.00
CLERK 1 NO.234378
TIME 14:52 0000

LANDMARK
TOWERS
RAMP

PAID

1#

03...20Nn

97-09-▶3DT

024-10:16FX

97-09-▶3DT

024-08:15FN

A....5.00\$

....5.00\$

BUDGET ACTIVITY THRU PERIOD ENDING SEPTEMBER 30, 1997
 MONITORING REPORT - 0972765
 RIVERVIEW / HIAWATHA TRANSITWAYS

cc: C. Zimmer
 M. Cote

	BUDGET HOURS	BUDGET DOLLARS	CURRENT MONTH HOURS	CURRENT AMOUNT BILLED	TO DATE HOURS	TO DATE DOLLARS	TOTAL REMAINING HOURS	TOTAL REMAINING DOLLARS
1. Project Initiation/Data Collection/Basemapping	45.0	\$3,440	15.3	\$1,526	23.3	\$2,406	21.7	\$1,034
2. Develop Objectives/Evaluation Criteria	15.0	\$1,130	10.0	\$632	10.0	\$632	5.0	\$498
3. Feasibility of Alignment Alternatives	265.0	\$19,050	55.0	\$3,912	55.0	\$3,912	210.0	\$15,138
4. Define Transit Service Characteristics	235.0	\$16,685	123.0	\$7,011	124.5	\$7,136	110.5	\$9,549
5. Hiawatha Corridor Forecasts	195.0	\$14,120	80.5	\$677	81.0	\$732	114.0	\$13,388
6. Riverview Corridor Forecasts	440.0	\$28,900	0.0	\$0	0.5	\$55	439.5	\$28,845
7. Cost Estimates	50.0	\$3,980	0.0	\$0	0.0	\$0	50.0	\$3,980
8. Evaluate Alternatives	140.0	\$10,215	0.0	\$0	0.0	\$0	140.0	\$10,215
9. Determine Next Steps	35.0	\$2,850	0.0	\$0	0.0	\$0	35.0	\$2,850
10. Draft & Final Reports	180.0	\$12,630	0.0	\$0	0.0	\$0	180.0	\$12,630
 SUBTOTAL - SRF LABOR	 1600.0	 \$113,000	 283.8	 \$13,758	 294.3	 \$14,873	 1305.7	 \$98,127
Direct Expenses		\$2,000		\$51		\$87		\$1,913
TOTALS		\$115,000		\$13,809		\$14,960		\$100,040

Hiawatha Costs:

Task 1 - 25%	\$860	\$382	\$602	\$258
Task 4 - 35%	\$5,820	\$2,454	\$2,498	\$3,322
Task 5 - 100%	\$14,120	\$677	\$732	\$13,388
 Totals	 \$20,800	 \$3,513	 \$3,832	 \$16,968

COMMISSION # 972765
 RIVERVIEW/HIAWATHA TRANSITWAYS
 PERIOD ENDING: SEPTEMBER 30, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	110.00	13.5 ✓	1485.00
W. Gardner	Sr. Associate	90.36	1.0 ✓	90.36
M. Cote	Associate	78.15	48.0 ✓	3751.20
J. Ross	Associate	75.42	1.3 ✓	98.05
S. Wilson	Sr. Engineer	83.31	37.0 ✓	3082.47
J. Crawford	Sr. Engineer	62.73	3.0 ✓	188.19
P. Zager	Engineer	55.17	36.0 ✓	1986.12
C. Jones	Engineer	48.93	2.5 ✓	122.33
B. Hackett	Planner	59.46	2.0 ✓	118.92
J. Monahan	Planner	40.95	55.5 ✓	2272.73
M. Gallagher	Trans. Planner	44.37	8.5 ✓	377.15
D. Paulu	Project Designer	54.36	1.5 ✓	81.54
J. Lubenda	Admin. Assistant	52.00	0.5 ✓	26.00
B. Bersie-Ashfeld	Word Processor	52.00	1.5 ✓	78.00
----- TOTALS -----			211.8	13758.06

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. K. K. K. K.
Authorized Signature

11/7/97
Date

Board Action Requested

Ratify quarterly report of payments for July 1 through September 30, 1997.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed Resolution
 2. Memorandum from J. Van Houdt, dated October 29, 1997
 3. Budget Condition Report as of September 30, 1997
 4. Detail Disbursement Report for July through September, 1997

Budgeting and Accounting

Van W. W. W. 11/10/97

County Attorney

Don Mac Miller

Risk Management

Documentation certified complete for:

11/18/97

Board Date

Kristine A. Longhenry
Signature

11-10-97

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 18, 1997 No: R97-18

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period July 1, 1997 through September 30, 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.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
Tony Bennett	—	—	—
Dino Guerin	—	—	—
Susan M. Haigh	—	—	—
Rafael E. Ortega	—	—	—
Victoria Reinhardt	—	—	—
Janice Rettman	—	—	—
Jan Wiessner	—	—	—

Rafael E. Ortega, Chairman

By: _____
Tony Bennett, Secretary

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Office of Budgeting and Accounting

James Van Houdt, Director

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

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

MEMORANDUM

TO: Terry Schutten, County Manager
FROM: *JVH* James Van Houdt, Director-Budgeting & Accounting
DATE: October 27, 1997
SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: July-September, 1997

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

A summary of the payments for the period are:

59101	Regional Railroad Authority Administration	\$45,244.32
59112	Northeast Corridor Beam to No. County Line	2,500.00
59113	Commuter Rail Demonstration Project	43,413.50
		<u>\$91,157.82</u>

I am attaching the following reports:

- A. Budget Condition Report as of September 30, 1997.
- B. Detail Disbursements for the period July through September, 1997.

JVH:VW:vw
Attachments

cc: K. DeSpiegelaere, Director
Ramsey County Regional Railroad Authority Planning

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
020122	STATE AUDITOR							
--	1,739.00	1,185.00	0.00	554.00	554.00	0.00	0.00	68.14
020154	LEGISLATIVE REPRESENTATIVE							
--	35,000.00	0.00	0.00	35,000.00	35,000.00	0.00	0.00	
020174	COUNTY ATTORNEY SERVICES							
--	8,545.00	5,288.76	0.00	3,256.24	3,256.24	0.00	0.00	61.89
020179	BUDGETING AND ACCOUNTING SERVICES							
--	7,000.00	0.00	0.00	7,000.00	7,000.00	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE							
--	3,368.00	1,535.85	0.00	1,832.15	1,832.15	0.00	0.00	45.60
020193	COUNTY PROJECT MANAGEMENT SERVICES							
--	171,000.00	69,440.45	0.00	101,559.55	101,559.55	0.00	7,000.00	40.61
020202	POSTAGE							
--	2,500.00	145.30	0.00	2,354.70	2,354.70	0.00	0.00	5.81
020207	TELEPHONE LONG DISTANCE CHARGES							
--	300.00	41.34	0.00	258.66	258.66	0.00	0.00	13.78
020208	TELEPHONE-LOCAL SERVICE							
--	2,100.00	869.85	0.00	1,230.15	1,230.15	0.00	0.00	41.42
020209	TELEPHONE-EQUIPMENT RENTAL							
--	200.00	0.00	0.00	200.00	200.00	0.00	0.00	
020217	PAGER SERVICES							
--	0.00	79.88	0.00	79.88CR	79.88CR	0.00	0.00	
020301	TRANSPORTATION ALLOWANCE							
--	500.00	117.53	0.00	382.47	382.47	0.00	0.00	23.51
020305	MESSENGER SERVICE							
--	850.00	79.60	0.00	770.40	770.40	0.00	0.00	9.36
020501	PRINTING & STATIONERY							
--	5,000.00	1,348.00	0.00	3,652.00	3,652.00	0.00	0.00	26.96

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	* CONTINUED *						
020611	LIABILITY & PROPERTY DAMAGE							
--	850.00	715.00	0.00	135.00	135.00	0.00	0.00	84.12
020803	EQUIPMENT & MACHINERY REPAIRS							
--	2,000.00	318.98	0.00	1,681.02	1,681.02	0.00	0.00	15.95
020906	BUILDINGS & OFFICE SPACE							
--	12,883.00	8,448.00	0.00	4,435.00	4,435.00	0.00	0.00	65.57
020909	PARKING SPACE							
--	800.00	252.00	0.00	548.00	548.00	0.00	0.00	31.50
021101	BOOKS, PERIODICALS, SUBSCRIPTIONS							
--	500.00	0.00	0.00	500.00	500.00	0.00	0.00	
021134	TUITION							
--	1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
021176	CLERICAL SERVICES							
--	7,000.00	2,459.60	0.00	4,540.40	4,540.40	7,000.00	0.00	35.14
021180	EMPLOYEE DEVELOPMENT							
--	500.00	0.00	0.00	500.00	500.00	0.00	0.00	
021192	INTEREST							
--	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021401	MEMBERSHIP & DUES							
--	500.00	549.00	0.00	49.00CR	49.00CR	0.00	0.00	109.80
021403	CONFERENCE & SEMINAR EXPENSES							
--	6,000.00	17,812.15	0.00	11,812.15CR	11,812.15CR	0.00	0.00	296.87
021407	OTHER TRAVEL							
--	10,000.00	2,246.19	0.00	7,753.81	7,753.81	0.00	0.00	22.46
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE							
--	200.00	857.69	0.00	657.69CR	657.69CR	0.00	0.00	428.85
021409	CEC MEETING EXPENSES ACCOUNT							
--	3,000.00	0.00	0.00	3,000.00	3,000.00	0.00	0.00	
TOTL 02	283,335.00	113,790.17	0.00	169,544.83	169,544.83	7,000.00	7,000.00	40.16

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY			* CONTINUED *				
	OFFICE SUPPLIES							
030101	2,700.00	411.34	0.00	2,288.66	2,288.66	0.00	0.00	15.23

	COMPUTER OPERATING SUPPLIES							
030201	1,000.00	86.55	0.00	913.45	913.45	0.00	0.00	8.66

TOTL 03	3,700.00	497.89	0.00	3,202.11	3,202.11	0.00	0.00	13.46
	OFFICE FURNITURE AND EQUIPMENT							
040303	800.00	0.00	0.00	800.00	800.00	0.00	0.00	
CURR ORG-TOT	287,835.00	114,288.06	0.00	173,546.94	173,546.94	7,000.00	7,000.00	39.71

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT YTD	EXPD
R96 59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								
000000	63,336.50	16,475.36	0.00	46,861.14	46,861.14	0.00	0.00	26.01	
ORG-TOT	351,171.50	130,763.42	0.00	220,408.08	220,408.08	7,000.00	7,000.00	37.24	

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59105	PHASE II PE-MIDWAY CORRIDOR							
020102	CONSULTING SERVICES	512,086.61	0.00	0.00	512,086.61	512,086.61	15,000.00	129,850.00
020174	COUNTY ATTORNEY SERVICES	46,640.56	0.00	0.00	46,640.56	46,640.56	0.00	0.00
020176	COUNTY MANAGER-SERVICES	2,728.59	0.00	0.00	2,728.59	2,728.59	0.00	0.00
020179	BUDGETING AND ACCOUNTING SERVICES	9,806.30	0.00	0.00	9,806.30	9,806.30	0.00	0.00
020185	DATA PROCESSING SERVICES-MTCE	494.91	0.00	0.00	494.91	494.91	0.00	0.00
020193	COUNTY PROJECT MANAGEMENT SERVICES	72,796.15	0.00	0.00	72,796.15	72,796.15	0.00	50,000.00
020202	POSTAGE	3,412.81	0.00	0.00	3,412.81	3,412.81	0.00	0.00
020401	PUBLISHING MINUTES & NOTICES	3,976.60	0.00	0.00	3,976.60	3,976.60	0.00	0.00
020501	PRINTING & STATIONERY	9,832.06	0.00	0.00	9,832.06	9,832.06	0.00	0.00
021192	INTEREST	0.00	0.00	0.00	0.00	0.00	0.00	0.00
021226	COMMITTEE COMPENSATION	1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00
021407	OTHER TRAVEL	10,906.20	0.00	0.00	10,906.20	10,906.20	0.00	0.00
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	915.80	0.00	0.00	915.80	915.80	0.00	0.00
TOTL 02		674,596.59	0.00	0.00	674,596.59	674,596.59	15,000.00	179,850.00
ORG-TOT		674,596.59	0.00	0.00	674,596.59	674,596.59	15,000.00	179,850.00

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE							
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	9,740.00	0.00	0.00	9,740.00	9,740.00	0.00	0.00	
	IMPROVEMENTS OTHER THAN BUILDINGS							
020802	21,039.00	1,565.00	0.00	19,474.00	19,474.00	0.00	0.00	7.44
	GROUNDS-REPAIRS							
020804	3,000.00	0.00	0.00	3,000.00	3,000.00	0.00	0.00	
	ASSESSMENTS							
021131	5,000.00	0.00	0.00	5,000.00	5,000.00	0.00	0.00	
	INTEREST							
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	SIGNS & SIGN REPAIRS							
030507	250.00	0.00	0.00	250.00	250.00	0.00	0.00	
CURR ORG-TOT	39,029.00	1,565.00	0.00	37,464.00	37,464.00	0.00	0.00	4.01

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APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT YTD	EXPD
R96 59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE								
000000	11,934.00	10,052.91	0.00	1,881.09	1,881.09	0.00	0.00	84.24	
ORG-TOT	50,963.00	11,617.91	0.00	39,345.09	39,345.09	0.00	0.00	22.80	

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59112	NE CORRIDOR BEAM TO N CO LINE							
020102	CONSULTING SERVICES 10,000.00	8,500.00	0.00	1,500.00	1,500.00	0.00	0.00	85.00
020192	SURVEYING SERVICE 60,000.00	4,999.62	0.00	55,000.38	55,000.38	0.00	0.00	8.33
020193	COUNTY PROJECT MANAGEMENT SERVICES 27,670.00	367.23	0.00	27,302.77	27,302.77	0.00	0.00	1.33
020804	GROUNDS-REPAIRS 30,000.00	0.00	0.00	30,000.00	30,000.00	0.00	0.00	
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
030507	SIGNS & SIGN REPAIRS 20,000.00	0.00	3,317.25	20,000.00	16,682.75	0.00	0.00	
040103	LAND ACQUISITION-RIGHT OF WAY 2,000,000.00	0.00	0.00	2,000,000.00	2,000,000.00	0.00	0.00	
ORG-TOT	2,147,670.00	13,866.85	3,317.25	2,133,803.15	2,130,485.90	0.00	0.00	.65

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RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59113	COMMUTER RAIL DEMONSTRATION PROJECT							
020193	COUNTY PROJECT MANAGEMENT SERVICES 5,000.00	4,576.20	0.00	423.80	423.80	5,000.00	0.00	91.52
020402	ADVERTISING & PROMOTION 7,000.00	5,837.30	0.00	1,162.70	1,162.70	7,000.00	0.00	83.39
020611	LIABILITY & PROPERTY DAMAGE 1,000.00	0.00	0.00	1,000.00	1,000.00	1,000.00	0.00	
020804	GROUNDS-REPAIRS 500.00	0.00	0.00	500.00	500.00	500.00	0.00	
021151	SECURITY SERVICES 1,000.00	0.00	0.00	1,000.00	1,000.00	1,000.00	0.00	
021157	FOOD SERVICE 2,000.00	0.00	0.00	2,000.00	2,000.00	2,000.00	0.00	
021221	PARTICIPATION FEES 33,000.00	33,000.00	0.00	0.00	0.00	33,000.00	0.00	100.00
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 500.00	0.00	0.00	500.00	500.00	500.00	0.00	
ORG-TOT	50,000.00	43,413.50	0.00	6,586.50	6,586.50	50,000.00	0.00	86.83

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT YTD	EXPD
59114	RIVERVIEW TRANSIT CORRIDOR STUDY								
	CONSULTING SERVICES								
020102	115,000.00	0.00	115,000.00	115,000.00	0.00	115,000.00	0.00		
	COUNTY PROJECT MANAGEMENT SERVICES								
020193	50,000.00	0.00	0.00	50,000.00	50,000.00	50,000.00	0.00		
ORG-TOT	165,000.00	0.00	115,000.00	165,000.00	50,000.00	165,000.00	0.00		
ACT-TOT	3,548,529.90	199,661.68	118,317.25	3,348,868.22	3,230,550.97	237,000.00	186,850.00	5.63	
5 FC	3,548,529.90	199,661.68	118,317.25	3,348,868.22	3,230,550.97	237,000.00	186,850.00	5.63	
FUND CURR TOT	3,473,259.40	173,133.41	118,317.25	3,300,125.99	3,181,808.74	237,000.00	186,850.00	4.98	
FUND R96 TOT	75,270.50	26,528.27	0.00	48,742.23	48,742.23	0.00	0.00	35.24	
FUND TOTAL	3,548,529.90	199,661.68	118,317.25	3,348,868.22	3,230,550.97	237,000.00	186,850.00	5.63	

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RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
RAMSEY COUNTY REGIONAL RAILROAD AUTH								
	020122	STATE AUDITOR						
59101	020122	CA	64179	070897	00036131		894.00	MINNESOTA STATE AUDITORS
		CA	66653	080597	00061334		291.00	MINNESOTA STATE AUDITORS
	020122	1,185.00						
	020174	COUNTY ATTORNEY SERVICES						
59101	020174	IC	68626	090597	00087024		137.37	IC TRNSF PMT 400 40601 300908 M00721 01
		IC	68626A	090597	00087024		389.22	IC TRNSF PMT 400 40601 300908 M00727 01
		IC	68626B	090597	00087024		22.90	IC TRNSF PMT 400 40601 300908 M00727 02
		IC	68626C	090597	00087024		68.69	IC TRNSF PMT 400 40601 300908 M00733 01
		IC	68626D	090597	00087024		3,067.93	IC TRNSF PMT 400 40601 300908 M00746 01
		IC	68626E	090597	00087024		961.59	IC TRNSF PMT 400 40601 300908 M00754 01
		IC	68626F	090597	00087024		641.06	IC TRNSF PMT 400 40601 300908 M00758 01
	020174	5,288.76						
	020185	DATA PROCESSING SERVICES-MTCE						
59101	020185	IC	64175	071197	00040479		135.98	IC TRNSF PMT 574 57401 301385 C07422 01
		IC	66648	080897	00064592		360.44	IC TRNSF PMT 574 57401 301385 C07505 01
		IC	68625	090597	00087024		396.26	IC TRNSF PMT 574 57401 301385 C07572 01
	020185	892.68						
	020193	COUNTY PROJECT MANAGEMENT SERVICES						
59101	020193	PV	240704	080897	00065125		397.00	JEANE THORNE INC
		IC	63290	070397	00034484		6,055.74	IC TRNSF PMT 400 47101 300434 B04116 01
		IC	63290A	070397	00034484		2,180.07	IC TRNSF PMT 400 47101 300434 B04116 02
		IC	63290B	070397	00034484		2,301.18	IC TRNSF PMT 400 47101 300166 B04116 03
		IC	63291	070397	00034484		118.31	IC TRNSF PMT 400 47110 300434 B04115 01
		IC	63291A	070397	00034484		42.59	IC TRNSF PMT 400 47110 300434 B04115 02
		IC	63291B	070397	00034484		97.33	IC TRNSF PMT 400 47110 300166 B04115 03
		CA	64812	071597	00044021		438.60	JEANE THORNE INC.
		IC	66645	080897	00064592		1,485.65	IC TRNSF PMT 575 57501 300432 H00453 01
		IC	67533	081597	00068922		5,838.05	IC TRNSF PMT 400 47101 300434 B04182 01
		IC	67533A	081597	00068922		2,101.70	IC TRNSF PMT 400 47101 300434 B04182 02
		IC	67533B	081597	00068922		2,218.46	IC TRNSF PMT 400 47101 300166 B04182 03
	020193	23,264.68						

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RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
		020202	POSTAGE					
59101	020202	IC	64178	071197	00040479	0.80	IC TRNSF PMT 521 52104	350323 W03307 01
		IC	64178A	071197	00040479	8.45	IC TRNSF PMT 521 52104	350323 W03307 02
		IC	64178B	071197	00040479	16.27	IC TRNSF PMT 521 52104	350323 W03307 03
		IC	66646	080897	00064692	46.67	IC TRNSF PMT 521 52104	350323 W03334 01
		IC	67567	082297	00074677	27.21	IC TRNSF PMT 521 52104	350323 W03384 01
		IC	69497	091997	00098324	14.62	IC TRNSF PMT 521 52104	350323 W03419 01
		020202				114.02		
		020207	TELEPHONE LONG DISTANCE CHARGES					
59101	020207	IC	64629	071897	00046612	6.37	IC TRNSF PMT 578 57801	301601 Y02353 02
		IC	66529	080897	00064692	2.18	IC TRNSF PMT 578 57801	301601 Y02410 02
		IC	66882A	081597	00068922	9.00	IC TRNSF PMT 578 57801	301601 Y02414 02
		020207				17.55		
		020208	TELEPHONE-LOCAL SERVICE					
59101	020208	IC	64629A	071897	00046612	183.55	IC TRNSF PMT 578 57801	301602 Y02353 02
		IC	66882	081597	00068922	183.55	IC TRNSF PMT 578 57801	301602 Y02414 01
		020208				367.10		
		020301	TRANSPORTATION ALLOWANCE					
59101	020301	MC	047126	072997	00055537	30.00	BENETTI	TIMOTHY
		MC	047615	080897	00065127	74.67	BENETTI	TIMOTHY
		MC	050592	093097	00108086	12.86	BODIN	DENNIS
		020301				117.53		
		020305	MESSENGER SERVICE					
59101	020305	PV	240707	080197	00058934	14.10	ROADRUNNER TRANSPORTATION INC	
		CA	64626	071897	00047534	33.20	ROADRUNNER TRANSPORTATION INC	
		020305				47.30		
		020501	PRINTING & STATIONERY					
59101	020501	CA	63289	070397	00034492	80.00	ST PAUL CITY OF FIN/TREAS DIV	
		CA	69068	091297	00092747	117.30	ST PAUL CITY OF FIN/TREAS DIV	
		CA	69502	091697	00095583	93.13	THOELE PRINTING	

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		020501		290.43				
		020803	EQUIPMENT & MACHINERY REPAIRS					
59101	020803	CA	64813	071597	00044022		318.98	IKON OFFICE SOLUTIONS
		020803		318.98				
		020906	BUILDINGS & OFFICE SPACE					
59101	020906	IC	63286	070397	00034484		947.00	IC TRNSF PMT 576 57601 360513 Y01129 01
		IC	63286A	070397	00034484		109.00	IC TRNSF PMT 576 57601 360513 Y01129 02
		IC	64628	071897	00046612		947.00	IC TRNSF PMT 576 57601 360513 Y01148 01
		IC	64628A	071897	00046612		109.00	IC TRNSF PMT 576 57604 360513 Y01148 02
		IC	66639	080897	00064692		947.00	IC TRNSF PMT 576 57601 360513 Y01171 01
		IC	66639A	080897	00064692		109.00	IC TRNSF PMT 576 57604 360513 Y01171 02
		IC	69498	091997	00098324		947.00	IC TRNSF PMT 576 57601 360513 Y01190 01
		IC	69498A	091997	00098324		109.00	IC TRNSF PMT 576 57604 360513 Y01190 02
		020906		4,224.00				
		020909	PARKING SPACE					
59101	020909	IC	10343K	070397	00034484		36.00	IC TRNSF PMT 576 57601 360205
		IC	10397T	080197	00058400		36.00	IC TRNSF PMT 576 57601 360205
		020909		72.00				
		021176	CLERICAL SERVICES					
59101	021176	CA	64764	071897	00047535		649.30	JEANE THORNE INC.
		CA	67525	081597	00069570		348.30	JEANE THORNE
		CA	67527	081597	00069570		387.00	JEANE THORNE
		CA	67566	082297	00075042		352.60	JEANE THORNE
		CA	68627	090397	00084265		722.40	JEANE THORNE, INC.
		021176		2,459.60				
		021401	MEMBERSHIP & DUES					
59101	021401	CA	66640	080897	00065129		37.00	American Public Transit Asso.
		CA	66883	080897	00065129		50.00	CITIZENS LEAGUE
		021401		87.00				

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RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		021403	CONFERENCE & SEMINAR EXPENSES						
59101	021403	CA	45608	071197	00041332		700.00	DESPIEGELAERE	KATHRYN
		CA	45874	071597	00044023		313.69	DESPIEGELAERE	KATHRYN M.
		CA	47265	080197	00058935		204.67	DESPIEGELAERE	KATHRYN
		CA	49854	090597	00087591		223.30	LINDEKE	THERESA M
		CA	49855	090597	00087591		113.95	LINDEKE	THERESA M
		CA	51176	092397	00101159		295.00	RAIL-VOLUTION '97	
		CA	51457	092697	00106152		487.68	DESPIEGELAERE	KATHRYN M
		CA	63287	070197	00031948		1,274.00	TRAVEL ASSOC OF CARRIAGE HILL	
		CA	64751	071597	00044024		1,985.80	ROSENBLUTH INTERNATIONAL	
		CA	67590	090597	00087592		295.00	RAIL VOLUTION '97	
		CA	69071	091297	00093434		135.00	COMMISSIONER OF TRANSPORTATION	
		CA	69507	091697	00095584		155.00	UNIVERSITY-OF-MINN	
		CA	69508	091697	00095585		70.00	MN PUBLIC TRANSIT ASSOCIATION	
		021403	6,253.09						
		030101	OFFICE SUPPLIES						
59101	030101	PV	240703	080197	00058935		119.39	THOELE PRINTING	
		CA	66644	080897	00064758		43.00	ST PAUL CITY OF FIN/TREAS DIV	
		CA	67578	090397	00083918		52.92	ST PAUL CITY OF FIN/TREAS DIV	
		030101	215.31						
		030201	COMPUTER OPERATING SUPPLIES						
59101	030201	PV	240702	071197	00040564		7.19	GENERAL OFFICE PROD CO-8	
		PV	240705	071197	00040564		7.19	GENERAL OFFICE PROD CO-8	
		PV	240706	071197	00041326		14.91	JOHNSON SUPPLY CO	
		030201	29.29						

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45,244.32

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NE CORRIDOR BEAM TO N CNTY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
NE CORRIDOR BEAM TO N CNTY								
	020102	CONSULTING SERVICES						
	59112	020102	CA	69900	091997	00099042	2,500.00	JLS ENTERPRISES
	020102						2,500.00	

NE CORRIDOR BEAM TO N CNTY

2,500.00

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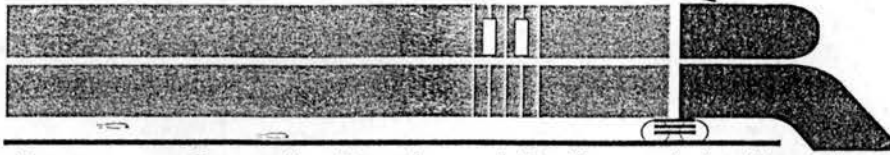
DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT
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COMMUTER RAIL DEMO PROJECT

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
COMMUTER RAIL DEMO PROJECT								
	020193	COUNTY PROJECT MANAGEMENT SERVICES						
59113	020193	IC	67583D	090597	00087024		1,861.96	IC TRNSF PMT 400 47101 300434 804183 01
		IC	67583R	091997	00098324		1,575.11	IC TRNSF PMT 400 47101 300434 804183 01
		IC	68632	090597	00087024		654.68	IC TRNSF PMT 400 47101 300434 804207 01
		IC	68632A	090597	00087024		235.68	IC TRNSF PMT 400 47101 300434 804207 02
		IC	68632B	090597	00087024		249.77	IC TRNSF PMT 400 47101 300166 804207 03
	020193						4,576.20	
	020402	ADVERTISING & PROMOTION						
59113	020402	CA	64761	071197	00041333		88.40	DESPIEGELAERE KATHYRN
		CA	66632	080897	00065130		268.17	AUGIES'S CATERING
		CA	66635	080897	00065131		1,075.00	MINNESOTA COACHES
		CA	66910	081597	00069042		926.80	ST PAUL/CABLE COMMISSION
		CA	67574	082297	00074675		523.08	ST PAUL CITY OF FIN/TREAS DIV
		IC	67583A	082297	00074677		1,237.35	IC TRNSF PMT 400 47101 300434 804183 02
		IC	67583B	082297	00074677		1,306.09	IC TRNSF PMT 400 47101 300166 804183 03
		CA	68630	090397	00083813		412.41	ST PAUL CITY OF FIN/TREAS DIV
	020402						5,837.30	
	021221	PARTICIPATION FEES						
59113	021221	CA	45262	070897	00036154		33,000.00	ANOKA COUNTY REGIONAL RAILROAD
	021221						33,000.00	
COMMUTER RAIL DEMO PROJECT							43,413.50	

FUND 591 TOTAL

91,157.82



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

November 18, 1997

8:30 AM

Council Chambers, Third Floor, Courthouse

1. * Minutes of November 4, 1997
 2. Phalen berm removal
 3. Comprehensive Transportation Plan
 4. * Transit-related legislation
 5. * Ratify the construction agreement with the City of Maplewood for connection of pathway to BN regional trail and authorize Chair to sign the permit
 6. * Ratify the construction agreement with the City of Maplewood for installation and maintenance of sanitary sewer line and authorize Chair to sign the permit
 7. * Approve partial payment No. 1 in the amount of \$1093.33 and partial payment No. 2 in the amount of \$13,119.01 to SRF Consulting Group for professional engineering services for the Riverview/Hiawatha Transitways
 8. * Ratify quarterly report of payments for July 1 through September 30, 1997
- * Action is requested



Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY BOARD MEETING

November 4, 1997

The Ramsey County Regional Railroad Authority met on Tuesday, November 4, 1997, in Council Chambers, 3rd Floor Courthouse.

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

MEMBERS ABSENT: NONE

OTHERS PRESENT: David MacMillan, Terry Schutten, Terry Lindeke, Nick Riley, Kathy DeSpiegelaere, Paul Kirkwold, Vern Wehlage, Jim Van Houdt, Karen Tero, Jon Walsh, Tim Mayasich, and Kris Longhenry.

Chairman Ortega called the meeting to order at 8:48 a.m.

1. Approve minutes of the Ramsey County Regional Railroad Authority Board meeting of August 12, 1997.

Motion by Commissioner Bennett, seconded by Commissioner Haigh, to accept the minutes from the August 12, 1997 RCRRA meeting.

Ayes - 7, Nays - 0
Motion accepted.

2. State transportation legislative requests.

Terry Lindeke presented proposed Ramsey County transit/transportation legislative issues for 1998.

Commissioner Rettman suggested adding a section on changing lane width standards on local roads to the packet similar to the section designed for speed limits on local roads. Paul Kirkwold agreed to put some information together on lane width standards for the RRA to discuss.

Commissioner Haigh questioned why the issue discussed with Representative Hausman on the expansion of the responsibility/authority of the Joint Powers Board for transportation planning wasn't in the packet. Commissioner Bennett said that it was understood that Representative Hausman is going to present this issue to the legislature.

Commissioner Reinhardt suggested adding a statement to the legislative packet that would include Ramsey County's support for Representative Hausman's concept. She also commented on Commissioner Rettman's earlier suggestions on lane width, by adding that stressing environmental impacts may help in the argument of changing lane width standards.

Commissioner Wiessner commented that Representative Hausman's issue should be brought before the RCRRA before Ramsey County outright supports it.

Commissioner Guerin believes that there should be a policy in place for deviating from MSA lane width standards rather than always having to apply for variances. This policy would allow for deviation of the MSA lane width standards if the community requests it and everything (safety, environmental concerns, etc.) is feasible from an engineering standpoint. He stated that one of the main reasons that people become disenfranchised with government is because we have so many rules in place and one of the things that affects the liveability of the neighborhoods the most are the streets.

Terry Lindeke added that this may be a way to sell this strategically if we talk about creating our own internal policy. Nick Riley said that there is precedence for this type of policy and referred to the scenic byways in Minnesota. He commented that with environmental concerns, neighborhood concerns, and other information, there may be a good chance to pass something.

It was agreed after much discussion that a paragraph will be added to the legislative packet to include Ramsey County's support of Representative Hausman's concept but will not be voted on until something is written up and brought before the RCRRA.

David MacMillan added that some issues that are in the packet may have to be acted upon by the County Board and cannot be acted upon by the RCRRA.

Paul Kirkwold stated that there were a couple of issues that had come up since the packet was put in place. The first issue involves a statute that was passed by the legislature 2 years ago. This entitles contractors who have sufficient resources to invest the money that would normally be used for retainage on construction projects and forces the county to pay the entire bill on a monthly basis. This takes away some incentive to complete work because there is no retainage. A package is being worked on to get the law repealed.

The second issue involves trying to find a way to get state aid dollars to cities with less than 5,000 residents. Paul met with other County Engineers across the state and this issue was raised. Paul and Nick are trying to arrange a meeting with the State Aid Engineer and their legislative person to see if this can happen. This would have a positive impact for the cities of less than 5,000 in the County. Commissioner Reinhardt supported looking into this issue.

Terry Lindeke stated that there is interest in District 10 on the issue of aid to smaller cities. This was discussed at the last AMC District 10 meeting and their plan is to have the engineers present something on this for discussion there.

Commissioner Guerin asked Paul Kirkwold to find out what the contractors' position is on repealing the law. Paul assumed that the argument for the contractors would be that they weren't getting full payment and it was costing them money on the investment side - the County is investing their money and earning interest on it.

Commissioner Haigh brought up an issue that had to do with the relocation of the Snelling Bus Garage from its present location on Snelling and University to the Northeast corner of downtown. At a meeting last week, one of the discussions was the importance of that bus location becoming a transit hub and its connection to the Phalen Corridor and the Riverview Corridor. She would like to see more discussion on this by the RCRRA and

knows the Metropolitan Council would like the RCRRA support on their proposal but our main concern would be on how it connects to the corridors.

Terry Lindeke stated that this meeting was an initial meeting to start meeting with policy makers. Terry and Nick are meeting with Sally Evert tomorrow to flesh something out to take back to this Board and find out what they want this Board to take a position of. Commissioner Ortega requested that at that meeting, make sure all affected District Councils are included in the planning process.

Commissioner Haigh stated that the timing of this is crucial because state bonds are being requested for financing of the Garage which is up in this legislative package in this bonding session. She said we need to see the full package and see how it competes or complements our own bonding request and have a chance for the whole board to have a discussion about that. She would like to see the proposal come back with language about transit hub and connection to the corridors before we would decide if we would really want to support it.

Commissioner Bennett motioned to move on to the next agenda item.
Commissioner Reinhardt seconded.

Ayes - 7, Nays - 0
Motion accepted.

3. Background on transit planning for the county and region.

Kathy DeSpiegelaere brought up the issue of transit planning and the Ramsey County Comprehensive Plan.

Commissioner Ortega stated that the cities and county need a comprehensive plan completed by the end of 1998. He suggested that this be an ongoing agenda item for the RCRRA so it can be worked on throughout the year at the same time as the other local municipalities in the county are and hopefully incorporate some of the information going into their comprehensive plans. This is a change in the way it's been done in the past. We have always waited for the municipalities to complete their comprehensive plans before we have done ours.

Commissioner Wiessner believes working parallel with the municipalities on the comprehensive plans is a good idea. She stated that if we have an idea of what we think should happen, initiate it and get their reaction to what we have in mind because it may be to late if they are all done with their plan. She also suggested that at the next meeting there be a draft timeline of the steps for the comprehensive plan.

Paul Kirkwold distributed copies of the current Ramsey County comprehensive plan and copies of information from other counties on what they have done for their comprehensive plans for the RCRRA to review.

The meeting adjourned at 9:35 a.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

11/10/97

Date

Board Action Requested

Phalen Berm Removal.

DISCUSSION ONLY

Request Justification

See Attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

11/18/97

Board Date

Kristine A. Longhewy

Signature

11-10-97

Date



CITY OF SAINT PAUL
Norm Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 612-266-6655
Facsimile: 612-228-3261

September 29, 1997

Rafael Ortega, Chair
Ramsey County Regional Railroad Authority
665 Ramsey County Government Center - West
50 West Kellogg Boulevard
Saint Paul, Minnesota 55102

Dear Mr. Ortega:

This is written to request RCRRA approval for regrading a portion of the RCRRA-owned railroad berm to cross Maryland Avenue and Johnson Parkway at-grade as part of the Prosperity Avenue realignment project, a County Road to be constructed next summer, and using the berm as a source of fill needed for Prosperity Avenue. The City is taking responsibility for acquiring right-of-way needed for this new County Road, and is now proceeding with design and engineering for the project. Your approval of regrading a portion of the berm is needed now to provide for the best design and location for the new Prosperity Avenue/Johnson Parkway/future Phalen Boulevard intersection, and for Johnson Parkway continuity in this area.

Both the realignment of Prosperity and regrading of the railroad berm are specifically called for in the Phalen Village Small Area Plan, which was adopted by the City Council on December 6, 1995, as part of the City's Official Comprehensive Plan, and is our most ambitious attempt at creating a compact, mixed-use, pedestrian- and transit-oriented "urban village" at a potential neighborhood LRT station in St. Paul. The plan calls for the future LRT station to be constructed at-grade (rather than grade separated) immediately south of Maryland Avenue to create a direct pedestrian connection between the LRT station and the Phalen Village commercial core along Maryland, to provide for safe and convenient access to LRT from cars and buses, and to strengthen the connection between Phalen Village and Phalen Park (an asset that would be of tremendous value in our efforts to attract quality commercial and residential development to the area). Based on what we know about traffic volumes and movements in the area, and what we expect for LRT, we have determined that at-grade crossings of Maryland Avenue and Johnson Parkway would be acceptable.

The Phalen Village Plan calls for gradually sloping the berm up going north from Maryland to its existing height just south of the McAfee Street cul-de-sac lots (a slope of about 2%). This was worked out with adjacent property owners during the process of adopting the plan. North of this the berm serves as a noise and privacy barrier between East Shore Drive and the back yards of residents along the west side of McAfee Street.

The Phalen Village Plan rezoned property adjacent to the proposed LRT station location to B-2 Community Business to provide for the best possible mix of neighborhood-, pedestrian- and transit-oriented commercial and residential development adjacent to the LRT station. It also calls for drop-off/pick-up access along the east side of the LRT station between Maryland and Rose. It would be difficult and expensive to make this work without an at-grade station.

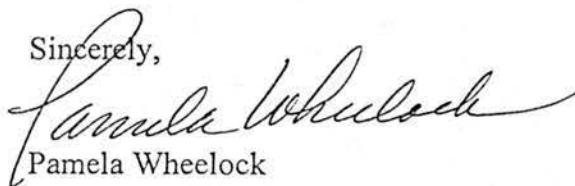
Regrading the railroad berm as part of the Prosperity realignment project would be the first concrete step toward implementation of these recommendations. It would also "kill two birds with one stone," providing an efficient source of fill for a new County Road now (fill would not have to be moved very far), and substantially reducing the cost of constructing LRT later (would not have to construct new bridges for LRT or regrade the berm later as part of LRT development costs).

In the short run, regrading the berm will provide for the safest Prosperity-Johnson Parkway intersection design and location, provide for better Johnson Parkway continuity, and provide an efficient source of fill for realigning Prosperity Avenue (a County Road). It will also create a stronger market for the kind of quality residential and commercial redevelopment east of the berm that will support future development of an LRT station here. For example, the City and North East Neighborhoods Development Corporation (a neighborhood nonprofit development organization) are working with a private developer on a townhouse project just north of Maryland and east of the berm that will be designed to feature the adjacent woods, recently restored wetlands, and Lake Phalen as amenities, and to dramatically reposition the visibility and market for housing in Phalen Village. The developer has stated that regrading the railroad berm to create a stronger connection to the lake and wetlands is integral to the success of the project.

In the long run, regrading the berm will provide for the best possible LRT station with the safest and most convenient pedestrian access, designed with the most supportive relationship between the station and the compact mixed-use commercial core of the Phalen Village area, all at the lowest possible cost.

Thank you for your support of our efforts.

Sincerely,



Pamela Wheelock

Director of Planning and Economic Development



Stacy Becker

Director of Public Works

cc: Mayor Norm Coleman
Councilmember Dan Bostrom
Councilmember Gladys Morton
Commissioner Dino Guerin
Senator Randy Kelly

District 2 Community Council
North East Neighborhoods Devt. Corp.
Phalen Corridor Initiative
Phalen Village Business Association
Robert Piram, Parks



Interdepartmental Memorandum

CITY OF SAINT PAUL

DATE: November 6, 1997

TO: Stacy Becker, Director of Public Works
Robert Piam, Director of Parks and Recreation
Pamela Wheelock, Director of Planning and Economic Development

FROM: Mike Kassan
Mike Klassen
Paul St. Martin
Allan Torstenson

RE: Proposal to Ramsey County Regional Railroad Authority for changes to RCRRA railroad ROW as part of Prosperity Avenue Realignment/Phalen Wetland Project

PROSPERITY REALIGNMENT / PHALEN WETLAND PROJECT DESCRIPTION

1. Prosperity Avenue Realignment Project

A project to realign Prosperity Avenue between Johnson Parkway and Rose Avenue is planned for construction next summer. This is a County State Aid Road, and the realignment is a cooperative City-County project. The City is taking responsibility for acquiring needed right-of-way, and is now proceeding with design and engineering for the project.

Calls for realignment of Prosperity Avenue between Maryland Avenue and Johnson Parkway go back at least to the 1970s when the City Council adopted Comprehensive Plan elements for Streets and Highways and for District 2 recommending the realignment. The need for realignment of Prosperity was reinforced and reiterated in the Phalen Village Small Area Plan, which was adopted by the City Council on December 6, 1995, as part of the City's Comprehensive Plan. Realignment of Prosperity Avenue between Maryland Avenue and Rose Avenue was completed by the City in 1996. Completion of the realignment between Rose Avenue and Johnson Parkway will address long-standing traffic safety problems caused by the jog of Prosperity at Maryland, improve access to existing businesses and developable commercial parcels, and create a Phalen Village circulation system that is safer and more understandable.

Prosperity Avenue will be aligned to match the new Prosperity north of Rose Avenue and will match into Johnson Parkway where the proposed Phalen Boulevard intersects with Johnson parkway. The realigned Prosperity will include a median, one traffic lane in each direction, bike lanes, parking lanes, sidewalks, street lights and boulevard trees. The design will facilitate the projected traffic for the area. If and when Phalen Boulevard is constructed, and if traffic volume warrants, it is possible to ban parking and institute an additional traffic lane on the roadway.

The Johnson Parkway-Prosperity intersection, which is currently channelized to facilitate high speed turning movements and is a difficult place for pedestrians, will be a standard signalized intersection that gives Johnson Parkway continuity, is more understandable, is safer and easier for pedestrians to cross, provides more green space, and has more of a parkway character. It is also proposed that the existing railroad bridge over Johnson Parkway, which restricts Johnson Parkway and reduces sight distances, be removed as part of the project. This section of Johnson Parkway will be reconstructed to a 36 foot width, with one traffic lane and a bike lane in each direction, and widened slightly at the Prosperity intersection to accommodate a left turn lane. Lantern style lighting is proposed for Johnson Parkway.

2. Phalen Wetland Project

The second phase of the Phalen Village Wetland Restoration Project is also planned for construction next summer, and will be coordinated with the Prosperity Realignment Project for efficiency and cost-effectiveness. Land for the project has been purchased by the City using a Livable Communities Demonstration Account grant from the Metropolitan Council, and funding for construction has been received from the Legislative Commission on Minnesota Resources.

The wetland restoration project will implement another key recommendation of the Phalen Village Small Area Plan to create a wetland/natural corridor in low areas unsuitable for other development, and to use this natural landscape as a neighborhood signature amenity that creates a stronger connection between Phalen Village and its primary asset, Phalen Park. This project has resulted in a new partnership between the City and the Ramsey-Washington Metro Watershed District to design and develop the wetland to meet stormwater management needs as well as to create an amenity that enhances surrounding property value and helps to attract private commercial and residential investment in the area. The Ramsey-Washington Metro Watershed District will provide funding for the project, as well.

PROPOSAL TO RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

The proposal to the Ramsey County Regional Railroad Authority for changes to RCRRA-owned railroad ROW as part of the Prosperity Avenue Realignment/Phalen Wetland Project includes the following elements:

1. Removal of the old railroad bridge over Johnson Parkway

Removal of the old bridge, which restricts Johnson Parkway, reduces sight distances and is a liability, will provide for the safest design and location for the new Johnson Parkway-Prosperity intersection and for better Johnson Parkway continuity.

2. Realignment of Phalen Creek Trail to cross Johnson Parkway at the new Johnson Parkway-Prosperity Avenue intersection

Phalen Creek Trail would curve off of the railroad ROW just south of Johnson Parkway, cross Johnson Parkway at the traffic signal at the new Johnson-Prosperity intersection, and follow Johnson Parkway back to the railroad ROW as indicated on the attached plan.

3. Regrading the railroad ROW south of Maryland Avenue to provide for a possible future LRT station and at-grade crossings of Maryland and Johnson Parkway

Regrading of the railroad berm is specifically called for in the Phalen Village Small Area Plan, which was adopted by the City Council as part of the St. Paul Comprehensive Plan after a long neighborhood planning process and a great deal of citizen input. The Phalen Village Plan is our most ambitious attempt at creating a compact, mixed-use, pedestrian- and transit-oriented "urban village" at a potential neighborhood LRT station in St. Paul. The plan calls for the future LRT station to be constructed at-grade (rather than grade-separated) immediately south of Maryland Avenue (see attached "Map 5: Street and Transit Concept" from the Phalen Village Plan and the attached "Phalen Village LRT Station Proposal," which shows the station in more detail). An at-grade LRT station could best provide for a direct pedestrian connection between the station and the Phalen Village commercial core along Maryland, provide for safe and convenient access to LRT from cars and buses, and help to strengthen the connection between Phalen Village and Phalen Park (very important in our efforts to attract quality commercial and residential development to the area).

The City will prepare a detailed grading and landscaping plan for disturbed portions of the railroad ROW, and submit it to the RCRRA for approval. Landscaping of disturbed portions of the ROW, including trees, shrubs, ground cover, and fencing as appropriate, will be done as part of the project.

4. Use of the existing railroad berm south of Maryland as an efficient source of fill needed for realigning Prosperity Avenue between Rose Ave. and Johnson Parkway

Regrading the railroad berm as part of the Prosperity Avenue Realignment Project would be the first concrete step toward implementing Phalen Village Plan recommendations for design and development of LRT in a way that really serves Phalen Village. It is an opportunity to "kill two birds with one stone," providing an efficient source of fill for a new County Road (fill would not have to be moved very far), and substantially reducing the cost of constructing LRT later (would not have to construct new bridges for LRT or regrade the berm later as part of LRT development costs). It is also an opportunity to make significant progress on implementation of another key recommendation in the Phalen Village Plan to strengthen the connection between Phalen Village and its primary asset, Phalen Park, which is so important in our efforts to attract quality private reinvestment in the area.

Regrading the berm now as part of the Prosperity Avenue Realignment Project would, in the long run, provide for the best possible LRT station with the safest and most convenient pedestrian access, designed with the most supportive relationship between the station and the compact mixed-use commercial core of the Phalen Village area, while lowering the cost of future LRT development..

5. Regrading the railroad ROW north of Maryland Avenue to provide an LRT-compatible grade going north from an at-grade crossing of Maryland

The City will take responsibility for gradually sloping the berm up going north from Maryland to its existing height just south of the McAfee Street cul-de-sac lots (a slope of about 2%). North of this the berm serves as a noise and privacy barrier between East Shore Drive and the back yards of residents along the west side of McAfee Street, and will remain. This was worked out with adjacent property owners during the process of adopting the Phalen Village Plan, and meets the previously stated RCRRA condition that they be left with a situation in which LRT is buildable without additional soil removal. A very gradual slope of 2% is well under the maximum grades required for potential uses of the right-of-way for LRT and/or a trail.

Fill removed from the railroad berm north of Maryland will not be used for the Prosperity Realignment Project. Rather, it will be used for other Phalen Village projects such as redevelopment of the Lakewood Apartments site, new commercial development along the north side of the realigned Prosperity Avenue, and/or redevelopment of the City-owned eastern portion of the Phalen Center site. If fill material is sold for private development, any funds received over and above the cost of landscaping plans and restoration of disturbed portions of the ROW will go to the RCRRA.

The City will prepare a detailed grading and landscaping plan for disturbed portions of the railroad ROW for RCRRA approval, and restore disturbed areas with appropriate landscaping.

6. Installation of pipe under railroad ROW to connect wetland restoration areas

Installation of a pipe under the railroad ROW to provide for natural water flow between the proposed wetland restoration area west of the ROW just south of Maryland to the proposed wetland restoration area east of the ROW near Geranium as indicated on the attached plan. This is similar to other storm sewer pipes which go under the ROW, and poses no problems for future LRT construction. It would provide for the small amount of water flow needed to maintain the restored wetlands as a neighborhood amenity.

7. Location of a tennis court on the railroad ROW

With restoration of the wetland and displacement of tennis courts at the southeast corner of Johnson Parkway and Maryland Avenue, the number of tennis courts further south along Johnson Parkway needs to be expanded as indicated on the attached plan. Until LRT is constructed, the best layout includes one tennis court on a portion of the railroad ROW. Like Phalen Creek Trail, this would be subject to change if LRT is built, and the City would be responsible for moving the tennis court if that becomes necessary.

RESPONSE TO SPECIFIC QUESTIONS AND ISSUES THAT HAVE BEEN RAISED

1. How does the proposed at-grade station fit with the "Principles for Effective Integration of Land Use and LRT" developed by the Metropolitan Council to guide LRT development in the Twin Cities?

The Metropolitan Council's "Guiding Principles for Effective Integration of Land Use and LRT" calls for development of LRT in a way that "respects the scale character of the community each station serves, builds on local initiatives, contributes towards realization of community goals, sets a civic precedent with a strong definition of the public realm that links the station to the surrounding area, and inspires collaborative efforts to transform the community into a memorable, remarkable, special place." It states that "access to stations should be clear, self-evident and direct," that pedestrian access should be easy and inviting, and that "pedestrians should be able to reach stations without using bridges or undercrossings." It states that "the more closely LRT is woven into the fabric of the city, the more powerful it becomes as both a development and a transportation tool."

Recommendations in the Phalen Village Plan for how to integrate LRT into the Phalen Village area, including the recommendation for an at-grade station, directly respond to the Metropolitan Council's "Guiding Principles for Effective Integration of Land Use and LRT. An at-grade station would contribute toward realization of community goals and would be directly accessible from the Phalen Village commercial core. East of the proposed LRT station, the Phalen Village Plan rezoned property B-2 Community Business to provide for the best mix of neighborhood-, pedestrian- and transit-oriented commercial and residential development adjacent to the LRT station. West of the station, the Phalen Village Plan calls for removal of the existing tennis courts (which are surrounded by chain link fences), restoring wetlands, and thus creating a strong connection between the LRT station and natural areas in Phalen Park as well as to the Phalen Village commercial core. This is a design that would "set a civic precedent with a strong definition of the public realm that links the station to the surrounding area and inspires collaborative efforts to transform the community into a memorable, remarkable, special place."

The proposed at-grade station provides for clear, direct, safe, and convenient pedestrian access from the Phalen Village commercial area, from bus stops on Maryland, and from the Phalen Creek Trail. It also provides for clear, direct access for drop-off and pickup of LRT riders via a new street along the east side of the station (see attached "Phalen Village LRT Station Proposal). With a grade-separated station, about 70 feet of the 100 foot railroad ROW would be taken up by steep side slopes, and there would not be space for a new street for drop-off and pickup without acquiring additional right-of-way and significant impact on adjacent property. Pedestrian access would be much less direct and would be dependent on costly and less reliable elevators. Passenger waiting areas that are not visible from the street would tend to exacerbate security problems.

There is a strongly held belief in the Phalen Village neighborhood that a grade-separated station would harm efforts to realize community goals and transform the community into a remarkable, special place, and that it would not respect the character of the community or be conveniently linked to the surrounding area. Some would question the wisdom of constructing LRT if it cannot be done in a way that, in the words of the Metropolitan Council's publication "Economic Development Potential Around Central Corridor LRT Stations," serves more than a transportation agenda, compliments the community it serves, and contributes towards community development goals.

2. Would at-grade LRT crossings of Maryland Avenue and Johnson Parkway be safe?

While grade-separated LRT crossings of Maryland and Johnson Parkway would be desirable from a strictly traffic safety and traffic flow point of view, based on what we

know about traffic volumes and movements in this area, and what we expect for LRT, at-grade crossings would be acceptable. Any marginal benefits of grade separation for traffic flow and traffic safety are outweighed by the benefits of an at-grade station for clear, direct, safe and convenient access for pedestrians and for drop-off and pickup of riders, for more visible and secure passenger waiting areas, and for its contribution to community development goals.

The at-grade station design shown on the attached "Phalen Village LRT Station Proposal" is basically the same as that proposed for the Westgate LRT Station in the Central Corridor just west of Highway 280 between University Avenue and Franklin Avenue. At the Westgate Station, LRT would have at-grade crossings of University Avenue (over 20,000 vehicles per day) and Franklin Avenue (7500 vehicles per day). There are about 15,000 vehicles per day where LRT would cross Maryland and about 9000 vehicles per day where LRT would cross Johnson Parkway.

Compared with the Central Corridor, LRT in the Northeast Corridor would have relatively low frequency. Headways in the Northeast Corridor will likely never be shorter than 15 minutes, or one crossing every 7 1/2 minutes at the most. Fifteen minute headways are likely to occur only during peak periods. A two or three car LRT train would take only a few seconds to cross a street. After reviewing the issues that pertain to this specific area, it appears that grade-separation does not have to be a priority, and that at-grade LRT crossings at Maryland and Johnson Parkway provide significant benefits to this area and to the City. Public Works can support at-grade crossings at these locations.

3. How would regrading the railroad ROW to provide for an at-grade LRT station and at-grade crossings of Maryland and Johnson Parkway affect the cost of LRT development?

With grade-separated crossings of Maryland and Johnson Parkway, the need to construct new bridges over Maryland and Johnson Parkway, and a station structure with retaining walls and elevators, would be the most costly part of LRT development in this area. The bridges alone would cost an estimated \$4 million; gated crossings would cost roughly \$500,000, a savings of about \$3.5 million.

4. How will at-grade crossings affect LRT travel times?

North-bound LRT trains coming out of an LRT station immediately south of Maryland could be delayed about 4 to 8 seconds (enough time for pedestrians to clear the track). For all south-bound crossings at Maryland and for all crossings at Johnson Parkway, the gates could be timed so that LRT would cross at full speed under normal circumstances. Emergency vehicles could occasionally preempt the signals and gates.

5. Will there be any added liability issues associated with at-grade crossings?

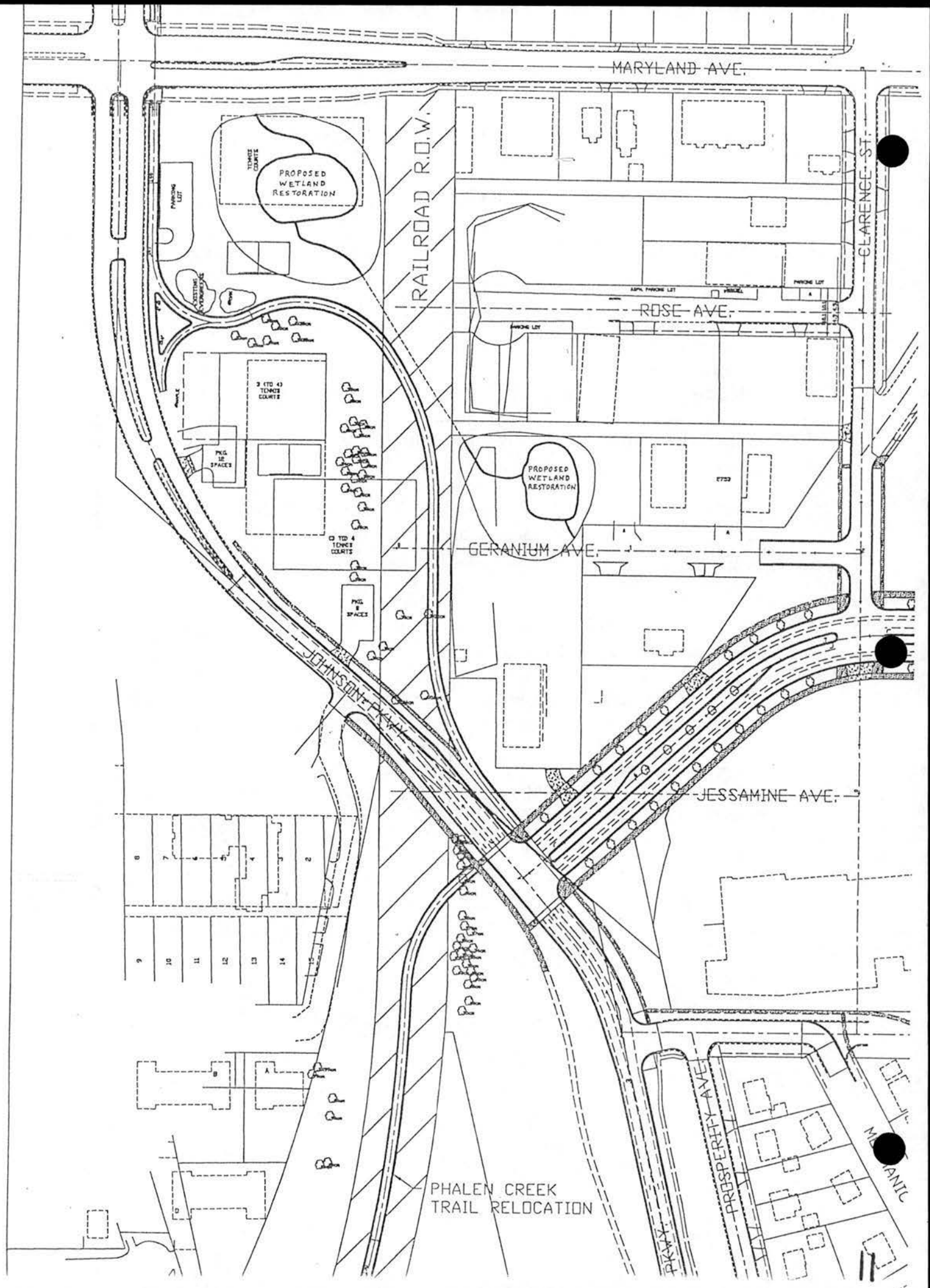
There are liability issues associated both with bridges and with at-grade crossings, with no particularly significant cumulative difference. We have approved Preliminary Design Plans for LRT in the Central Corridor that include a number of at-grade crossings (some at streets with far higher traffic volumes and more complex traffic movements than at Maryland and Johnson Parkway), and that also include some grade-separated crossings.

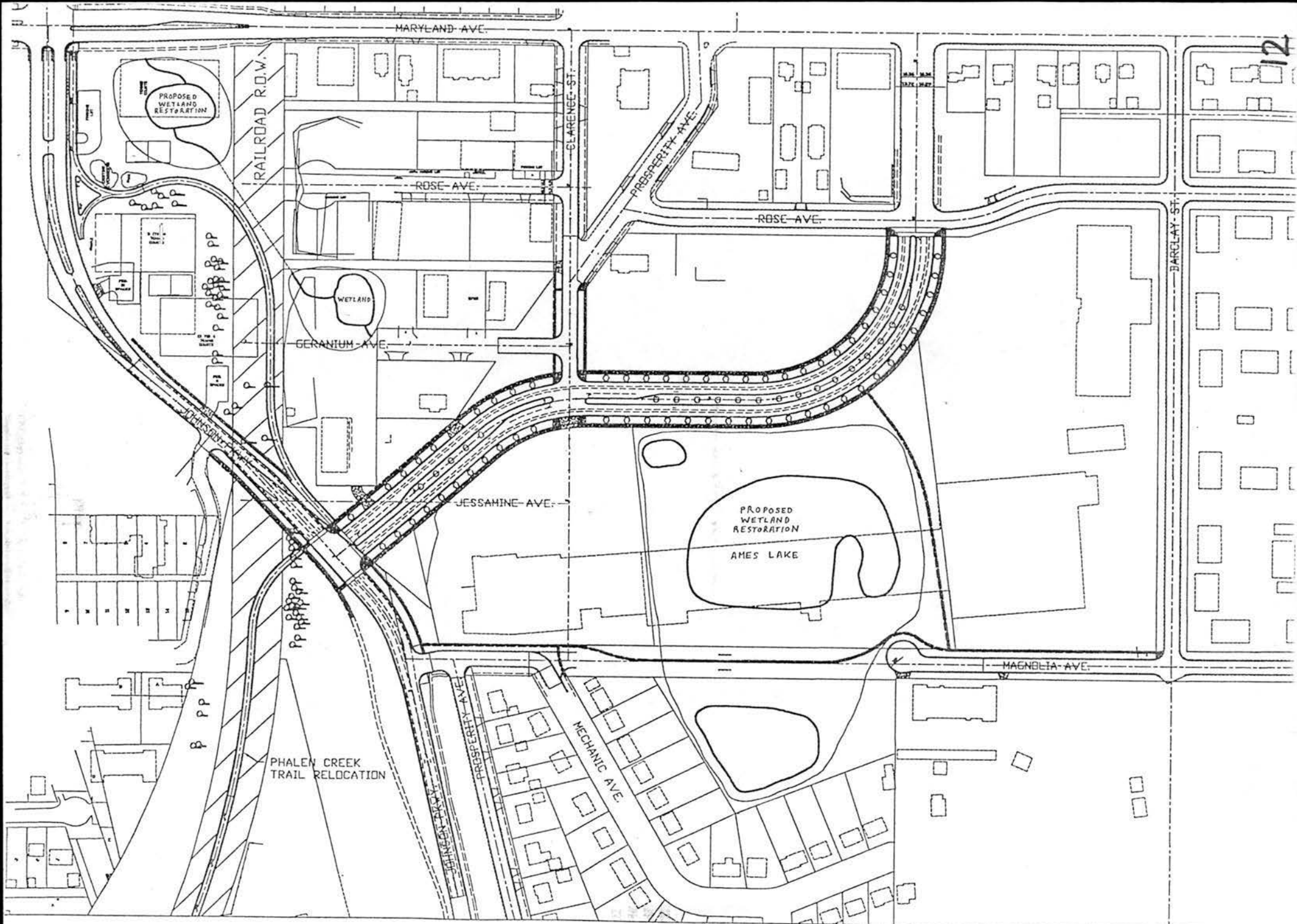
6. Would the railroad corridor remain stable for LRT development if it is regraded as proposed?

Soil borings have been taken to determine the stability of underlying soils (see attached memo from James Tolaas, Ramsey County Dept of Public Works). The cost of selective soil correction for LRT development is not expected to be extensive within the context of rail construction.

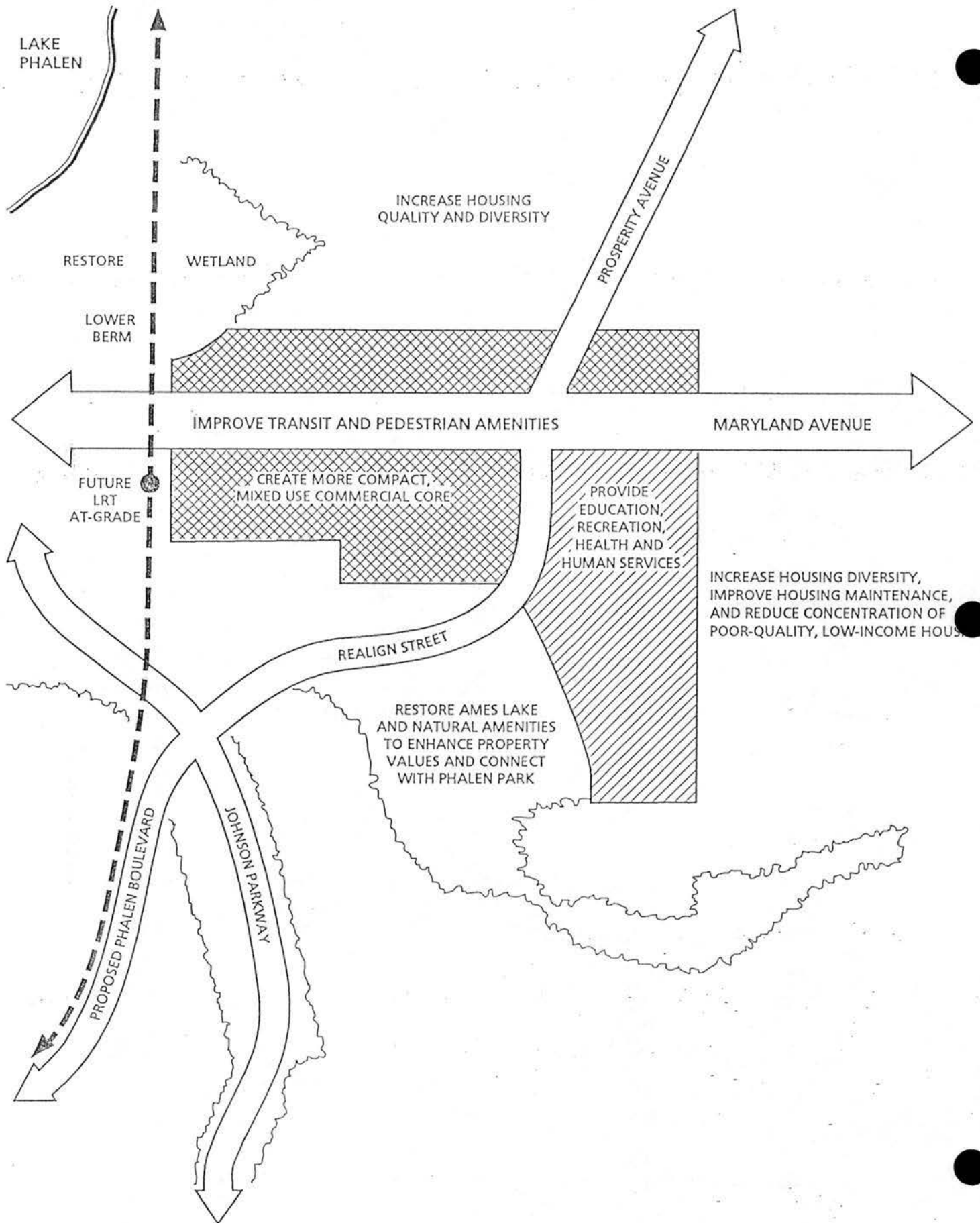
7. How would regrading of the railroad ROW as proposed affect maintenance responsibilities for the RCRRA?

Regrading the ROW as proposed and construction of LRT at-grade would eliminate the cost of maintaining two bridges and a significant station structure, as well as the high cost of building the bridges and station structure in the first place. Regrading the ROW as proposed will not have significant impact on maintenance responsibilities in the shorter term, before LRT is built, although it should be somewhat easier to maintain flat property than the steep slopes of the berm.

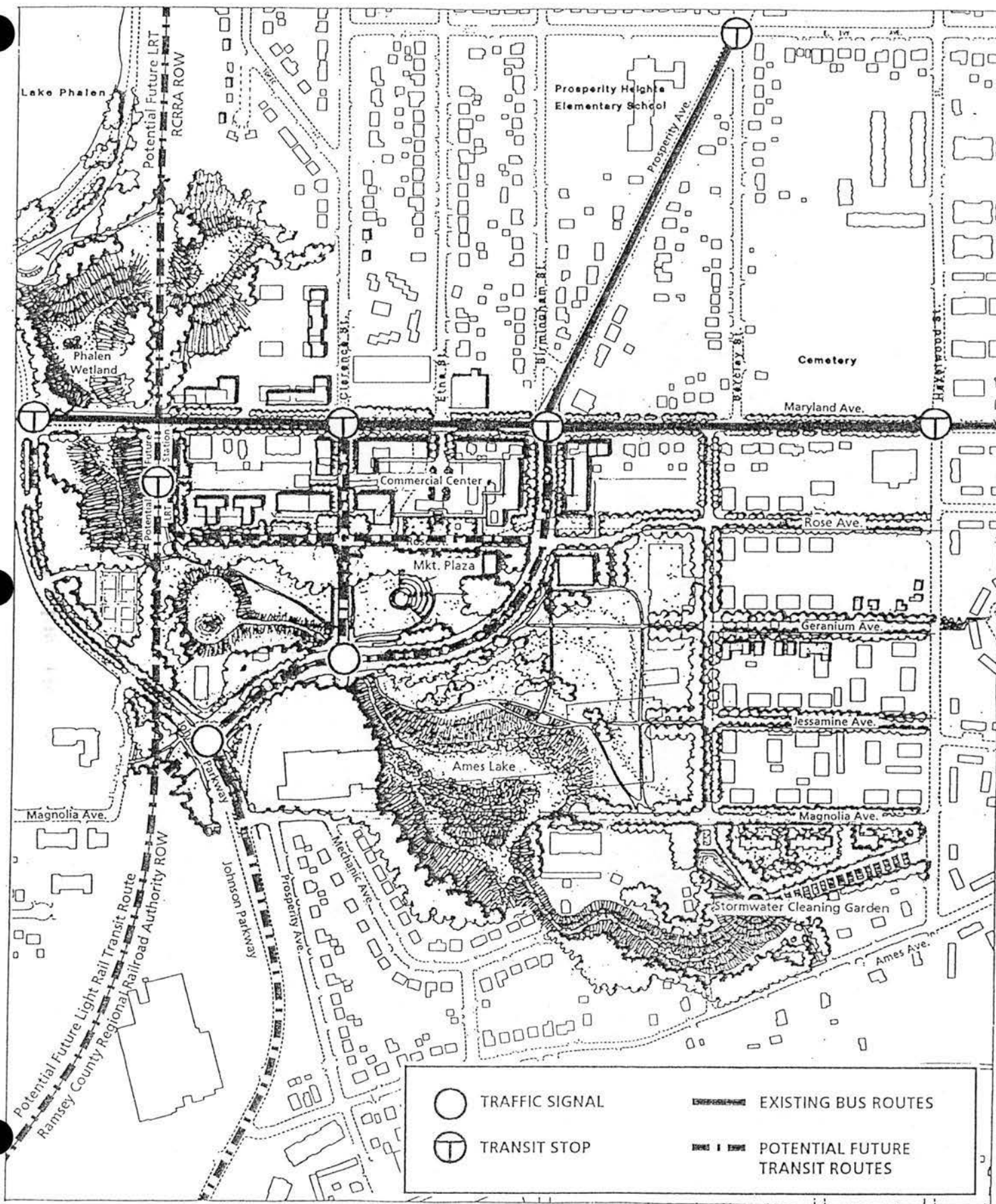




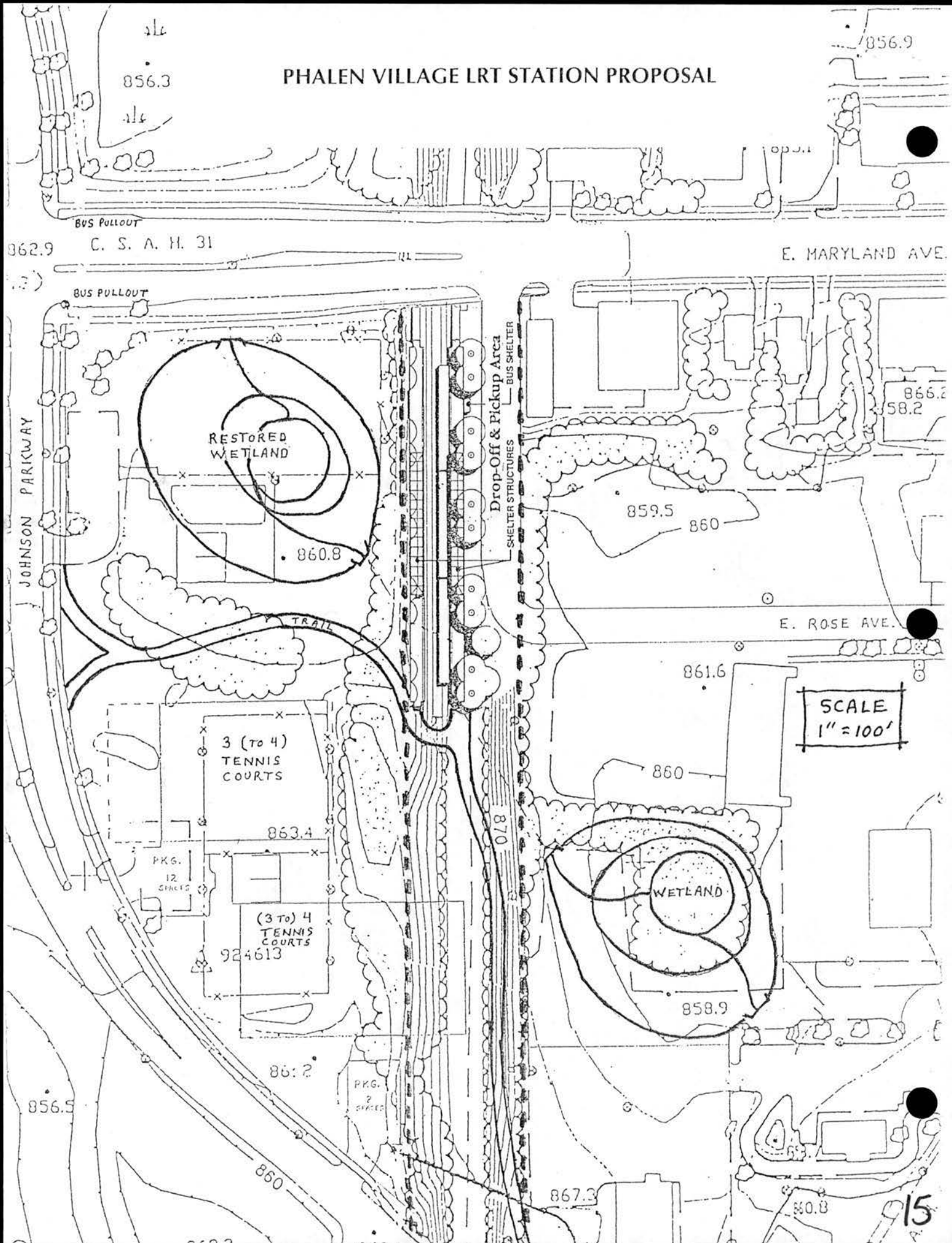
PHALEN VILLAGE CONCEPT POLICY MAP

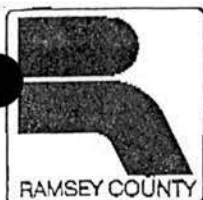


MAP 5: STREET AND TRANSIT CONCEPT



PHALEN VILLAGE LRT STATION PROPOSAL



**Department of Public Works**

Paul L. Kirkwold, P.E., Director and County Engineer

ADMINISTRATION/LAND SURVEY

50 West Kellogg Blvd., Suite 910

St. Paul, MN 55102 • (612) 266-2600 • Fax 266-2615

ENGINEERING/OPERATIONS

3377 N. Rice Street

Shoreview, MN 55126

(612) 484-9104 • Fax 482-5232

MEMORANDUM

To: Kathryn DeSpiegelaere
From: James E. Tolaas 
Date: September 22, 1997
Subject: Burlington Northern Corridor Berm
Soils Summary

Attached are soil logs for borings taken along the existing railroad embankment within an area approximately 900 feet north and 300 feet south of Maryland Avenue. The borings were taken to determine the quality of material within the embankment and also to help determine the stability of underlying soils -- in the event portions or all embankment material removed.

The material within the embankment itself varies somewhat with location and depth but is a suitable fill material for many different applications including building sites and roadway embankments. The material does have a market value -- the actual amount being dependent on a number of factors including application, haul distance and cost to remove.

Native soils beneath the embankment vary in gradation and quality but have consolidated beneath the forces of the embankment. It is reasonable to assume they are and will remain stable and that removal of the berm should not present any immediate problems. On the other hand, if the corridor is developed for rail transit operations in the future, selective soil correction should be anticipated. This would amount to removal of organics, silts, and organic clays and replacement with granular materials. The cost of such corrections would not be considered extensive within the context of rail construction.

bnsuil.doc

515

B.N.R.R. BERM - PHALEN LAKE AREA

ALL BORINGS TAKEN ON E. OF RAILROAD EMBANKMENT
ALL DEPTHS ROUNDED OFF TO NEAREST FOOT

T.H. 1 156' SOUTH OF E MARYLAND AVE.

0-1' R.R. BALLAST

1-2' SAND/GRAVEL BLK.

2-3' SAND/GRAVEL BRN.

3-7' SAND/GRAVEL BLK.

7-11' SAND BRN.

11-12' S.C.L. BRN. N.P.

12-22' S.L./GRAVEL BRN. OCC. $\frac{3}{4}$ " ROCK

T.H. 2 272' SOUTH OF E MARYLAND AVE.

0-1½' R.R. BALLAST

1½-3' SAND/GRAVEL BRN.

3-7' SAND/GRAVEL/COAL BLK.

7-8' SAND/GRAVEL BRN.

8-10' SAND TAN

10-17' S.L./GRAVEL BRN. N.P.

17-22' S.C.L. BRN. P.I.

T.H. 3 197' NORTH OF E MARYLAND AVE.
0-1' R.R. BALLAST
1-4' SAND/GRAVEL BLK.
4-11' S.C.L. BRN. Sl. pl.
11-14' C.L. BRN. Pl.
14-21' S.C.L. BRN. Sl. pl.
21-22' S.L. BRN. N.P.

T.H. 4 619' NORTH OF E MARYLAND AVE.
0-2' SAND/GRAVEL/COAL BLK
2-4' L.S./GRAVEL BRN.
4-19' C.L. BRN. Pl.
19-20' MUCK BLK.
20-21' S.C.L. BRN. Pl.
21-22' S.L. BRN. N.P.

T.H. 5 920' NORTH OF E MARYLAND AVE.
0-1' SAND/GRAVEL BRN.
1-2' SAND/GRAVEL BLK.
2-5' SAND FINE GREY
5-8' LOAM BLK.
8-16' S.C.L. BRN. Sl. pl. occ. gravel
16-17' LOAM BLK.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

11/10/97

Date

Board Action Requested

Ramsey County Comprehensive Transportation Plan.

DISCUSSION ONLY

Request Justification

See attached Memorandum from P. Kirkwold with attachment.

Budgeting and Accounting

Ken Waller 11/10/97

County Attorney

Don MacMillan

Risk Management

Documentation certified complete for:

11/18/97

Board Date

Kristine A. Longhenry
Signature

11-10-97

Date



Department of Public Works

Paul L. Kirkwold, P.E., Director and County Engineer

ADMINISTRATION/LAND SURVEY

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MEMORANDUM

To: Regional Rail Authority
From: Paul Kirkwold
Date: October 24, 1997
Subject: Background Information on the Ramsey County Comprehensive Plan
Attachment: Minnesota State Statutes Chapter No. 176

The current Ramsey County Comprehensive Plan was adopted by the County Board on December 8, 1980. The plan was developed in response to the Metropolitan Land Planning Act (MLPA) of 1976 which required metropolitan area governmental units and school districts to prepare comprehensive plans. The MLPA required Ramsey County to prepare a Plan which consisted of three parts: transportation, solid waste and parks and open space. The Plan was prepared by three County Departments: transportation plan by Public Works, solid waste plan by Public Health, and parks and open space plan by the Parks and Recreation. The Public Works Department acted as lead by coordinating the production and submittal of the individual plans into one document, the Ramsey County Comprehensive Plan.

Prior to its adoption in 1980 the Draft Comprehensive Plan was circulated to local municipalities, school districts and neighboring communities for review and comment. The review process aided in informing others of the content of the plan and encouraged comments dealing with mutual interest of communities and schools districts prior to submission to the Metropolitan Council.

In 1995, the State Legislature passed an amendment to State Statutes Chapter 176 that required metropolitan counties to review and, if necessary, update their comprehensive plans by December 31, 1998. In order to review and update the transportation portion of the Comprehensive Plan, the County Board allocated \$100,000 in the 1997 budget to pay for required research and analysis.

A comprehensive plan is a group of plans that together help achieve a desired state (vision) at some time in the future. Chapter 6 of the Ramsey County Charter required that a

countywide strategic plan be developed. In March 1994 the County Board approved the planning process which began a three year period of extensive citizen involvement in the development of a strategic plan for the County. The update of the Comprehensive Plan for transportation will address the applicable visions contained in the Strategic Plan.

The Department is seeking direction as to how the Regional Rail Authority would like to approach this project. The State Statute and the Metropolitan Council do not give clear guidance or direction as to what components the metropolitan counties are required to include in their comprehensive plan. As a result, each metropolitan county has approached the review of their comprehensive plan in various ways.

At this meeting, the Department of Public Works will present to the Regional Rail Authority the elements of the current plan and compare them with the current statute along with how other counties have approached this requirement.

Discussion at future meetings of the Regional Rail Authority will address:

- o What should be contained in the updated plan?
- o How do we ensure coordination with other agencies?
- o How do we ensure the plan addresses the needs of the public?

AN ACT

NOTE

This is the final version
of the bill that will be
transmitted to the governor's
desk. Check House Index Department
for updated status (295-6546).

- 1
- 2 relating to local government; modifying certain
3 provisions relating to comprehensive municipal
4 planning in the metropolitan area; amending Minnesota
5 Statutes 1994, sections 103B.235, subdivisions 3, 5,
6 and by adding a subdivision; 462.355, by adding a
7 subdivision; 473.858, subdivision 1; 473.859,
8 subdivisions 1, 2, and 5; 473.864, subdivision 2; and
9 473.867, by adding a subdivision.
- 10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:
- 11 Section 1. Minnesota Statutes 1994, section 103B.235,
12 subdivision 3, is amended to read:
- 13 Subd. 3. [REVIEW.] After consideration but before adoption
14 by the governing body, each local unit shall submit its water
15 management plan to the watershed management organization for
16 review for consistency with the watershed plan adopted pursuant
17 to section 103B.231. The organization shall approve or
18 disapprove the local plan or parts of the plan. The
19 organization shall have 60 days to complete its review;
20 provided, however, that the watershed management organization
21 shall, as part of its review, take into account the comments
22 submitted to it by the metropolitan council pursuant to
23 subdivision 3a. If the organization fails to complete its
24 review within the prescribed period, the local plan shall be
25 deemed approved unless an extension is agreed to by the local
26 unit.
- 27 Sec. 2. Minnesota Statutes 1994, section 103B.235, is

1 amended by adding a subdivision to read:

2 Subd. 3a. [REVIEW BY METROPOLITAN COUNCIL.] Concurrently
3 with its submission of its local water management plan to the
4 watershed management organization as provided in subdivision 3,
5 each local unit of government shall submit its water management
6 plan to the metropolitan council for review and comment by the
7 council. The council shall have 45 days to review and comment
8 upon the local plan or parts of the plan with respect to
9 consistency with the council's comprehensive development guide
10 for the metropolitan area. The council's 45-day review period
11 shall run concurrently with the 60-day review period by the
12 watershed management organization provided in subdivision 3.
13 The metropolitan council shall submit its comments to the
14 watershed management organization and shall send a copy of its
15 comments to the local government unit. If the metropolitan
16 council fails to complete its review and make comments to the
17 watershed management organization within the 45-day period, the
18 watershed management organization shall complete its review as
19 provided in subdivision 3.

20 Sec. 3. Minnesota Statutes 1994, section 103B.235,
21 subdivision 5, is amended to read:

22 Subd. 5. [AMENDMENTS.] To the extent and in the manner
23 required by the organization, all amendments to local water
24 management plans shall be submitted to the organization for
25 review and approval in accordance with the provisions of
26 subdivision subdivisions 3 and 3a for the review of plans.

27 Sec. 4. Minnesota Statutes 1994, section 462.355, is
28 amended by adding a subdivision to read:

29 Subd. 1a. [PLAN UPDATE BY METROPOLITAN MUNICIPALITIES.]
30 Each municipality in the metropolitan area, as defined in
31 section 473.121, subdivision 2, shall review and update its
32 comprehensive plan and fiscal devices and official controls as
33 provided in section 473.864, subdivision 2.

34 Sec. 5. Minnesota Statutes 1994, section 473.858,
35 subdivision 1, is amended to read:

36 Subdivision 1. Within three years following the receipt of

1 the metropolitan system statement, every local governmental unit
2 shall have prepared a comprehensive plan in accordance with
3 sections 462.355, subdivision 4, 473.175, and 473.851 to 473.871
4 and the applicable planning statute and shall have submitted the
5 plan to the metropolitan council for review pursuant to section
6 473.175. The provisions of sections 462.355, subdivision 4,
7 473.175, and 473.851 to 473.871 shall supersede the provisions
8 of the applicable planning statute wherever a conflict may
9 exist. If the comprehensive municipal plan is in conflict with
10 the zoning ordinance, the zoning ordinance ~~supersedes the~~
11 plan shall be brought into conformance with the plan by local
12 government units in conjunction with the review and, if
13 necessary, amendment of its comprehensive plan required under
14 section 473.864, subdivision 2. After August 1, 1995, a local
15 government unit shall not adopt any fiscal device or official
16 control which is in conflict with its comprehensive plan,
17 including any amendments to the plan, or which permits activity
18 in conflict with metropolitan system plans, as defined by
19 section 473.852, subdivision 8. The comprehensive plan shall
20 provide guidelines for the timing and sequence of the adoption
21 of official controls to ensure planned, orderly, and staged
22 development and redevelopment consistent with the comprehensive
23 plan. For purposes of this section, a fiscal device or official
24 control shall not be considered to be in conflict with a local
25 government unit's comprehensive plan or to permit an activity in
26 conflict with metropolitan system plans if such fiscal device or
27 official control is adopted to ensure the planned, orderly, and
28 staged development of urbanization or redevelopment areas
29 designated in the comprehensive plan pursuant to section
30 473.859, subdivision 5.

31 Sec. 6. Minnesota Statutes 1994, section 473.859,
32 subdivision 1, is amended to read:

33 Subdivision 1. [CONTENTS.] The comprehensive plan shall
34 contain objectives, policies, standards and programs to guide
35 public and private land use, development, redevelopment and
36 preservation for all lands and waters within the jurisdiction of

1 the local governmental unit through 1990 and may extend through
2 any year thereafter which is evenly divisible by five. Each
3 plan shall specify expected industrial and commercial
4 development, planned population distribution, and local public
5 facility capacities upon which the plan is based. Each plan
6 shall contain a discussion of the use of the public facilities
7 specified in the metropolitan system statement and the effect of
8 the plan on adjacent local governmental units and affected
9 school districts. Existing plans and official controls may be
10 used in whole or in part following modification, as necessary,
11 to satisfy the requirements of sections 462.355, subdivision 4,
12 473.175, and 473.851 to 473.871. Each plan may contain an
13 intergovernmental coordination element that describes how its
14 planned land uses and urban services affect other communities,
15 adjacent local government units, the region, and the state, and
16 that includes guidelines for joint planning and decision making
17 with other communities, school districts, and other
18 jurisdictions for siting public schools, building public
19 facilities, and sharing public services.

20 Each plan may contain an economic development element that
21 identifies types of mixed use development, expansion facilities
22 for businesses, and methods for developing a balanced and stable
23 economic base.

24 The comprehensive plan may contain any additional matter
25 which may be included in a comprehensive plan of the local
26 governmental unit pursuant to the applicable planning statute.

27 Sec. 7. Minnesota Statutes 1994, section 473.859,
28 subdivision 2, is amended to read:

29 Subd. 2. [LAND USE PLAN.] A land use plan shall include
30 the water management plan required by section 103B.235, and
31 shall designate the existing and proposed location, intensity
32 and extent of use of land and water, including lakes, wetlands,
33 rivers, streams, natural drainage courses, and adjoining land
34 areas that affect water natural resources, for agricultural,
35 residential, commercial, industrial and other public and private
36 purposes, or any combination of such purposes. A land use plan

1 shall contain a protection element, as appropriate, for historic
2 sites, the matters listed in the water management plan required
3 by section 103B.235, and the matters listed in section 473.204,
4 and an element for protection and development of access to
5 direct sunlight for solar energy systems. A land use plan shall
6 also include a housing element containing standards, plans and
7 programs for providing adequate housing opportunities to meet
8 existing and projected local and regional housing needs,
9 including but not limited to the use of official controls and
10 land use planning to promote the availability of land for the
11 development of low and moderate income housing.

12 Sec. 8. Minnesota Statutes 1994, section 473.859,
13 subdivision 5, is amended to read:

14 Subd. 5. [URBANIZATION AND REDEVELOPMENT AREAS.] The
15 comprehensive plans may designate, when appropriate, five year
16 urbanization areas and shall specify in the capital improvement
17 program the timing and sequence of major local public facilities
18 and in the implementation program official controls which will
19 ensure that urbanization occurs only in urbanization areas and
20 in accordance with the plan.

21 The comprehensive plans may designate, when appropriate,
22 redevelopment areas and may, as appropriate, specify in the
23 capital improvement program the timing and sequence of local
24 public facilities and in the implementation program the fiscal
25 devices or official controls that will ensure that redevelopment
26 occurs in accordance with the plan.

27 Sec. 9. Minnesota Statutes 1994, section 473.864,
28 subdivision 2, is amended to read:

29 Subd. 2. By December 31, 1998, and at least once every ten
30 years thereafter, each local governmental unit shall review and,
31 if necessary, amend its entire comprehensive plan and its fiscal
32 devices and official controls. Such review and, if necessary,
33 amendment shall ensure that, as provided in section 473.865, the
34 fiscal devices and official controls of each local government
35 unit are not in conflict with its comprehensive plan. Upon
36 completion of review and, if necessary, amendment of its

1 comprehensive plan, fiscal devices, and official controls as
2 required by this section, each local government unit shall
3 either:

4 (a) submit to the metropolitan council the entire current
5 comprehensive plan together with written certification by the
6 governing body of the local government unit that it has complied
7 with this section and that no amendments to its plan or fiscal
8 devices or official controls are necessary; or

9 (b)(1) submit the entire updated comprehensive plan and
10 amendment or amendments to its comprehensive plan necessitated
11 by its review to the metropolitan council for review; and

12 (2) submit the amendment or amendments to its fiscal
13 devices or official controls necessitated by its review to the
14 metropolitan council for information purposes as provided by
15 section 473.865.

16 Except as otherwise provided in this paragraph, local
17 governments shall consider, in preparing their updated
18 comprehensive plans, amendments to metropolitan system plans in
19 effect on December 31, 1996. For metropolitan system plans, or
20 amendments thereto, adopted after December 31, 1996, local
21 governments shall review their comprehensive plans to determine
22 if an amendment is necessary to conform to the metropolitan
23 system plans. If an amendment is necessary, the local
24 government shall prepare the amendment and submit it to the
25 council for review by September 30, 1999, or nine months after
26 the council transmits the metropolitan system plan amendment to
27 the local government, whichever is later.

28 The periodic review required in this subdivision shall be
29 in addition to the review required by section 473.856.

30 The metropolitan council may grant extensions to local
31 government units in order to allow local government units to
32 complete the review and, if necessary, amendment required by
33 this subdivision. Such extensions, if granted by the
34 metropolitan council, must include a timetable and plan for
35 completion of the review and amendment.

36 Amendments to comprehensive plans of local governmental

1 units and to capital improvement programs of school districts
2 shall be prepared, submitted, and adopted in conformance with
3 guidelines adopted by the metropolitan council pursuant to
4 section 473.854.

5 Sec. 10. Minnesota Statutes 1994, section 473.867, is
6 amended by adding a subdivision to read:

7 Subd. 6. [ASSISTANCE FOR PLAN UPDATES.] The council shall
8 give priority for the use of loan and grant funds available
9 under this section to local governmental units for review and
10 amendment of local comprehensive plans and fiscal devices and
11 official controls, as required by section 473.864, subdivision
12 2. The council shall consult with affected local government
13 units to evaluate the need for technical and financial
14 assistance.

15 Sec. 11. [REPORT TO LEGISLATURE.]

16 The council shall report to the legislature by January 15,
17 1996, on the results of its consultation with affected local
18 governmental units on the need for technical and financial
19 assistance as required under Minnesota Statutes, section
20 473.867, subdivision 6.

21 Sec. 12. [APPLICATION.]

22 This act applies in the counties of Anoka, Carver, Dakota,
23 Hennepin, Ramsey, Scott, and Washington.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

11/10/97
Date

Board Action Requested

Proposed Transit Legislative Issues.

ACTION IS REQUESTED

Request Justification

See attached Legislative Issues material.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

11/18/97
Board Date

Kristine A. Longhenry
Signature

11-10-97
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 18, 1997 No: R97-14

WHEREAS, Ramsey County Regional Railroad Authority strives to shape the future of Ramsey County by advocating for improved transit services; and

WHEREAS, The Authority has worked with other agencies to plan an integrated, flexible transit system for the region; Now, Therefore, Be It

RESOLVED, That legislative proposals attached are adopted for the 1998 state legislative session in the area of transit.

RAMSEY COUNTY REGIONAL	RAILROAD AUTHORITY		
	YEA	NAY	OTHER
Tony Bennett	___	___	___
Dino Guerin	___	___	___
Susan M. Haigh	___	___	___
Rafael E. Ortega	___	___	___
Victoria Reinhardt	___	___	___
Janice Rettman	___	___	___
Jan Wiessner	___	___	___

Rafael E. Ortega, Chairman

By: _____
Tony Bennett, Secretary

1

Ramsey County Regional Railroad Authority
Proposed Transit Legislative Issues for 1998

Welfare to Work Transit Funding

More funding is needed for pilot projects involving welfare to work. It is clear that the \$320,000 allocation to Ramsey County from the 1997 Legislature for transit alternatives to help welfare recipients get to work will be insufficient to meet the current and projected demands. Staff projects a \$2 million need in Ramsey County for welfare to work needs in 1998 (Attachment 1).

Dedicated Funding for Transit

A solution must be found to get permanent funding for transit which does not include the use of property taxes (Attachment 2).

Bonding for Riverview Transit Corridor

Staff recommends that Ramsey County seek bonding from the State Legislature to match anticipated federal funds in the ISTEA reauthorization. The request for state bonding would be approximately \$106 million. Three million dollars would be earmarked for the Riverview Corridor engineering and possibly short term construction work (Attachment 3).

Transit Redesign

The Metropolitan Council has completed a redesign of transit services. In order to implement concepts in the plan -- fast, reliable, efficient transit service along with a high level of transit amenities -- four linked transit corridors are proposed in the Metro East area. These corridors have high concentrations of jobs, population density, transit dependency and redevelopment opportunities (Attachment 4).

Metropolitan Transit Bus Garage

A new location is being sought for the bus maintenance facility at Snelling and I-94. State bonding is being requested to augment the funding already in place for the relocation and building of a new facility. The Rail Authority has previously adopted a resolution requesting reuse of the Snelling and I-94 site for a transit-friendly development (Attachment 5).

Expand Responsibilities of the Metropolitan Light Rail Transit Joint Powers Board

Representative Alice Hausman is considering a proposal to broaden the responsibilities of the Metropolitan Light Rail

Transit Joint Powers Board to include transit and transportation planning. The Regional Railroad Authority requested additional information to determine if the organization should support in concept the proposal (Attachment 6).

1998 LEGISLATIVE PROPOSAL

DEPARTMENT: Community Human Services

PROGRAM: Welfare-to-Work Transit Funding

EXISTING MINNESOTA STATUTE NUMBER:

NEW STATUTE:

PROPOSAL AND RECOMMENDATIONS:

(Include description and explanation of proposed legislation as it affects programs/services.)

The 1997 Minnesota Legislature allocated \$2 million for the biennium to the Twin Cities metropolitan counties to assist in efforts to meet the transportation needs of public assistance recipients who are entering the work force. Ramsey County received \$320,000 from this allocation for calendar year 1998. These funds will be used to support transportation services for a maximum of 90 days per individual. The effort to meet the transportation needs of individuals entering the work force also involves an ongoing effort to pursue foundation funds and other potential federal government support.

With approximately 10,000 Ramsey County adults now required to work or participate in job preparation activities, this initial allocation is projected to support 900 individuals. This will only reach a portion of those individuals entering the work force. In addition, as the number of individuals moving from public assistance to work grows throughout the next several years, the demand for effective transportation to the job site will also grow. To reflect that, this proposal is to request \$2 million for welfare-to-work transportation needs in Ramsey County in 1998.

PROS:

- o Expand Ramsey County's ability to support solutions to the transportation issue, reducing the chances that this will be a major obstacle for individuals moving from public assistance to employment.
- o This money comes in a format and amount that allows us to support small solutions that address transportation patterns as they develop between residence and employers.
- o The Minnesota Legislature and residents of Minnesota seem to recognize and understand that transportation could become a major obstacle to achieving the goals of welfare reform.

CONS:

- o The Minnesota Legislature may feel they have already made a commitment and wish to wait to see more of the results from the initial \$1 million.

Community Human Services/Welfare-to-Work Transit Funding (continued)

CONS: (continued)

- o The rural areas of Minnesota also have transportation issues related to welfare-to-work. While Greater Minnesota received \$925,000 for the biennium, they may also be seeking an additional appropriation.

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o Supporting the transportation needs of 10,000 individuals for up to 90 days is projected to cost \$3.6 million.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o Transportation will be more of an obstacle for a majority of individuals attempting to move from public assistance to work. If some type of transportation support is not available, Ramsey County and the State of Minnesota will have a tougher time meeting the goals of welfare reform. Ultimately, the federal government could impose financial penalties on the State of Minnesota for failure to meet employment goals.

PROPOSAL SUPPORTED BY:

- o Metropolitan Counties.
- o Low Income Advocacy groups.

PROPOSAL OPPOSED BY:

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o The 1997 Legislature appropriated \$1 million for the Twin Cities metropolitan area.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Kathy DeSpiegelaere, 266-2762.

1998 LEGISLATIVE PROPOSAL

DEPARTMENT: Regional Rail Authority

PROGRAM: Dedicated Funding for Transit

EXISTING MINNESOTA STATUTE NUMBER: Not known

NEW STATUTE: Not known

PROPOSAL AND RECOMMENDATIONS:

The State Legislature should find a way to fund the metropolitan area's transit system with a stable, reliable source other than property taxes. Currently, over 40% of the Metropolitan Transit System's \$180 million budget is derived from property taxes in the metro area.

The Twin Cities metropolitan area population is now 2.7 million. It is the 15th largest metropolitan area and one of the few that depends upon an all-bus transit system. Traffic congestion levels in the metro area are increasing dramatically and affect the mobility of its residents. The number of trips of the regional transportation system is increasing at the rate of four percent per year. Consequently, the number of miles of congested freeways has tripled in the last decade, and congestion is expected to increase another 35% by the year 2000.

With all of the growth and congestion concerns in the metro area, the current transit system is not meeting the needs of our citizens. More financial resources and a better planning system are needed. These needs should not be the responsibility of our property taxpayers, however. We must identify another source of funding that has the ability to grow with the needs of the area and state.

PROS:

- o This would take pressure off our already stressed property tax system.

CONS:

- o Whatever source of funding is used, it must be reliable, equitable and be able to grow.

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o This would remove approximately \$80 million in property tax obligations in the metro area.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o Continued reliance on the property tax.

PROPOSAL SUPPORTED BY:

- o Metro area legislators.

Regional Rail Authority/Dedicated Funding for Transit (continued)

PROPOSAL OPPOSED BY:

- o Those advocates who want to keep the gas tax dedicated to highway use.
- o Outstate Legislators

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o Yes, the State Legislature has wrestled with this problem for the past 10 years.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Kathy DeSpiegelaere, 266-2762.

1998 LEGISLATIVE PROPOSAL

DEPARTMENT: Regional Rail Authority

PROGRAM: Bonding for Riverview Corridor

EXISTING MINNESOTA STATUTE NUMBER: None

NEW STATUTE: None

PROPOSAL AND RECOMMENDATIONS:

The Riverview Corridor, an area that stretches from downtown St. Paul to the Metropolitan Airport, is being considered for a transitway to link the two areas. A Corridor study is underway which will give conceptual cost estimates for the various transit alternatives being considered. Federal funds are being secured for a share of the capital costs.

This proposal is part of a larger, more comprehensive proposal being proposed by the Joint Powers Board of the seven metro counties. The entire proposal is for \$106 million in state bonding funds, of which \$3 million would be earmarked for the Riverview Corridor MIS and Subsequent Engineering.

PROS:

- o This takes action to get much needed transit alternatives in place.

CONS:

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o This would cost the State \$106 million in bonding, but would leverage over \$200 million in federal dollars.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o More congestion and no clear direction for developing other alternative transit options for the metro area.

PROPOSAL SUPPORTED BY:

- o Ramsey County Regional Rail Authority.
- o Seven metropolitan counties.
- o Federal Legislative Delegation.

PROPOSAL OPPOSED BY:

- o Not known.

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o No.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Kathy DeSpiegelaere, 266-2762.

NOTE: These items are currently under discussion by all of the seven metropolitan counties. The Ramsey County Board will be continuing to review these requests over the next 6-8 weeks. This request is also being predicated on receiving federal funds for a portion of the total projects. The decision about federal funds has not yet been made by Congress and is currently under discussion.

TRANSIT/TRANSPORTATION

Bonding proposal -- 1998 legislative session

	<u>Request</u>
1) Hiawatha LRT construction	\$100,000,000
2) Riverview Corridor MIS and Subsequent Engineering	3,000,000 *
3) Northstar Transitway Studies	1,500,000
4) Cedar Avenue Corridor Studies	500,000
5) Northwest Corridor Commuter Rail Engineering	500,000
6) South Washington Commuter Rail Engineering	<u>500,000</u>
Total bonding request	\$106,000,000
1) Hiawatha LRT Construction: Funds to match federal and other local funding for construction of the \$400 million LRT project from downtown Minneapolis to the Minneapolis-St. Paul (MSP) International Airport and Mall of America.	
2) Riverview Corridor MIS and Engineering: Funds to match federal funding for a Major Investment Study (MIS) and subsequent engineering work to determine the appropriate transit improvement within the corridor between St. Paul's Eastside and the MSP International Airport/Mall of America. Total project cost is \$15 million, with an 80/20 federal/local cost participation.	
3) Northstar Transitway Studies: Funds to match federal funding to further evaluate and design transit improvements in the Northstar Corridor linking downtown Minneapolis to St. Cloud. Total federal funding request is \$6.0 million, requiring a local match of \$1.5 million.	
4) Cedar Avenue Corridor Study: Funds to enable a study of potential transit improvements linking the Hiawatha LRT, Riverview, and Northstar Corridors to Dakota County. The project would generally follow Cedar Avenue from the Mall of America to Apple Valley. No federal funds have been requested for this project.	
5) Northwest Corridor Commuter Rail: Funds to develop engineering documents for a commuter rail project from downtown Minneapolis to the northwest suburban area of Hennepin County over the Burlington Northern/Santa Fe railroad tracks. No federal funds have been requested for this project.	
6) South Washington Commuter Rail: Funds to develop engineering documents for a commuter rail project from downtown St. Paul to Hastings. No federal funds have been requested for this project.	

Transit Redesign -- St. Paul/Ramsey County/East Metro

Attachment 4

Transit redesign proposes to implement concepts to provide frequent, fast, reliable, and efficient transit service, along with a high level of transit amenities and transit centers: four linked transit corridors in the St. Paul/Ramsey County/East Metro area that is the focus for high concentrations of jobs, population density, transit dependency, and major redevelopment opportunities. A description of the corridors follows:

- a) Northeast Corridor between downtown St. Paul and Maplewood Mall, with service to Metro State University, the large and growing number of jobs in the 3M/Phalen Corridor area, Phalen Village, Hillcrest Shopping Center, and Maplewood Mall.
- b) East Corridor extending east from downtown St. Paul to Sunray Shopping Center, the main 3M campus, and a new community transit center/park-and-ride facility near I-94 in Woodbury.
- c) St. Paul South Corridor going south from St. Paul to Signal Hills in West St. Paul and on to South St. Paul.
- d) Snelling Avenue Corridor from I-94 to Rosedale Shopping Center in Roseville.

This project is designed to restructure the bus system to meet current needs in light of changes in land use, development, and travel patterns, and to refocus transit services and economic development on transit corridors as called for in the Metropolitan Council's 1996 Transit Redesign Plan, Regional Blueprint, and Transportation Policy Plan. It is designed to provide good transit from areas with high-density populations of transit-dependent people to areas with growing job opportunities. It is designed to be the backbone of a strong public transportation system that is safe and understandable to both residents and visitors.

Capital costs for the listed corridors: \$5 million per corridor for signal improvements, striping, signs, shelters, and transit centers that are the focus for community transit services, as well as other community services such as day care of senior centers.

Total capital costs are \$20 million.

NOTE: Operating costs are \$10 million annually, for additional and more frequent bus service focused on the corridors.

1998 LEGISLATIVE PROPOSAL

DEPARTMENT: County Manager

PROGRAM: Metropolitan Transit Bus Garage

EXISTING MINNESOTA STATUTE NUMBER: Unknown

NEW STATUTE: Unknown

PROPOSAL AND RECOMMENDATIONS:

(Include description and explanation of proposed legislation as it affects programs/ services)

The Metropolitan Transit (Authority) is seeking a new location for an East metro area garage/maintenance center for its operations. The likely site will be located near 35E and University Avenue in St. Paul. Metropolitan Council would like the support of the Ramsey County Board of Commissioners support for this Project.

The total amount of new State bonding that is being requested is \$12 million. The request currently does not include a transit hub as part of this facility. The facility would be a shared facility with the State's Travel Management and Plant Management vehicle repair, and other miscellaneous Minnesota Department of Administration operations. The project will use a combination of state and federal funds amounting to \$28 million.

PROS:

- o Will provide Metro Transit with a new facility.
- o Will eliminate the use of the Snelling/I94 facility.
- o Could become a transit hub.

CONS:

- o Will reduce the current tax base in the proposed development area.

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o \$12 million being requested in State bonding dollars.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o Business as usual.

PROPOSAL SUPPORTED BY:

- o Metropolitan Council

PROPOSAL OPPOSED BY:

- o Unknown at this time.

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o No.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Nick Riley, 266-8032.

1998 LEGISLATIVE PROPOSAL

DEPARTMENT: Regional Railroad Authority

PROGRAM: Expand Responsibilities of the Metropolitan Light Rail Transit Joint Powers Board

EXISTING MINNESOTA STATUTE NUMBER: 473.3998

NEW STATUTE:

PROPOSAL AND RECOMMENDATIONS:

(Include description and explanation of proposed legislation as it affects programs/services)

According to statute, the Light Rail Transit Joint Powers Board consisting of the seven metropolitan counties has the following duties:

- o Review and approve light rail transit system standards to design and build a light rail facility.
- o Review and approve the plan for community involvement and the marketing plan for light rail transit.
- o Advise light rail transit corridor management committees.

State Representative Alice Hausman recommends broadening the authority of the Metropolitan Light Rail Transit Joint Powers Board to include transit and transportation planning for the region. The recommendation would include the potential that counties in addition to the seven metropolitan counties could be included in some or all of the work of this Joint Powers Board, since the seven-county boundary is transcended when issues relating to urban sprawl, commuting patterns, and employment are addressed.

This proposal would not diminish the responsibilities of the region's designated metropolitan planning organization, the Metropolitan Council, which does transportation planning for the seven-county metro region. It would simply augment the information available for making transportation decisions.

PROS:

- o The counties have responsibilities for implementing welfare reform and transportation is a key element of access to jobs.
- o The ability to bring other counties outside the seven metro counties into transportation planning discussions and decisions would be advantageous, since the metro area boundary is an artificial one for transportation concerns.
- o The counties have elected officials who are skilled at collaboration and implementation.

Regional Railroad Authority/Expand responsibilities of the
Metropolitan Light Rail Transit Joint Powers Board (continued)

CONS:

- o Some of the work could be duplicative of the Metropolitan Council's work.
- o There would be no assurance that implementation of the transportation proposals would occur unless the Joint Powers Board had authority to implement them.

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- o There is a cost associated with transportation planning. The Joint Powers Board is currently funded by contributions from its county regional railroad authority members. The regional railroad authorities have separate property tax levy capabilities.

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- o Less involvement of counties in transportation planning decisions.

PROPOSAL SUPPORTED BY:

- o Representative Alice Hausman.

PROPOSAL OPPOSED BY:

- o Not known.

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

- o No.

DEPARTMENT CONTACT AND PHONE NUMBER:

- o Kathy DeSpiegelaere, 266-2762.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

11/10/97
Date

Board Action Requested

- A. Ratify the construction agreement with the City of Maplewood for the installation of an 8 foot wide bituminous pathway connection to the existing BN Regional Trail located northerly of County Road C:
- B. Authorize the Chairman of Ramsey County Regional Railroad Authority to sign the Permit on behalf of RCRRA.

ACTION IS REQUESTED

Request Justification

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

Budgeting and Accounting

Kern Wehlag 11/10/97

County Attorney

Dan MacIntosh

Risk Management

James G. Kessler 11-11-97

Documentation certified complete for:

11/18/97
Board Date

Kristine A. Longhewy
Signature

11-10-97
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 18, 1997

No: R97-15

(page 1 of 2)

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

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

WHEREAS, Portions of the Northeast Corridor have been developed as the BN Regional Trail by the Parks and Recreation Departments of Ramsey County and the City of St. Paul, under easement agreements with RCRRA; and

WHEREAS, The City of Maplewood has requested an agreement to install an 8 foot wide bituminous pathway connection to the existing BN Regional Trail located northerly of County Road C in Maplewood; and

WHEREAS, The granting of a permit for the use of this property for a pathway connection will not affect the present of future development potential of the corridor for light rail transit or trail use, and will improve access to the BN Regional Trail from the adjacent neighborhoods; and

WHEREAS, A Construction Agreement was drafted and executed by RCRRA, the City of Maplewood, and the contractor on December 23, 1996, in order that the work could proceed in a timely manner; and

WHEREAS, A Permit has been finalized upon the completion of an as-built survey of the pathway, and has been signed by the City; Now, Therefore, Be It

RESOLVED, That the Construction Agreement dated December 23, 1996 between RCRRA, the City of Maplewood, and W. R. Wiedema, Inc., contractor, is hereby ratified; and Be It Further

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 18, 1997

No: R97-15

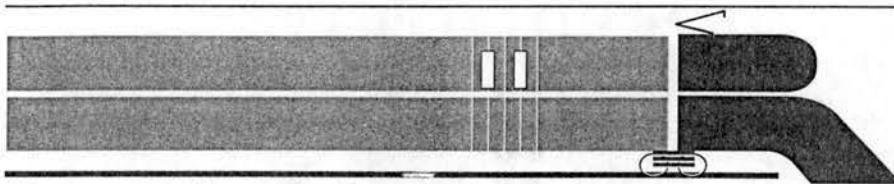
(Page 2 of 2)

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
Tony Bennett	___	___	___
Dino Guerin	___	___	___
Susan M. Haigh	___	___	___
Rafael E. Ortega	___	___	___
Victoria Reinhardt	___	___	___
Janice Rettman	___	___	___
Jan Wiessner	___	___	___

Rafael E. Ortega, Chairman

By: _____
Tony Bennett, Secretary



Ramsey County Regional Railroad Authority

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

MEMORANDUM

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

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

SUBJECT: Construction agreement and permit
Bituminous pathway connection
City of Maplewood

DATE: November 3, 1997

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

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

In October of 1996, RCRRA received a request from the City of Maplewood to install an 8 foot wide bituminous pathway connection to the existing BN Regional Trail northerly of County Road C in Maplewood. This pathway is being developed in conjunction with a residential subdivision, Hazelwood Forest, located at the northeast corner of the intersection of County Road C and the RCRRA Northeast Corridor.

This proposal was reviewed by staff at the Rail Authority and at Ramsey County Parks and Recreation. It was felt that the proposed pathway would improve access to the BN Trail from the surrounding neighborhood.

Because of time constraints faced by the contractor, a construction agreement was drafted and signed by the City, contractor, and the Rail Authority on December 23, 1996. This



agreement required the City to provide RCRRA with an as-built survey of the pathway for incorporation into a permit attached to the construction agreement as Exhibit B.

The as-built survey and legal description have since been provided by the City to RCRRA, and the permit has been prepared and signed by the City. The granting of this permit will not preclude the future development of the corridor by RCRRA. RCRRA may cancel the permit at any time upon 30 days written notice. The City of Maplewood assumes all maintenance responsibility for this pathway connection.

Because Ramsey County holds an easement for trail purposes over this portion of the corridor, and has developed the BN Regional Trail on this property, a paragraph entitled "Consent to Permit" has been included as the last page of the permit through which the County Board may provide its approval. This consent will be requested through a separate action of the County Board.

Recommendation:

Ratify the construction agreement dated December 23, 1996 between RCRRA, the City of Maplewood, and S. R. Wiedema, Inc. for the installation of an 8 foot wide bituminous pathway connection to the BN Regional Trail northerly of County Road C in Maplewood; and

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

KD/dls
Attachments

Resolution

Board of

Ramsey County Commissioners

Presented By Commissioner Reinhardt Date February 25, 1997 No. 97-071

Attention:

Budgeting and Accounting

Greg Mack, Director, Parks & Recreation

WHEREAS, On February 11, 1992, by Resolution 92-177, the Ramsey County Board of Commissioners approved an "Ordinance for the Control and Management of Park, Recreation and Open Space Areas and Facilities Under the Jurisdiction of the Ramsey County Board of Commissioners"; and

WHEREAS, Chapter III, Section U of the Ordinance requires County Board approval of the installation of a utility feature on any recreational area controlled by the Board; and

WHEREAS, On September 12, 1995, by Resolution 95-409, the County Board approved an easement between Ramsey County and the Ramsey County Regional Railroad Authority providing for the use of Rail Authority right of way by Ramsey County for the development of the BN Regional Trail; and

WHEREAS, The City of Maplewood has requested, as part of an adjoining development, an agreement to install an 8 foot wide bituminous pathway connection to the BN Trail corridor northerly of its intersection with County Road C; and

WHEREAS, The installation of the pathway connection will improve access to the BN Regional Trail; Now, Therefore, Be It

RESOLVED, That the Ramsey County Board of Commissioners approves the request of the City of Maplewood for the installation of an 8 foot wide bituminous pathway connection to the BN Trail corridor northerly of its intersection with County Road C; and Be it Further

RESOLVED, That the Chair and Chief Clerk are hereby authorized to execute the "Consent to Permit" included in the permit document between the Rail Authority and the City of Maplewood.

RAMSEY COUNTY BOARD OF COMMISSIONERS

	YEA	NAY	OTHER
Tony Bennett	X		
Dino Guerin	X		
Sue Haigh	X		
Rafael Ortega	X		
Victoria Reinhardt	X		
Jan Wiessner	X		

Susan Haigh, Chair

By

Bonnie C. Jackelen
Bonnie C. Jackelen

Chief Clerk - County Board

PERMIT

This permit, made this _____ day of _____, 1997, is by and between Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, party of the first part (hereinafter referred to as "RCRRA"), and the City of Maplewood, a Minnesota municipal corporation, party of the second part (hereinafter referred to as the "City").

WITNESSETH:

WHEREAS, RCRRA is the owner of the Burlington Northern Railroad Company's former St. Paul to Maplewood branch line right of way, now abandoned, which includes a strip of land 150 feet in width located between County Road C and Beam Avenue in the City of Maplewood, Minnesota (hereinafter the "right of way"), as evidenced by Quit Claim Deed on file and of record in the office of the Ramsey County Recorder as document no. 2693267; and

WHEREAS, on September 12, 1995, RCRRA entered into an easement agreement with the County of Ramsey (hereinafter the "County") to provide for the construction, operation, and maintenance of a trail or trails on the right of way (hereinafter the "trail"); and

WHEREAS, the City has requested a written agreement to provide for the construction and maintenance of an 8 foot wide bituminous pathway connection to the existing trail; and

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

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

1. License to Use. RCRRA agrees that the City may use and enjoy all that portion of the right of way which is described as follows:

A strip of land, 8.00 feet in width, located in the Southeast Quarter of the Southwest Quarter of Section 3, Township 29 North, Range 22 West of the 4th Principal Meridian, Ramsey County, Minnesota, which is located 4.00 feet on either side of a center line described as follows:

Commencing at the southeast corner of the said Southeast Quarter of the Southwest Quarter; thence North 89° 42' 33" West along the south line of said Southeast Quarter of the Southwest Quarter a distance of 1129.02 feet to the easterly line of the 150 foot right of way owned by RCRRA; thence North 09° 30' 09" East along said easterly line a distance of 857.35 feet to the point of beginning of the center line to be described; thence North 80° 41' 44" West a

distance of 150.00 feet to the easterly line of the 150 foot right of way owned by RCRRA, and there terminating. The side lines of said strip of land are to be prolonged or shortened to intersect the said east and west right of way lines.

(hereinafter the "premises") for the purpose of constructing and maintaining an 8 foot wide bituminous pathway connection and related appurtenances (hereinafter the "path").

2. Termination. Either party may terminate this permit at any time and for any reason by giving thirty (30) days advance notice in writing to the other party.
3. Restoration. Upon termination, the City shall, at RCRRA's option, immediately remove the path from the right of way and restore the premises to the satisfaction of RCRRA. If the City shall fail so to do, RCRRA may remove or otherwise dispose of the path as it sees fit at the expense of the City, without any liability for damages.
4. Maintenance. All costs of maintaining and repairing the path shall be the sole responsibility of the City.
5. Indemnification. The City shall protect, indemnify, and hold harmless RCRRA, Ramsey County, their commissioners, agents, and employees, from and against any and all cost, expense, liability, loss, claims for damages, actions, or causes of action arising out of, connected with, or caused by its use of the premises pursuant to this permit.

Nothing in this permit shall constitute a waiver by RCRRA of any statutory or common law immunities or liability limitations.
6. Taxes. The City shall pay any and all taxes, special assessments, or other charges which may be levied against the premises as a result of this permit.
7. Non-exclusivity. This permit is non-exclusive and the license herein granted is subject to the outstanding rights of others to occupy the premises.
8. Assignment. The City shall not transfer, assign, sublicense, or otherwise convey its interest in this permit without the prior written consent of RCRRA. The granting or withholding of such consent is solely within the discretion of RCRRA and may be subject to any additional conditions that RCRRA feels appropriate.
9. Notices. Written notices required under this agreement shall be addressed to RCRRA at:

Ramsey County Regional Railroad Authority
Ramsey County Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
RE: PNE063

and to the City at:

City of Maplewood
1830 E. County Road B
Maplewood, MN 55109

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

Approved as to form and execution:

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

David F. MacMillan 2-2-92
David F. MacMillan Date
Assistant Ramsey County Attorney

By Raphael E. Ortega
Raphael E. Ortega
Chair

Recommended:

Kathryn DeSpiegelaere 2/7/97
Kathryn DeSpiegelaere Date
Director of LRT Planning

Kevin G. Kaplan 11-1-97
Kevin G. Kaplan
Asst. Manager

CITY OF MAPLEWOOD

By Gary Bastian
Gary Bastian
Mayor

By Michael McGuire
Michael McGuire
City Manager

CONSENT TO PERMIT

The County of Ramsey, a duly chartered political subdivision of the State of Minnesota, holder of an easement for the construction, operation, and maintenance of a trail or trails upon the above-described premises dated September 12, 1995 and filed for record on March 28, 1996 in the office of the Ramsey County Recorder as document number 2918762, hereby consents to the permit herein granted and all the terms and conditions of same.

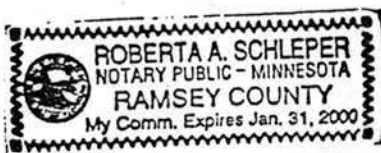
COUNTY OF RAMSEY

By *Susan M. Haigh*
Susan M. Haigh
Chair, Board of Commissioners

By *Bonnie Jackelen*
Bonnie Jackelen
Chief Clerk 97-071

STATE OF MINNESOTA)
COUNTY OF RAMSEY) ss.

The foregoing was acknowledged before me on this 25th day of February, 1997, by Susan M. Haigh and Bonnie Jackelen, Chair of the Board of Commissioners and Chief Clerk, respectively, of the County of Ramsey, a duly chartered political subdivision of the State of Minnesota, on behalf of the County of Ramsey, as authorized by County Board Resolution No. 97-071.



Roberta A. Schleper
Notary Public

This instrument was drafted by:
Ramsey Grantee Regional Railroad Authority
Ramsey Grantee Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
(612) 266-2764
RE: PNE063

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

11/10/97

Date

Board Action Requested

A. Ratify the construction agreement with the City of Maplewood for the installation and maintenance of an 8 inch sanitary sewer line below the Northeast Corridor right of way northerly of its intersection with County Road C:

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

ACTION IS REQUESTED

Request Justification

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

Budgeting and Accounting

Don G. Webb 11/10/97

County Attorney

David MacArthur

Risk Management

James D. Kessler 11-11-97

Documentation certified complete for:

11/18/97

Board Date

Kristine A. Longhenry

Signature

11-10-97

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 18, 1997

No: R97-16

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

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

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

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

WHEREAS, A Construction Agreement was drafted and executed by RCRRA, the City of Maplewood, and the contractor on December 3, 1996, in order that the work could proceed in a timely manner; and

WHEREAS, A Permit has been finalized upon the completion of an as-built survey of the pathway, and has been signed by the City; Now, Therefore, Be It

RESOLVED, That the Construction Agreement dated December 3, 1996 between RCRRA, the City of Maplewood, and W. R. Wiedema, Inc., contractor, is hereby ratified; and Be It Further

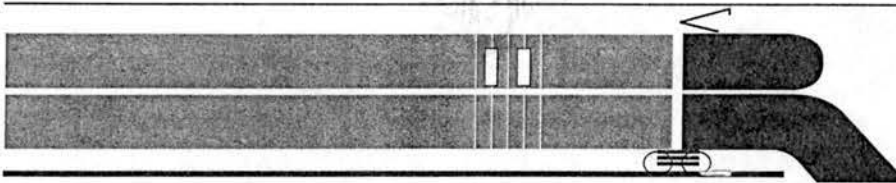
RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to execute the Permit on behalf of Ramsey County Regional Railroad Authority.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
---	-----	-----	-------

Tony Bennett	___	___	___
Dino Guerin	___	___	___
Susan M. Haigh	___	___	___
Rafael E. Ortega	___	___	___
Victoria Reinhardt	___	___	___
Janice Rettman	___	___	___
Jan Wiessner	___	___	___

Rafael E. Ortega, Chairman

By: _____
Tony Bennett, Secretary



Ramsey County Regional Railroad Authority

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

MEMORANDUM

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

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

SUBJECT: Construction agreement and permit
Sanitary sewer crossing
City of Maplewood

DATE: November 3, 1997

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

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

In October of 1996, RCRRA received a request from the City of Maplewood to install an 8 inch sanitary sewer pipe below the Northeast Corridor right of way northerly of its intersection with County Road C in Maplewood. The sanitary sewer will serve a new residential subdivision, Hazelwood Forest, being developed adjacent to and easterly of the right of way in this area.

The sewer pipe will be jacked below the right of way at a depth of approximately 15 feet, and its construction will not affect the surface of the right of way. Jacking pits located on either side of the right of way will allow for future maintenance of the sewer without open cutting of the right of way.

This proposal was reviewed by staff at the Rail Authority and at Ramsey County Parks and Recreation. The sewer will not affect the County's portion of the BN Regional Trail, nor will the

granting of the attached permit preclude future development of the corridor by RCRRA. RCRRA may cancel the permit at any time upon 60 days written notice.

Because of time constraints faced by the contractor, a construction agreement was drafted and signed by the City, contractor, and the Rail Authority on December 3, 1996. This agreement required the City to provide RCRRA with an as-built survey of the sewer for incorporation into a permit attached to the construction agreement as Exhibit B.

The as-built survey and legal description have since been provided by the City to RCRRA, the permit has been prepared and has been signed by the City. Consideration for this permit will be \$100, and is based on the value of the land being occupied.

Ramsey County holds an easement for trail purposes over this portion of the corridor. Because the Ramsey County parks ordinance requires County Board approval for any utility installation, a paragraph entitled "Consent to Permit" has been included as the last page of the permit through which the County Board may provide its approval. This consent will be requested through a separate action of the County Board.

Recommendation:

Ratify the construction agreement dated December 3, 1996 between RCRRA, the City of Maplewood, and S. R. Wiedema, Inc. for the installation of an 8 inch sanitary sewer line below the RCRRA Northeast Corridor northerly of its intersection with County Road C, Maplewood; and

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

KD/dls
Attachments

Resolution

Board of

Ramsey County Commissioners

Presented By Commissioner Reinhardt Date February 25, 1997 No. 97-072

Attention:

Budgeting and Accounting
Greg Mack, Director, Parks & Recreation

WHEREAS, On February 11, 1992, by Resolution 92-177, the Ramsey County Board of Commissioners approved an "Ordinance for the Control and Management of Park, Recreation and Open Space Areas and Facilities Under the Jurisdiction of the Ramsey County Board of Commissioners"; and

WHEREAS, Chapter III, Section U of the Ordinance requires County Board approval of the installation of a utility feature on any recreational area controlled by the Board; and

WHEREAS, On September 12, 1995, by Resolution 95-409, the County Board approved an easement between Ramsey County and the Ramsey County Regional Railroad Authority providing for the use of Rail Authority right of way by Ramsey County for the development of the BN Regional Trail; and

WHEREAS, The City of Maplewood has requested, as part of an adjoining development, an agreement to install an 8 inch sanitary sewer main beneath the BN Trail corridor northerly of its intersection with County Road C; and

WHEREAS, The installation, maintenance, and repair of the sanitary sewer main will not affect the surface of the right of way or the operation of the BN Regional Trail; Now, Therefore, Be It

RESOLVED, That the Ramsey County Board of Commissioners approves the request of the City of Maplewood for the installation of an 8 inch sanitary sewer main beneath the BN Trail corridor northerly of its intersection with County Road C; and Be It Further

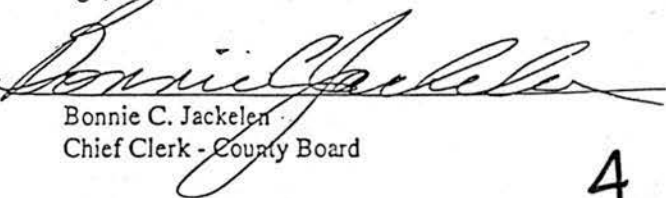
RESOLVED, That the Chair and Chief Clerk are hereby authorized to execute the "Consent to Permit" included in the permit document between the Rail Authority and the City of Maplewood.

RAMSEY COUNTY BOARD OF COMMISSIONERS

	YEA	NAY	OTHER
Tennett	X		
Dino Guerin	X		
Sue Haigh	X		
Rafael Ortega	X		
Victoria Reinhardt	X		
Jan Wiessner	X		

Susan Haigh, Chair

By


Bonnie C. Jackelen
Chief Clerk - County Board

PERMIT

THIS PERMIT, made this _____ day of _____, 1997, is by and between Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, party of the first part (hereinafter referred to as "RCRRA"), and the City of Maplewood, a Minnesota municipal corporation, party of the second part (hereinafter referred to as the "City").

WITNESSETH, that for and in consideration of One Hundred DOLLARS (\$100.00) and other good and valuable consideration, the receipt of which is hereby acknowledged, along with the promises and covenants herein contained, RCRRA does hereby grant and convey unto the City a permit for the installation, operation, maintenance, repair, and removal of an 8 inch sanitary sewer main and related appurtenances (hereinafter the "sanitary sewer") upon the property legally described as follows:

A strip of land, 2.00 feet in width, located in the Southeast Quarter of the Southwest Quarter of Section 3, Township 29 North, Range 22 West of the 4th Principal Meridian, Ramsey County, Minnesota, which is located 1.00 foot on either side of a center line described as follows:

Commencing at the southeast corner of the said Southeast Quarter of the Southwest Quarter; thence North 89° 42' 33" West along the south line of said Southeast Quarter of the Southwest Quarter a distance of 1129.02 feet to the easterly line of the 150 foot right of way owned by RCRRA; thence North 09° 30' 09" East along said easterly line a distance of 857.35 feet to the point of beginning of the center line to be described; thence North 80° 41' 44" West a distance of 150.00 feet to the easterly line of the 150 foot right of way owned by RCRRA, and there terminating. The side lines of said strip of land are to be prolonged or shortened to intersect the said east and west right of way lines.

(hereinafter the "premises");

SUBJECT to the following express conditions:

1. RCRRA hereby reserves the right to construct, maintain, use, operate, relocate, reconstruct, and renew such facilities as it may desire at any time, and from time to time, within the premises, including the right and privilege to use the premises for any and all purposes not inconsistent with the use thereof for the location of the sanitary sewer.
2. RCRRA shall have the right to require at any time a change of location of the sanitary sewer upon the right of way as a matter of safety or for any other reason whatsoever, all of which shall be done at the expense of the City.

3. Either party may terminate this permit at any time and for any reason upon sixty (60) days advance notice in writing to the other party.
4. Any installation, reinstallation, reconstruction, maintenance, repair, or removal of the sanitary sewer shall be done by the City in accordance with written specifications to be approved in advance by RCRRA. Such approval will not be unreasonably withheld.
5. If the City abandons its use of the premises for the installation, operation, maintenance or repair of said sanitary sewer, or should the City fail to perform any of the conditions herein expressed, the permit herein granted shall immediately cease, terminate, and revert to RCRRA, and RCRRA shall have all rights accorded to it for the recapture of its premises as provided by law. Upon the abandonment of this permit, the City shall provide to RCRRA a suitable Quit Claim deed for the premises, property executed and in recordable form, whereby the City relinquishes all rights granted by this permit.
6. The City hereby agrees to defend and does hereby indemnify and hold harmless RCRRA, its commissioners, officers, agents, and employees from and against any and all claims, proceedings, actions or causes of action, lawsuits, judgments, losses, damages, whether direct, indirect, or otherwise, costs, and expenses, including attorney's fees, related to or arising out of the City's use of the premises pursuant to this permit.
7. The City shall be responsible, without cost to RCRRA, to repair and restore to the satisfaction of RCRRA any damage or destruction of property to whomsoever belonging which may be made necessary by reason of the use of said premises for said sanitary sewer. Any excavation or filling made on the premises pursuant to this permit shall be done in such a manner as to not interfere with existing lines of drainage or improvements located within the premises.

The City further agrees that if RCRRA or its successors or assigns utilize the premises for the purpose of Light Rail or any other form of rail transit, any repairs, maintenance, or removal of the sanitary sewer shall be performed in a manner which will not interrupt the rail service for any duration.

8. The City agrees that RCRRA will not be liable for any special assessments, service or system charges, or other taxes levied in connection with the construction or maintenance of the sanitary sewer.
9. This permit is non-exclusive and is granted subject to the outstanding rights of others to occupy the premises. RCRRA does not warrant its title to the premises nor undertake to defend the City in the peaceable possession, use or enjoyment thereof.

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

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

Approved as to form and execution:

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

David F. MacMillan 2-7-97
David F. MacMillan Date
Assistant Ramsey County Attorney

By Raphael E. Ortega
Chair

Recommended:

Kathryn DeSpiegelaere 2/7/97
Kathryn DeSpiegelaere Date
Director of LRT Planning

Kevin S. Kaplan
Risk Management 4-11-97

CITY OF MAPLEWOOD

By Gary Bastian
Gary Bastian
Mayor

By Michael McGuire
Michael McGuire
City Manager

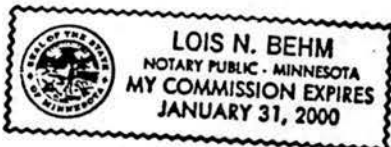
STATE OF MINNESOTA)
) ss.
COUNTY OF RAMSEY)

The foregoing was acknowledged before me on this _____ day of _____, 1997, by Raphael E. Ortega, Chair of Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, on behalf of Ramsey County Regional Railroad Authority.

Notary Public

STATE OF MINNESOTA)
) ss.
COUNTY OF RAMSEY)

The foregoing was acknowledged before me on this 14th day of January, 1997, by Gary Bastian and Michael McGuire, Mayor and City Manager, respectively, of the City of Maplewood, a Minnesota municipal corporation, on behalf of the corporation.



Notary Public

CONSENT TO PERMIT

The County of Ramsey, a duly chartered political subdivision of the State of Minnesota, holder of an easement for the construction, operation, and maintenance of a trail or trails upon the above-described premises dated September 12, 1995 and filed for record on March 28, 1996 in the office of the Ramsey County Recorder as document number 2918762, hereby consents to the permit herein granted and all the terms and conditions of same.

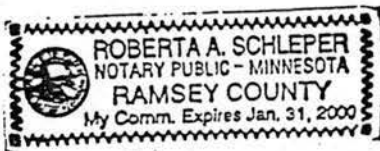
COUNTY OF RAMSEY

By *Susan M. Haigh*
Susan M. Haigh
Chair, Board of Commissioners

By *Bonnie Jackelen*
Bonnie Jackelen
Chief Clerk 97-071

STATE OF MINNESOTA)
COUNTY OF RAMSEY) ss.

The foregoing was acknowledged before me on this 25th day of February, 1997, by Susan M. Haigh and Bonnie Jackelen, Chair of the Board of Commissioners and Chief Clerk, respectively, of the County of Ramsey, a duly chartered political subdivision of the State of Minnesota, on behalf of the County of Ramsey, as authorized by County Board Resolution No. 97-071.



Roberta A. Schleper
Notary Public

This instrument was drafted by:
Ramsey Grantee Regional Railroad Authority
Ramsey Grantee Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
(612) 266-2764
RE: PNE063

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

11/10/97

Date

Board Action Requested

Ratify Partial Payment No. 1 in the amount of \$1,093.33 and Partial Payment No. 2 in the amount of \$13,119.01 to SRF Consulting Group, Inc. for Professional Engineering Services for Riverview/Hiawatha Transitways.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of SRF Consulting Group, Inc. for the purpose of conducting a feasibility study of transit improvements in the Riverview Transit Corridor. Payment in the amount of \$14,212.34 for the period ending September 30, 1997, will be issued upon approval by the Director of Ramsey County Regional Railroad Authority in accordance with contract provisions and Rail Authority Resolution No. R97-13. Payment documentation is being submitted for ratification in compliance with the latter.

Attachments are:

1. Proposed resolution ratifying payment
2. Accounts Payable form and Partial Payments No. 1 and No. 2
3. SRF Consulting Group, Inc. Invoice No. 2765-1 and attachments and Invoice No. 2765-2 and attachments

Budgeting and Accounting

Vera Waples 11/10/97

County Attorney

Paul MacMurtre

Risk Management

Documentation certified complete for:

11/18/97

Board Date

Kristine A. Longhenry
Signature

11-10-97

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 18, 1997 No: R97-17

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of SRF Consulting Group, Inc. for the purpose of conducting a feasibility study of transit improvements in the Riverview Transit Corridor; and

WHEREAS, SRF Consulting Group, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through September 30, 1997; and

WHEREAS, To ensure timely payment for services rendered in accordance with the Agreement No. PA388, the Ramsey County Regional Railroad Authority authorized the Director of the Authority to process payments to SRF Consulting Group, Inc. for work completed and invoiced in accordance with the contract; and

WHEREAS, submittal of invoices and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation is required; and

WHEREAS, SRF Consulting Group, Inc. Invoice No. 2765-1, Partial Payment No. 1, and attachments thereto, provide the correct documentation of payments due SRF Consulting Group, Inc. through August 31, 1997; and

WHEREAS, SRF Consulting Group, Inc. Invoice No. 2765-2, Partial Payment No. 2, and attachments thereto, provide the correct documentation of payments due SRF Consulting Group, Inc. through September 30, 1997; Now, Therefore, Be It

RESOLVED, Payment to SRF Consulting Group, Inc. in the amount of \$14,212.34 for services rendered through September 30, 1997, is hereby ratified.

RAMSEY COUNTY REGIONAL	RAILROAD AUTHORITY		
	YEA	NAY	OTHER
Tony Bennett	___	___	___
Dino Guerin	___	___	___
Susan M. Haigh	___	___	___
Rafael E. Ortega	___	___	___
Victoria Reinhardt	___	___	___
Janice Rettman	___	___	___
Jan Wiessner	___	___	___

Rafael E. Ortega, Chairman

By: _____
Tony Bennett, Secretary

RFRR467
BA354

Ramsey County
Budgeting and Accounting Dept.
Accounts Payable

Date: 10/28/1997
Time: 15:17

Claim Date: 10/28/1997

Charge To Department: REGIONAL RAILROAD AUTHORITY
Appropriation Item: CONSULTING SERVICES

Warrant No: _____

Claim No.	Date Paid	Rfc	Fund	Dept	Object	Amount
CAPA388			591	59114	020102	\$ 14,212.34
					Total:	\$ 14,212.34

Pay To: | STRGAR ROSCOE FAUSCH INC

| ONE CARLSON PKY STE 150

| Vendor No: 1818

| MINNEAPOLIS

MN 55447

| Ssn/Tid: 41-0847319

Check Stub: | INV #'S 2765-1 & 2765-2 DATED 8/31/97 & 9/30/97
| FILE NO. 0972765 RIVERVIEW/HIAWATHA TRANSITWAYS

Risk Mgmt: Claim No: |

Name: |

Type: |

Send To Address: |

List in this space and attach to
the back of this form: original
invoices, receipts, certified
claims or other documents.

Preparer's Signature

Kristine A. Longhewy

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

Authorized Signature

K. H. Sprengel

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Partial Payment No. 1

Prepared By: Wes

Project: Riverview Transit Corridor Study
Contract Agreement Number

Entered By: Wes

Project Cost Center: 59114

Agreement No: PA 388

Ramsey County Regional
Railroad Authority
665 RCGC-West
St. Paul, MN 55102

Contractor: SRF Consulting Group, Inc
One Carlson Pkwy N #150
Minneapolis, MN 55447

Account Number 59114 - 020102

Percent Completed: 1.0%

Total Value of Work Certified - (Date) August 31, 1997

\$ 1,150.87

Less 5% Retainage

\$ 57.54

Amount Due

\$ 1,093.33

Less Previously Approved Payments:

\$ -

Allowable Payment for this Partial:

\$ 1,093.33

This is to certify that I have examined the work and detail of the invoice, and find the tasks listed have been completed in accordance with agreement requirements.

10/31/97

Date

K. Kaspigolaew

Director, RC Regional Railroad Planning

10/31/97

Date

Charles Zinner

Consultant

		RCRRA &			
Previous Partial:	Others Share	HCRRA Share	Total		
Partial Payment No. 1	\$ 790.67	\$ 302.66	\$	1,093.33	
Partial Payment No. 2			\$	-	
Partial Payment No. 3			\$	-	
Partial Payment No. 4			\$	-	
Partial Payment No. 5			\$	-	
Partial Payment No. 6			\$	-	
Partial Payment Total:	\$ 790.67	\$ 302.66	\$	1,093.33	

Summary of Agreement

Original Agreement Amount:

\$ 115,000.00

Less Total Partial Payments (Including this payment)

\$ 1,093.33

Amount Remaining on Agreement

\$ 113,906.67

<u>SRF Summary of Billings</u>			
	This Billing	Past Billing	Total to Date
<u>HCRRA Cost Share</u>	\$ 318.59	\$ -	\$ 318.59
5% Retainage	\$ 15.93	\$ -	\$ 15.93
Amount Due	\$ 302.66	\$ -	\$ 302.66
<u>RCRRA, Saint Paul, MN Dot</u>			
<u>& Met Council Share</u>	\$ 832.28	\$ -	\$ 832.28
5% Retainage	\$ 41.61	\$ -	\$ 41.61
Amount Due	\$ 790.67	\$ -	\$ 790.67
<u>Total Billing</u>			
	\$ 1,150.87	\$ -	\$ 1,150.87
5% Retainage	\$ 57.54	\$ -	\$ 57.54
Amount Due	\$ 1,093.33	\$ -	\$ 1,093.33

<u>Summary of Funding Sources</u>			
	Total Share	Paid to Date	Balance
Metropolitan Council	\$ 24,750.00		\$ 24,750.00
HCRRA	\$ 10,400.00	\$ 10,400.00	\$ -
MN DOT	\$ 47,100.00	\$ 47,100.00	\$ -
Saint Paul	\$ 15,000.00	\$ 15,000.00	\$ -
RCRRA	\$ 17,750.00	\$ 17,750.00	\$ -
Total	\$ 115,000.00	\$ 90,250.00	\$ 24,750.00

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Partial Payment No. 2

Prepared By: V. K. [Signature]

Project: Riverview Transit Corridor Study
Contract Agreement Number

Project Cost Center: 59114

Agreement No: PA 388

Ramsey County Regional
Railroad Authority
665 RCGC-West
St. Paul, MN 55102

Contractor: SRF Consulting Group, Inc
One Carlson Pkwy N #150
Minneapolis, MN 55447

Account Number 59114 - 020102

Percent Completed: 13.0%

Total Value of Work Certified - (Date) Sept. 30, 1997

\$ 14,960.35

Less 5% Retainage

\$ 748.01

Amount Due

\$ 14,212.34

Less Previously Approved Payments:

\$ 1,093.33

Allowable Payment for this Partial:

\$ 13,119.01

This is to certify that I have examined the work and detail of the invoice, and find the tasks listed have been completed in accordance with agreement requirements.

11/7/97
Date

[Signature]
Director, RC Regional Railroad Planning

	Date		Consultant	
Previous Partial:	RCRRA & Others Share	HCRRA Share	Total	
Partial Payment No. 1	\$ 790.67	\$ 302.66	\$ 1,093.33	
Partial Payment No. 2	\$ 9,782.15	\$ 3,336.86	\$ 13,119.01	
Partial Payment No. 3		\$ -	\$ -	
Partial Payment No. 4		\$ -	\$ -	
Partial Payment No. 5		\$ -	\$ -	
Partial Payment No. 6		\$ -	\$ -	
Partial Payment Total:	\$ 10,572.82	\$ 3,639.52	\$ 14,212.34	

Summary of Agreement

Original Agreement Amount: \$ 115,000.00

Less Total Partial Payments (Including this payment) \$ 14,212.34

Amount Remaining on Agreement \$ 100,787.66

SRF Summary of Billings

	This Billing	Past Billing	Total to Date
HCRRA Cost Share	\$ 3,512.49	\$ 318.59	\$ 3,831.08
5% Retainage	\$ 175.63	\$ 15.93	\$ 191.56
Amount Due	\$ 3,336.86	\$ 302.66	\$ 3,639.52
RCRRA, Saint Paul, MN Dot & Met Council Share	\$ 10,297.00	\$ 832.28	\$ 11,129.28
5% Retainage	\$ 514.85	\$ 41.61	\$ 556.46
Amount Due	\$ 9,782.15	\$ 790.67	\$ 10,572.82
Total Billing	\$ 13,809.49	\$ 1,150.87	\$ 14,960.36
5% Retainage	\$ 690.48	\$ 57.54	\$ 748.02
Amount Due	\$ 13,119.01	\$ 1,093.33	\$ 14,212.34

Summary of Funding Sources

	Total Share	Paid to Date	Balance
Metropolitan Council	\$ 24,750.00		\$ 24,750.00
HCRRA	\$ 10,400.00	\$ 10,400.00	\$ -
MN DOT	\$ 47,100.00	\$ 47,100.00	\$ -
Saint Paul	\$ 15,000.00	\$ 15,000.00	\$ -
RCRRA	\$ 17,750.00	\$ 17,750.00	\$ -
Total	\$ 115,000.00	\$ 90,250.00	\$ 24,750.00



Consulting Group, Inc.

One Carlson Parkway North, Suite 150, Minneapolis, Minnesota 55447-4443

INVOICE

(612) 475-0010
(612) 475-2429 FAX

Refer to File: 0972765

Invoice No: 2765-1

Revised

Invoice Date: 08/31/97

Period Ending: 08/31/97

Ms. Kathy DeSpiegelaere
Director of Light Rail Transit Planning
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
Suite 665 RCGC - West
50 West Kellogg Blvd.
St. Paul, MN 55102

re: RIVERVIEW / HIAWATHA TRANSITWAYS

Summary of professional engineering services rendered:

	CURRENT PERIOD	CUMULATIVE TO DATE
Total Labor and Overhead (See Attached)	1,114.97	1,114.97
Total Direct Non-Salary Costs (See Attached)	35.90	35.90
SUBTOTAL	1,150.87	1,150.87
Less Retainage 5%	57.54	57.54
NET TOTAL	1,093.33	1,093.33
 TOTAL AMOUNT DUE THIS INVOICE	 1,093.33 =====	

COMMISSION # 972765.01
RIVERVIEW/HIAWATHA-PROJECT MANAGEMENT
PERIOD ENDING: AUGUST 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	110.00	8.0	880.00
----- SUB-TOTAL -----			8.0	880.00

2765.4
COMMISSION # 972766.02
RIVERVIEW/HIAWATHA-TRANSIT SYSTEM
PERIOD ENDING: AUGUST 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
S. Wilson	Sr. Engineer	83.31	1.5	124.97
----- SUB-TOTAL -----			1.5	124.97

2765.5
COMMISSION # 972766.03
RIVERVIEW/HIAWATHA-HIAWATHA FORECASTS
PERIOD ENDING: AUGUST 31⁷ 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	110.00	0.5	55.00
----- SUB-TOTAL -----			0.5	55.00

2765.6
COMMISSION # 972766.04
RIVERVIEW/HIAWATHA-RIVERVIEW FORECASTS
PERIOD ENDING: AUGUST 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	110.00	0.5	55.00
----- SUB-TOTAL -----			0.5	55.00

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING: AUGUST 31, 1997

RIVERVIEW/HIAWATHA-ALTER. EVALUATION

CAT. #	CATEGORY	
1	MILEAGE AT 0.31/MILE	27.90
2	PARKING	8.00

	TOTAL DIRECT EXPENSES	35.90

NOTE: Sales tax is included in costs of in-house copies, prints, and stats.

972765

PAGE 1

DIRECT NON-SALARY COSTS (DETAILS)
PERIOD ENDING: AUGUST 31, 1997

SUB-COMM	CAT	DATE	SOURCE	NO. ORGS	NO. EACH	LENGTH	WIDTH	TOTAL COPIES	NO. STATS	NO. UNITS	MILES	AMOUNT	TOTAL CHARGE
972765.00	1	31	C Zimmer								90.0		27.90
972765.00	2	31	C Zimmer									8.00	8.00

BUDGET ACTIVITY THRU PERIOD ENDING AUGUST 31, 1997
 MONITORING REPORT - 0972765
 RIVERVIEW / HIAWATHA TRANSITWAYS

cc: C. Zimmer
 M. Cote

	BUDGET HOURS	BUDGET DOLLARS	CURRENT MONTH HOURS	CURRENT AMOUNT BILLED	TO DATE HOURS	TO DATE DOLLARS	TOTAL REMAINING HOURS	TOTAL REMAINING DOLLARS
1. Project Initiation/Data Collection/Basemapping	45.0	\$3,440	8.0	\$880	8.0	\$880	37.0	\$2,560
2. Develop Objectives/Evaluation Criteria	15.0	\$1,130	0.0	\$0	0.0	\$0	15.0	\$1,130
3. Feasibility of Alignment Alternatives	265.0	\$19,050	0.0	\$0	0.0	\$0	265.0	\$19,050
4. Define Transit Service Characteristics	235.0	\$16,685	1.5	\$125	1.5	\$125	233.5	\$16,560
5. Hiawatha Corridor Forecasts	195.0	\$14,120	0.5	\$55	0.5	\$55	194.5	\$14,065
6. Riverview Corridor Forecasts	440.0	\$28,900	0.5	\$55	0.5	\$55	439.5	\$28,845
7. Cost Estimates	50.0	\$3,980	0.0	\$0	0.0	\$0	50.0	\$3,980
8. Evaluate Alternatives	140.0	\$10,215	0.0	\$0	0.0	\$0	140.0	\$10,215
9. Determine Next Steps	35.0	\$2,850	0.0	\$0	0.0	\$0	35.0	\$2,850
10. Draft & Final Reports	180.0	\$12,630	0.0	\$0	0.0	\$0	180.0	\$12,630
 SUBTOTAL - SRF LABOR	 1600.0	 \$113,000	 10.5	 \$1,115	 10.5	 \$1,115	 1589.5	 \$111,885
Direct Expenses		\$2,000		\$36		\$36		\$1,964
TOTALS		\$115,000		\$1,151		\$1,151		\$113,849

Hiawatha Costs:

Task 1 - 25%	\$860	\$220	\$220	\$640
Task 4 - 35%	\$5,820	\$44	\$44	\$5,776
Task 5 - 100%	\$14,120	\$55	\$55	\$14,065
 Totals	 \$20,800	 \$319	 \$319	 \$20,481

COMMISSION # 972765
RIVERVIEW/HIAWATHA-ALTER. EVALUATION
PERIOD ENDING: AUGUST 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	110.00	8.0 ✓	880.00
----- TOTALS -----			8.0	880.00

2765
COMMISSION # 972766
RIVERVIEW/HIAWATHA-FORECASTS
PERIOD ENDING: AUGUST 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	110.00	1.0 ✓	110.00
S. Wilson	Sr. Engineer	83.31	1.5 ✓	124.97
----- TOTALS -----			2.5	234.97

**INVOICE****Consulting Group, Inc.**

One Carlson Parkway North, Suite 150, Minneapolis, Minnesota 55447-4443

(612) 475-0010

(612) 475-2429 FAX

Refer to File: 0972765

Invoice No: 2765-2

Revised

Invoice Date: 09/30/97

Period Ending: 09/30/97

Ms. Kathy DeSpiegelaere
Director of Light Rail Transit Planning
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
Suite 665 RCGC - West
50 West Kellogg Blvd.
St. Paul, MN 55102

re: RIVERVIEW / HIAWATHA TRANSITWAYS

Summary of professional engineering services rendered:

	CURRENT PERIOD	CUMULATIVE TO DATE
Total Labor and Overhead (See Attached)	13,758.06	14,873.03
Total Direct Non-Salary Costs (See Attached)	51.42	87.32
SUBTOTAL	13,809.48	14,960.35
Less Retainage 5%	690.47	748.01
NET TOTAL	13,119.01	14,212.34
 TOTAL AMOUNT DUE THIS INVOICE	 13,119.01 =====	

COMMISSION # 972765.01
RIVERVIEW/HIAWATHA-INITIATION/BASE MAP
PERIOD ENDING: SEPTEMBER 30, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	110.00	12.0	1320.00
J. Ross	Associate	75.42	1.3	98.05
D. Paulu	Project Designer	54.36	1.5	81.54
J. Luberta	Admin. Assistant	52.00	0.5	26.00
----- SUB-TOTAL -----			15.3	1525.59

COMMISSION # 972765.02
RIVERVIEW/HIAWATHA-OBJECTIVE/EVALUATION
PERIOD ENDING: SEPTEMBER 30, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	110.00	1.5	165.00
P. Zager	Engineer	55.17	8.0	441.36
B. Bersie-Ashfeld	Word Processor	52.00	0.5	26.00
----- SUB-TOTAL -----			10.0	632.36

COMMISSION # 972765.03
RIVERVIEW/HIAWATHA-FEASIBILITY ALTER.
PERIOD ENDING: SEPTEMBER 30, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
M. Cote	Associate	78.15	43.0	3360.45
C. Jones	Engineer	48.93	2.5	122.33
M. Gallagher	Trans. Planner	44.37	8.5	377.15
B. Bersie-Ashfeld	Word Processor	52.00	1.0	52.00
----- SUB-TOTAL -----			55.0	3911.93

COMMISSION # 972765.04
RIVERVIEW/HIAWATHA-DEFINE TRANSIT SER
PERIOD ENDING: SEPTEMBER 30, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
W. Gardner	Sr. Associate	90.36	1.0	90.36
M. Cote	Associate	78.15	5.0	390.75
S. Wilson	Sr. Engineer	83.31	30.0	2499.30
J. Crawford	Sr. Engineer	62.73	1.5	94.10
P. Zager	Engineer	55.17	28.0	1544.76
B. Hackett	Planner	59.46	2.0	118.92
J. Monahan	Planner	40.95	55.5	2272.73
----- SUB-TOTAL -----			123.0	7010.92

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING: SEPTEMBER 30, 1997

RIVERVIEW/HIAWATHA TRANSITWAYS

CAT. #	CATEGORY	
1	MILEAGE AT 0.31/MILE	40.92
2	PARKING	10.50
TOTAL DIRECT EXPENSES		----- 51.42

NOTE: Sales tax is included in costs of in-house copies, prints, and stats.

COMMISSION # 972765.05
RIVERVIEW/HIAWATHA-HIAWATHA FORECASTS
PERIOD ENDING: SEPTEMBER 30, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
S. Wilson	Sr. Engineer	83.31	7.0	583.17
J. Crawford	Sr. Engineer	62.73	1.5	94.10
----- SUB-TOTAL -----			8.5	677.27

972765

DIRECT NON-SALARY COSTS (DETAILS)

PAGE 1

PERIOD ENDING: SEPTEMBER 30, 1997

SUB-COMM	CAT	DATE	SOURCE	NO. ORGS	NO. EACH	LENGTH	WIDTH	TOTAL COPIES	NO. STATS	NO. UNITS	MILES	AMOUNT	TOTAL CHARGE
972765.00	1	30	C Zimmer								90.0		27.90 ✓
972765.00	1	30	M Cote								42.0		13.02 ✓
972765.00	2	30	C Zimmer									5.50	5.50 ✓
972765.00	2	30	M Cote									5.00	5.00 ✓

Employee No. 215 Employee Name Marie Cote

[illegible]

Total Miles:	<u>42</u>	@ \$.31/mile	= \$	<u>13.02</u>
Total Parking:			= \$	<u>5.00</u>
TOTAL SIDE 2:			= \$	<u>18.02</u>

[illegible]

26

FOR PARKING AT LOWRY
PARKING RAMP
HAVE A NICE DAY
DATE 09.24.'97 WED
1 0924'9
PARKING \$3.75
TOTAL \$3.75
CASH \$3.75
CHANGE \$0.00
CLERK 1 NO.236586
TIME 12:39 0000

FOR PARKING AT LOWRY
PARKING RAMP
HAVE A NICE DAY
DATE 09.12.'97 FRI
1 0912'9
PARKING \$2.75
TOTAL \$2.75
CASH \$2.75
CHANGE \$0.00
CLERK 1 NO.234378
TIME 14:52 0000

LANDMARK
TOWERS
RAMP

PAID

1#

03...20Na

97-09-3DT

024-10:16FX

97-09-3DT

024-08:15FN

A...5.00\$

....5.00\$

BUDGET ACTIVITY THRU PERIOD ENDING SEPTEMBER 30, 1997
 MONITORING REPORT - 0972765
 RIVERVIEW / HIAWATHA TRANSITWAYS

cc: C. Zimmer
 M. Cote

	<u>BUDGET HOURS</u>	<u>BUDGET DOLLARS</u>	<u>CURRENT MONTH HOURS</u>	<u>CURRENT AMOUNT BILLED</u>	<u>TO DATE HOURS</u>	<u>TO DATE DOLLARS</u>	<u>TOTAL REMAINING HOURS</u>	<u>DOLLARS</u>
1. Project Initiation/Data Collection/Basemapping	45.0	\$3,440	15.3	\$1,526	23.3	\$2,406	21.7	\$1,034
2. Develop Objectives/Evaluation Criteria	15.0	\$1,130	10.0	\$632	10.0	\$632	5.0	\$498
3. Feasibility of Alignment Alternatives	265.0	\$19,050	55.0	\$3,912	55.0	\$3,912	210.0	\$15,138
4. Define Transit Service Characteristics	235.0	\$16,685	123.0	\$7,011	124.5	\$7,136	110.5	\$9,549
5. Hiawatha Corridor Forecasts	195.0	\$14,120	80.5	\$677	81.0	\$732	114.0	\$13,388
6. Riverview Corridor Forecasts	440.0	\$28,900	0.0	\$0	0.5	\$55	439.5	\$28,845
7. Cost Estimates	50.0	\$3,980	0.0	\$0	0.0	\$0	50.0	\$3,980
8. Evaluate Alternatives	140.0	\$10,215	0.0	\$0	0.0	\$0	140.0	\$10,215
9. Determine Next Steps	35.0	\$2,850	0.0	\$0	0.0	\$0	35.0	\$2,850
10. Draft & Final Reports	180.0	\$12,630	0.0	\$0	0.0	\$0	180.0	\$12,630
 SUBTOTAL - SRF LABOR	 1600.0	 \$113,000	 283.8	 \$13,758	 294.3	 \$14,873	 1305.7	 \$98,127
Direct Expenses		\$2,000		\$51		\$87		\$1,913
 TOTALS		 \$115,000		 \$13,809		 \$14,960		 \$100,040

Hiawatha Costs:

Task 1 - 25%	\$860	\$382	\$602	\$258
Task 4 - 35%	\$5,820	\$2,454	\$2,498	\$3,322
Task 5 - 100%	\$14,120	\$677	\$732	\$13,388
 Totals	 \$20,800	 \$3,513	 \$3,832	 \$16,968

COMMISSION # 972765
RIVERVIEW/HIAWATHA TRANSITWAYS
PERIOD ENDING: SEPTEMBER 30, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	110.00	13.5 ✓	1485.00
W. Gardner	Sr. Associate	90.36	1.0 ✓	90.36
M. Cote	Associate	78.15	48.0 ✓	3751.20
J. Ross	Associate	75.42	1.3 ✓	98.05
S. Wilson	Sr. Engineer	83.31	37.0 ✓	3082.47
J. Crawford	Sr. Engineer	62.73	3.0 ✓	188.19
P. Zager	Engineer	55.17	36.0 ✓	1986.12
C. Jones	Engineer	48.93	2.5 ✓	122.33
B. Hackett	Planner	59.46	2.0 ✓	118.92
J. Monahan	Planner	40.95	55.5 ✓	2272.73
M. Gallagher	Trans. Planner	44.37	8.5 ✓	377.15
D. Paulu	Project Designer	54.36	1.5 ✓	81.54
J. Lubenda	Admin. Assistant	52.00	0.5 ✓	26.00
B. Bersie-Ashfeld	Word Processor	52.00	1.5 ✓	78.00
----- TOTALS -----			211.8	13758.06

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Longhenry
Authorized Signature

11/7/97
Date

Board Action Requested

Ratify quarterly report of payments for July 1 through September 30, 1997.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed Resolution
 2. Memorandum from J. Van Houdt, dated October 29, 1997
 3. Budget Condition Report as of September 30, 1997
 4. Detail Disbursement Report for July through September, 1997

Budgeting and Accounting

Van Houdt 11/10/97

County Attorney

David MacMillan

Risk Management

Documentation certified complete for:

11/18/97
Board Date

Kristine A. Longhenry
Signature

11-10-97
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 18. 1997 No: R97-18

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period July 1, 1997 through September 30, 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.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	—	—	—
Dino Guerin	—	—	—
Susan M. Haigh	—	—	—
Rafael E. Ortega	—	—	—
Victoria Reinhardt	—	—	—
Janice Rettman	—	—	—
Jan Wiessner	—	—	—

Rafael E. Ortega, Chairman

By: _____
Tony Bennett, Secretary



Office of Budgeting and Accounting

James Van Houdt, Director

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

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

MEMORANDUM

TO: Terry Schutten, County Manager
FROM: *JVH* James Van Houdt, Director-Budgeting & Accounting
DATE: October 27, 1997
SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: July-September, 1997

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

A summary of the payments for the period are:

59101	Regional Railroad Authority Administration	\$45,244.32
59112	Northeast Corridor Beam to No. County Line	2,500.00
59113	Commuter Rail Demonstration Project	43,413.50
		<u>\$91,157.82</u>

I am attaching the following reports:

- A. Budget Condition Report as of September 30, 1997.
- B. Detail Disbursements for the period July through September, 1997.

JVH:VW:vw
Attachments

cc: K. DeSpiegelaere, Director
Ramsey County Regional Railroad Authority Planning

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
020122	STATE AUDITOR							
--	1,739.00	1,185.00	0.00	554.00	554.00	0.00	0.00	68.14
020154	LEGISLATIVE REPRESENTATIVE							
--	35,000.00	0.00	0.00	35,000.00	35,000.00	0.00	0.00	
020174	COUNTY ATTORNEY SERVICES							
--	8,545.00	5,288.76	0.00	3,256.24	3,256.24	0.00	0.00	61.89
020179	BUDGETING AND ACCOUNTING SERVICES							
--	7,000.00	0.00	0.00	7,000.00	7,000.00	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE							
--	3,368.00	1,535.85	0.00	1,832.15	1,832.15	0.00	0.00	45.60
020193	COUNTY PROJECT MANAGEMENT SERVICES							
--	171,000.00	69,440.45	0.00	101,559.55	101,559.55	0.00	7,000.00	40.61
020202	POSTAGE							
--	2,500.00	145.30	0.00	2,354.70	2,354.70	0.00	0.00	5.81
020207	TELEPHONE LONG DISTANCE CHARGES							
--	300.00	41.34	0.00	258.66	258.66	0.00	0.00	13.78
020208	TELEPHONE-LOCAL SERVICE							
--	2,100.00	869.85	0.00	1,230.15	1,230.15	0.00	0.00	41.42
020209	TELEPHONE-EQUIPMENT RENTAL							
--	200.00	0.00	0.00	200.00	200.00	0.00	0.00	
020217	PAGER SERVICES							
--	0.00	79.88	0.00	79.88CR	79.88CR	0.00	0.00	
020301	TRANSPORTATION ALLOWANCE							
--	500.00	117.53	0.00	382.47	382.47	0.00	0.00	23.51
020305	MESSENGER SERVICE							
--	850.00	79.60	0.00	770.40	770.40	0.00	0.00	9.36
020501	PRINTING & STATIONERY							
--	5,000.00	1,348.00	0.00	3,652.00	3,652.00	0.00	0.00	26.96

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY			* CONTINUED *				
020611	LIABILITY & PROPERTY DAMAGE	850.00	715.00	0.00	135.00	135.00	0.00	0.00 84.12
020803	EQUIPMENT & MACHINERY REPAIRS	2,000.00	318.98	0.00	1,681.02	1,681.02	0.00	0.00 15.95
020906	BUILDINGS & OFFICE SPACE	12,883.00	8,448.00	0.00	4,435.00	4,435.00	0.00	0.00 65.57
020909	PARKING SPACE	800.00	252.00	0.00	548.00	548.00	0.00	0.00 31.50
021101	BOOKS, PERIODICALS, SUBSCRIPTIONS	500.00	0.00	0.00	500.00	500.00	0.00	0.00
021134	TUITION	1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00
021176	CLERICAL SERVICES	7,000.00	2,459.60	0.00	4,540.40	4,540.40	7,000.00	0.00 35.14
021180	EMPLOYEE DEVELOPMENT	500.00	0.00	0.00	500.00	500.00	0.00	0.00
021192	INTEREST	0.00	0.00	0.00	0.00	0.00	0.00	0.00
021401	MEMBERSHIP & DUES	500.00	549.00	0.00	49.00CR	49.00CR	0.00	0.00 109.80
021403	CONFERENCE & SEMINAR EXPENSES	6,000.00	17,812.15	0.00	11,812.15CR	11,812.15CR	0.00	0.00 296.87
021407	OTHER TRAVEL	10,000.00	2,246.19	0.00	7,753.81	7,753.81	0.00	0.00 22.46
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	200.00	857.69	0.00	657.69CR	657.69CR	0.00	0.00 428.85
021409	CEC MEETING EXPENSES ACCOUNT	3,000.00	0.00	0.00	3,000.00	3,000.00	0.00	0.00
TOTL 02		283,335.00	113,790.17	0.00	169,544.83	169,544.83	7,000.00	7,000.00 40.16

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RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY			* CONTINUED *				
	OFFICE SUPPLIES							
030101	2,700.00	411.34	0.00	2,288.66	2,288.66	0.00	0.00	15.23
--								
	COMPUTER OPERATING SUPPLIES							
030201	1,000.00	86.55	0.00	913.45	913.45	0.00	0.00	8.66
--								
TOTL 03	3,700.00	497.89	0.00	3,202.11	3,202.11	0.00	0.00	13.46
	OFFICE FURNITURE AND EQUIPMENT							
040303	800.00	0.00	0.00	800.00	800.00	0.00	0.00	
CURR ORG-TOT	287,835.00	114,288.06	0.00	173,546.94	173,546.94	7,000.00	7,000.00	39.71

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R96 59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								
000000	63,336.50	16,475.36	0.00	46,861.14	46,861.14	0.00	0.00	26.01	
ORG-TOT	351,171.50	130,763.42	0.00	220,408.08	220,408.08	7,000.00	7,000.00	37.24	

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

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59103	RCRRA - PHASE 1 PRELIMINARY ENGINEERING			* CONTINUED *					
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	0.27	0.00	0.00	0.27	0.27	0.00	0.00	
TOTL 02		100,959.02	0.00	0.00	100,959.02	100,959.02	0.00	0.00	
ORG-TOT		100,959.02	0.00	0.00	100,959.02	100,959.02	0.00	0.00	

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59105	PHASE II PE-MIDWAY CORRIDOR							
020102	CONSULTING SERVICES 512,086.61	0.00	0.00	512,086.61	512,086.61	15,000.00	129,850.00	
020174	COUNTY ATTORNEY SERVICES 46,640.56	0.00	0.00	46,640.56	46,640.56	0.00	0.00	
020176	COUNTY MANAGER-SERVICES 2,728.59	0.00	0.00	2,728.59	2,728.59	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 9,806.30	0.00	0.00	9,806.30	9,806.30	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 494.91	0.00	0.00	494.91	494.91	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 72,796.15	0.00	0.00	72,796.15	72,796.15	0.00	50,000.00	
020202	POSTAGE 3,412.81	0.00	0.00	3,412.81	3,412.81	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 3,976.60	0.00	0.00	3,976.60	3,976.60	0.00	0.00	
020501	PRINTING & STATIONERY 9,832.06	0.00	0.00	9,832.06	9,832.06	0.00	0.00	
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	COMMITTEE COMPENSATION 1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
021407	OTHER TRAVEL 10,906.20	0.00	0.00	10,906.20	10,906.20	0.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 915.80	0.00	0.00	915.80	915.80	0.00	0.00	
TOTL 02	674,596.59	0.00	0.00	674,596.59	674,596.59	15,000.00	179,850.00	
ORG-TOT	674,596.59	0.00	0.00	674,596.59	674,596.59	15,000.00	179,850.00	

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59106	RIGHT-OF-WAY ACQUISITION							
020174	COUNTY ATTORNEY SERVICES							
--	151.61	0.00	0.00	151.61	151.61	0.00	0.00	
020176	COUNTY MANAGER-SERVICES							
--	1,344.24	0.00	0.00	1,344.24	1,344.24	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES							
--	163.92	0.00	0.00	163.92	163.92	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE							
--	329.96	0.00	0.00	329.96	329.96	0.00	0.00	
020192	SURVEYING SERVICE							
--	95.63	0.00	0.00	95.63	95.63	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES							
--	3,608.31	0.00	0.00	3,608.31	3,608.31	0.00	0.00	
020202	POSTAGE							
--	96.05	0.00	0.00	96.05	96.05	0.00	0.00	
021192	INTEREST							
--	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TOTL 02	5,789.72	0.00	0.00	5,789.72	5,789.72	0.00	0.00	
ORG-TOT	5,789.72	0.00	0.00	5,789.72	5,789.72	0.00	0.00	

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

RFC
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59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE								
020193	COUNTY PROJECT MANAGEMENT SERVICES 9,740.00	0.00	0.00	9,740.00	9,740.00	0.00	0.00		
020802	IMPROVEMENTS OTHER THAN BUILDINGS 21,039.00	1,565.00	0.00	19,474.00	19,474.00	0.00	0.00	7.44	
020804	GROUNDS-REPAIRS 3,000.00	0.00	0.00	3,000.00	3,000.00	0.00	0.00		
021131	ASSESSMENTS 5,000.00	0.00	0.00	5,000.00	5,000.00	0.00	0.00		
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00		
030507	SIGNS & SIGN REPAIRS 250.00	0.00	0.00	250.00	250.00	0.00	0.00		
CURR ORG-TOT	39,029.00	1,565.00	0.00	37,464.00	37,464.00	0.00	0.00	4.01	

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R96 59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE								
000000	11,934.00	10,052.91	0.00	1,881.09	1,881.09	0.00	0.00	84.24	
ORG-TOT	50,963.00	11,617.91	0.00	39,345.09	39,345.09	0.00	0.00	22.80	

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59112	NE CORRIDOR BEAM TO N CD LINE							
020102	CONSULTING SERVICES 10,000.00	8,500.00	0.00	1,500.00	1,500.00	0.00	0.00	85.00
020192	SURVEYING SERVICE 60,000.00	4,999.62	0.00	55,000.38	55,000.38	0.00	0.00	8.33
020193	COUNTY PROJECT MANAGEMENT SERVICES 27,670.00	367.23	0.00	27,302.77	27,302.77	0.00	0.00	1.33
020804	GROUNDS-REPAIRS 30,000.00	0.00	0.00	30,000.00	30,000.00	0.00	0.00	
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
030507	SIGNS & SIGN REPAIRS 20,000.00	0.00	3,317.25	20,000.00	16,682.75	0.00	0.00	
040103	LAND ACQUISITION-RIGHT OF WAY 2,000,000.00	0.00	0.00	2,000,000.00	2,000,000.00	0.00	0.00	
ORG-TOT	2,147,670.00	13,866.85	3,317.25	2,133,803.15	2,130,485.90	0.00	0.00	.65

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59113	COMMUTER RAIL DEMONSTRATION PROJECT							
020193	COUNTY PROJECT MANAGEMENT SERVICES							
	5,000.00	4,576.20	0.00	423.80	423.80	5,000.00	0.00	91.52
020402	ADVERTISING & PROMOTION							
	7,000.00	5,837.30	0.00	1,162.70	1,162.70	7,000.00	0.00	83.39
020611	LIABILITY & PROPERTY DAMAGE							
	1,000.00	0.00	0.00	1,000.00	1,000.00	1,000.00	0.00	
020804	GROUNDS-REPAIRS							
	500.00	0.00	0.00	500.00	500.00	500.00	0.00	
021151	SECURITY SERVICES							
	1,000.00	0.00	0.00	1,000.00	1,000.00	1,000.00	0.00	
021157	FOOD SERVICE							
	2,000.00	0.00	0.00	2,000.00	2,000.00	2,000.00	0.00	
021221	PARTICIPATION FEES							
	33,000.00	33,000.00	0.00	0.00	0.00	33,000.00	0.00	100.00
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE							
	500.00	0.00	0.00	500.00	500.00	500.00	0.00	
ORG-TOT	50,000.00	43,413.50	0.00	6,586.50	6,586.50	50,000.00	0.00	86.83

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59114	RIVERVIEW TRANSIT CORRIDOR STUDY								
020102	CONSULTING SERVICES	115,000.00	0.00	115,000.00	115,000.00	0.00	115,000.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES	50,000.00	0.00	0.00	50,000.00	50,000.00	50,000.00	0.00	
ORG-TOT	165,000.00	0.00	115,000.00	165,000.00	50,000.00	165,000.00	0.00		
ACT-TOT	3,548,529.90	199,661.68	118,317.25	3,348,868.22	3,230,550.97	237,000.00	186,850.00	5.63	
5 FC	3,548,529.90	199,661.68	118,317.25	3,348,868.22	3,230,550.97	237,000.00	186,850.00	5.63	
FUND CURR TOT	3,473,259.40	173,133.41	118,317.25	3,300,125.99	3,181,808.74	237,000.00	186,850.00	4.98	
FUND R96 TOT	75,270.50	26,528.27	0.00	48,742.23	48,742.23	0.00	0.00	35.24	
FUND TOTAL	3,548,529.90	199,661.68	118,317.25	3,348,868.22	3,230,550.97	237,000.00	186,850.00	5.63	

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RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 1
DATE 11/07/97

DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT
PERIOD JUL 1, 1997 THRU SEP 30, 1997.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
RAMSEY COUNTY REGIONAL RAILROAD AUTH								
	020122	STATE AUDITOR						
59101	020122	CA	64179	070897	00036131		894.00	MINNESOTA STATE AUDITORS
		CA	66653	080597	00061334		291.00	MINNESOTA STATE AUDITORS
	020122						1,185.00	
	020174	COUNTY ATTORNEY SERVICES						
59101	020174	IC	68626	090597	00087024		137.37	IC TRNSF PMT 400 40601 300908 M00721 01
		IC	68626A	090597	00087024		389.22	IC TRNSF PMT 400 40601 300908 M00727 01
		IC	68626B	090597	00087024		22.90	IC TRNSF PMT 400 40601 300908 M00727 02
		IC	68626C	090597	00087024		68.69	IC TRNSF PMT 400 40601 300908 M00733 01
		IC	68626D	090597	00087024		3,067.93	IC TRNSF PMT 400 40601 300908 M00746 01
		IC	68626E	090597	00087024		961.59	IC TRNSF PMT 400 40601 300908 M00754 01
		IC	68626F	090597	00087024		641.06	IC TRNSF PMT 400 40601 300908 M00758 01
	020174						5,288.76	
	020185	DATA PROCESSING SERVICES-MTCE						
59101	020185	IC	64175	071197	00040479		135.98	IC TRNSF PMT 574 57401 301385 C07422 01
		IC	66648	080897	00064592		360.44	IC TRNSF PMT 574 57401 301385 C07505 01
		IC	68625	090597	00087024		396.26	IC TRNSF PMT 574 57401 301385 C07572 01
	020185						892.68	
	020193	COUNTY PROJECT MANAGEMENT SERVICES						
59101	020193	PV	240704	080897	00065125		397.00	JEANE THORNE INC
		IC	63290	070397	00034484		6,055.74	IC TRNSF PMT 400 47101 300434 B04116 01
		IC	63290A	070397	00034484		2,180.07	IC TRNSF PMT 400 47101 300434 B04116 02
		IC	63290B	070397	00034484		2,301.18	IC TRNSF PMT 400 47101 300166 B04116 03
		IC	63291	070397	00034484		118.31	IC TRNSF PMT 400 47110 300434 B04115 01
		IC	63291A	070397	00034484		42.59	IC TRNSF PMT 400 47110 300434 B04115 02
		IC	63291B	070397	00034484		97.33	IC TRNSF PMT 400 47110 300166 B04115 03
		CA	64812	071597	00044021		438.60	JEANE THORNE INC.
		IC	66645	080897	00064592		1,485.65	IC TRNSF PMT 575 57501 300432 H00453 01
		IC	67533	081597	00068922		5,838.05	IC TRNSF PMT 400 47101 300434 B04182 01
		IC	67533A	081597	00068922		2,101.70	IC TRNSF PMT 400 47101 300434 B04182 02
		IC	67533B	081597	00068922		2,218.46	IC TRNSF PMT 400 47101 300166 B04182 03
	020193						23,264.68	

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	020202	POSTAGE							
59101	020202	IC	64178	071197	00040477		0.90	IC TRNSF PMT 521 52104	350323 W03307 01
		IC	64178A	071197	00040477		8.45	IC TRNSF PMT 521 52104	350323 W03307 02
		IC	64178B	071197	00040477		16.27	IC TRNSF PMT 521 52104	350323 W03307 03
		IC	66646	080897	00064692		46.67	IC TRNSF PMT 521 52104	350323 W03334 01
		IC	67567	082297	00074677		27.21	IC TRNSF PMT 521 52104	350323 W03384 01
		IC	69497	091997	00098324		14.62	IC TRNSF PMT 521 52104	350323 W03419 01
	020202						114.02		
	020207	TELEPHONE LONG DISTANCE CHARGES							
59101	020207	IC	64629	071897	00046612		6.37	IC TRNSF PMT 578 57801	301601 Y02353 02
		IC	66529	080897	00064692		2.18	IC TRNSF PMT 578 57801	301601 Y02410 02
		IC	66882A	081597	00068922		9.00	IC TRNSF PMT 578 57801	301601 Y02414 02
	020207						17.55		
	020208	TELEPHONE LOCAL SERVICE							
59101	020208	IC	64629A	071897	00046612		183.55	IC TRNSF PMT 578 57801	301602 Y02353 02
		IC	66882	081597	00068922		183.55	IC TRNSF PMT 578 57801	301602 Y02414 01
	020208						367.10		
	020301	TRANSPORTATION ALLOWANCE							
59101	020301	MC	047126	072997	00055537		30.00	BENETTI	TIMOTHY
		MC	047615	080897	00065127		74.67	BENETTI	TIMOTHY
		MC	050592	093097	00108086		12.86	BODIN	DENNIS
	020301						117.53		
	020305	MESSENGER SERVICE							
59101	020305	PV	240707	080197	00058934		14.10	ROADRUNNER TRANSPORTATION INC	
		CA	64626	071897	00047534		33.20	ROADRUNNER TRANSPORTATION INC	
	020305						47.30		
	020501	PRINTING & STATIONERY							
59101	020501	CA	63289	070397	00034492		80.00	ST PAUL CITY OF FIN/TREAS DIV	
		CA	69068	091297	00092747		117.30	ST PAUL CITY OF FIN/TREAS DIV	
		CA	69502	091697	00095583		93.13	THOLE PRINTING	

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		020501		290.43				
		020803	EQUIPMENT & MACHINERY REPAIRS					
59101	020803	CA	64813	071597	00044022		318.98	IKON OFFICE SOLUTIONS
		020803		318.98				
		020906	BUILDINGS & OFFICE SPACE					
59101	020906	IC	63286	070397	00034484		947.00	IC TRNSF PMT 576 57601 360513 Y01129 01
		IC	63286A	070397	00034484		109.00	IC TRNSF PMT 576 57601 360513 Y01129 02
		IC	64628	071897	00046612		947.00	IC TRNSF PMT 576 57601 360513 Y01148 01
		IC	64628A	071897	00046612		109.00	IC TRNSF PMT 576 57604 360513 Y01148 02
		IC	66639	080897	00064692		947.00	IC TRNSF PMT 576 57601 360513 Y01171 01
		IC	66639A	080897	00064692		109.00	IC TRNSF PMT 576 57604 360513 Y01171 02
		IC	69498	091997	00098324		947.00	IC TRNSF PMT 576 57601 360513 Y01190 01
		IC	69498A	091997	00098324		109.00	IC TRNSF PMT 576 57604 360513 Y01190 02
		020906		4,224.00				
		020909	PARKING SPACE					
59101	020909	IC	10343K	070397	00034484		36.00	IC TRNSF PMT 576 57601 360205
		IC	10397T	080197	00058400		36.00	IC TRNSF PMT 576 57601 360205
		020909		72.00				
		021176	CLERICAL SERVICES					
59101	021176	CA	64764	071897	00047535		649.30	JEANE THORNE INC.
		CA	67525	081597	00069570		348.30	JEANE THORNE
		CA	67527	081597	00069570		387.00	JEANE THORNE
		CA	67566	082297	00075042		352.60	JEANE THORNE
		CA	68627	090397	00084265		722.40	JEANE THORNE, INC.
		021176		2,459.60				
		021401	MEMBERSHIP & DUES					
59101	021401	CA	66640	080897	00065129		37.00	American Public Transit Asso.
		CA	66883	080897	00065129		50.00	CITIZENS LEAGUE
		021401		87.00				

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	021403	CONFERENCE & SEMINAR EXPENSES							
59101	021403	CA	45608	071197	00041332		700.00	DESPIEGELAERE	KATHRYN
		CA	45874	071597	00044023		313.69	DESPIEGELAERE	KATHRYN M.
		CA	47265	080197	00058935		204.67	DESPIEGELAERE	KATHRYN
		CA	49854	090597	00087591		223.30	LINDEKE	THERESA M
		CA	49855	090597	00087591		113.95	LINDEKE	THERESA M
		CA	51176	092397	00101159		295.00	RAIL-VOLUTION '97	
		CA	51457	092697	00106152		487.68	DESPIEGELAERE	KATHRYN M
		CA	63287	070197	00031948		1,274.00	TRAVEL ASSOC OF-CARRIAGE HILL	
		CA	64751	071597	00044024		1,985.80	ROSENBLUTH INTERNATIONAL	
		CA	67590	090597	00087592		295.00	RAIL VOLUTION '97	
		CA	69071	091297	00093434		135.00	COMMISSIONER-OF-TRANSPORTATION	
		CA	69507	091697	00095584		155.00	UNIVERSITY-OF-MINN	
		CA	69508	091697	00095585		70.00	MN PUBLIC TRANSIT ASSOCIATION	
	021403						6,253.09		
	030101	OFFICE SUPPLIES							
59101	030101	PV	240703	080197	00058935		119.39	THOELE PRINTING	
		CA	66644	080897	00064758		43.00	ST-PAUL CITY-OF-FIN/TREAS-DIV	
		CA	67578	090397	00083818		52.92	ST PAUL CITY OF FIN/TREAS DIV	
	030101						215.31		
	030201	COMPUTER OPERATING SUPPLIES							
59101	030201	PV	240702	071197	00040564		7.19	GENERAL OFFICE PRDD CO-3	
		PV	240705	071197	00040564		7.19	GENERAL OFFICE PRDD CO-3	
		PV	240706	071197	00041326		14.91	JOHNSON SUPPLY CO	
	030201						29.29		
							45,244.32		

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45,244.32

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NE CORRIDOR BEAM TO N CNTY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
NE CORRIDOR BEAM TO N CNTY								
	020102	CONSULTING SERVICES						
	59112	020102	CA	69900	091997	00099042	2,500.00	JLS ENTERPRISES
	020102			2,500.00				

NE CORRIDOR BEAM TO N CNTY 2,500.00

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COMMUTER RAIL DEMO PROJECT

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
COMMUTER RAIL DEMO PROJECT								
	020193	COUNTY PROJECT MANAGEMENT SERVICES						
59113	020193	IC	67583D	090597	00087024		1,861.96	IC TRNSF PMT 400 47101 300434 B04183 01
		IC	67583R	091997	00098324		1,575.11	IC TRNSF PMT 400 47101 300434 B04183 01
		IC	68632	090597	00087024		654.68	IC TRNSF PMT 400 47101 300434 B04207 01
		IC	68632A	090597	00087024		235.68	IC TRNSF PMT 400 47101 300434 B04207 02
		IC	68632B	090597	00087024		248.77	IC TRNSF PMT 400 47101 300166 B04207 03
	020193						4,576.20	

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
	020402	ADVERTISING & PROMOTION						
59113	020402	CA	64761	071197	00041333		88.40	DESPIEGELAERE KATHYRN
		CA	66632	080897	00065130		268.17	AUGIES'S CATERING
		CA	66635	080897	00065131		1,075.00	MINNESOTA COACHES
		CA	66910	081597	00069042		926.80	ST PAUL/CABLE COMMISSION
		CA	67574	082297	00074675		523.08	ST-PAUL-CITY-OF-FIN/TREAS-DIV
		IC	67583A	082297	00074677		1,237.35	IC TRNSF PMT 400 47101 300434 B04183 02
		IC	67583B	082297	00074677		1,306.09	IC TRNSF PMT 400 47101 300166 B04183 03
		CA	68630	090397	00083813		412.41	ST-PAUL-CITY-OF-FIN/TREAS-DIV
	020402						5,837.30	

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
	021221	PARTICIPATION FEES						
59113	021221	CA	45262	070897	00036154		33,000.00	ANOKA COUNTY REGIONAL RAILROAD

021221 33,000.00

COMMUTER RAIL DEMO PROJECT

43,413.50

FUND 591 TOTAL

91,157.82