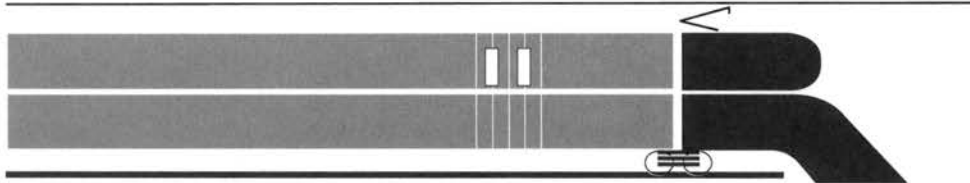




Ramsey County Regional Railroad Authority.
Records.

Copyright Notice:

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



Ramsey County Regional Railroad Authority

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

Agenda

Ramsey County Regional Railroad Authority Meeting

Tuesday, December 16, 1997

2:30 p.m.

(or immediately following Administrative Board Meeting)

Third Floor Council Chamber, Courthouse

1. * Approve minutes of November 18, 1997
2. * Approve the proposed 1998 budget for the Ramsey County Regional Railroad Authority in the amount of \$350,000.
3. * A). Approve contract with Lockridge, Grindal, Nauen & Holstein in an amount not to exceed \$25,000.
B). Authorize Chair to execute the contract subject to approvals.
4. * A). Authorize staff to negotiate an agreement with St. Paul to remove berm on RCRRA property in the vicinity of Johnson Parkway/Maryland/McAfee Street
B). Determine cost policies relating to the berm removal.
5. Comprehensive Transportation Plan for Ramsey County
6. * Ratify partial payment No. 3 to in the amount of \$25,661.84 to SRF Consulting Group for professional engineering services for the Riverview/Hiawatha Transitways.

* Action is requested.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY BOARD MEETING

November 18, 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, Kathy DeSpiegelaere, Paul St. Martin, Gary Peltier, Paul Kirkwold, Vern Wehlage, Jim Van Houdt, Karen Tero, Jon Walsh, Tim Mayasich, Mike Coffey, Kris Longhenry

Chairman Ortega called the meeting to order at 8:46 a.m.

1. Approve minutes of the Ramsey County Regional Railroad Authority Board meeting of November 4, 1997.

Motion by Commissioner Bennett, seconded by Commissioner Haigh, to accept the minutes from the November 4, 1997 RCRRA meeting.

Ayes - 7, Nays - 0
Motion accepted.

Commissioner Wiessner arrived at 8:47 a.m.

2. Phalem Berm Removal.

Paul St. Martin, St. Paul Public Works Department, reviewed points made in the Board packet about the City of St. Paul's Prosperity Avenue realignment project and its proposal for regrading a portion of the RCRRA-owned railroad berm at the crossings of Maryland Avenue and Johnson Parkway. Paul explained that a few years ago, a portion of Prosperity Avenue was built from Maryland Avenue to Rose Avenue, and the project that the City is working on now is to extend the realignment from Johnson Parkway to Rose Avenue. The portion of Prosperity Avenue south of Johnson Parkway is a County State Aid Highway and the City is working with Ramsey County Public Works on cost-sharing of this new realignment project. The City/County is planning on beginning the construction of this project in the spring of 1998.

Commissioner Rettman arrived at 8:50 a.m.

Kathy DeSpiegelaere distributed copies of a letter to Commissioner Ortega from Clifton J. Aichinger, Administrator for Ramsey-Washington Metro Watershed District.

Paul St. Martin explained that the Prosperity Avenue realignment plan was

designed for room for Phalen Boulevard if it is ever added on. Paul also commented that as part of the project, the City also has funding to create wetlands in the area. He detailed where these wetlands would be created.

Paul St. Martin reviewed seven elements associated with removal of the berm that need approval from the RCRRA board. They are:

1. To remove existing railroad bridge over Johnson Parkway. The City owns the bridge. This would be done to better the site distance in the area and be able to widen the roadway and put a sidewalk on it.
2. To bring down the grade of the Phalen Creek Trail located on the existing RCRRA berm. The trail was built by the City a couple of years ago with federal funds. It is being proposed to bring this berm down to at-grade to the Johnson Parkway/Prosperity Avenue intersection. There will be a traffic signal at this intersection. This would help give trail access to the east of the berm area.
3. To remove the berm between Maryland Avenue to a point south of Johnson Parkway. The berm is anywhere from 15-20 feet high and separates a commercial area with a park area. This would not be graded completely flat. The City will try and give it a natural look. The St. Paul Public Works Department is working with the St. Paul Parks Department to come up with a detailed plan on how this would work.
4. To use the fill from the berm south of Maryland Avenue for the material in the realignment of Prosperity Avenue.

Commissioner Bennett asked for clarification on where the berm would be removed. He has had mixed signals on exactly where the berm would be removed. Paul St. Martin explained that the berm would be completely removed from south of Maryland Avenue to Johnson Parkway and then part of the berm would be removed south of Johnson Parkway.

5. To remove part of the berm from Maryland Avenue and going north to about McAfee Street. Paul stated that this element doesn't necessarily have to be completed in conjunction with the realignment project. The City is working with developers on redevelopment of an apartment building on the north side of Maryland Avenue. The developers have expressed interest in removing part of the berm. This would open up the Lake Phalen area also. Paul explained that if someone used the fill from the berm, the funds would go back to RCRRA minus any costs such as landscaping or restoration costs.

Commissioner Bennett asked where exactly to where the berm would be removed. Paul St. Martin explained that where Topic and McAfee meet, the grade would be what is existing now. It would end somewhere in that general area.

6. To install a pipe underneath the berm of the RCRRA right of way to connect wetland restoration areas. This would allow for a piping system that would take water from Lake Phalen and go through several wetlands and eventually into the Mississippi River.
7. To remove existing tennis courts and create a wetland. These

courts would be replaced south of existing courts. One of these courts would be on RCRRA right of way but if rail would go through there, then the City would remove the court. For the time being, the City believes that one of the courts on the RCRRA right of way is best for their design.

Paul St. Martin stated that the elements listed above were all thought out with the idea that rail transit is being looked at for the area. Removal of the berm would result in an at-grade crossing at Maryland Avenue and Johnson Parkway and would also provide an opportunity for an at-grade station. The Board packet includes a proposed design for the station. The City feels that having the station at-grade would better integrate the station with the neighborhood. This would make it more accessible for pedestrians, bus route access. The down side would be the at-grade crossings at Maryland Avenue and Johnson Parkway. The City feels that the benefits of the at-grade station outweigh the negatives of the at-grade crossings.

Gary Peltier, St. Paul Planning and Economic Development, reinforced some points made earlier in the meeting. He explained that the Phalen Village area is the subject of a small area plan that was adopted by the City Council in 1995 and attempts to stress trying to create a compact, mixed-use pedestrian and transit oriented urban village. The proposed at-grade LRT station that is immediately adjacent to the urban village is very important to the success of the Phalen Village area. Gary stated that the small area plan did rezone some commercial properties in this area anticipating LRT.

Gary Peltier commented that removing part of the berm north of Maryland Avenue and working with the developer to reconfigure and reposition the very poor rental apartment housing in the area really opens up the Phalen Village area to a stronger market for housing. Taking out the berm at-grade at Maryland Avenue and sloping up north really opens the vision of Lake Phalen. One of the main objectives of the small area plan is to open up the Lake Phalen regional park system.

Commissioner Bennett asked about traffic counts on Maryland Avenue and how this compares with other major streets on the east side. Paul St. Martin answered that where the RCRRA right of way crossing is on Maryland Avenue, there are about 16,000 vehicles per day. Paul stated that Maryland Avenue is one of the leading traffic carriers on the east side and other main streets such as Minnehaha Avenue and Seventh Street have about 10,000-12,000 vehicles per day.

Commissioner Bennett asked if the berm is going to be reduced to an at-grade level for a trail where pedestrians can control the signals and for light rail to cross there, isn't that going to cause a lot of congestion and dangerous conditions on Maryland Avenue?

Paul St. Martin answered that the trail presently crosses Maryland at Johnson Parkway with traffic signals and that would not change except for the crossing would be reduced to an at-grade level. The berm would be constructed and tied into that trail.

Commissioner Bennett asked if the trail goes through the wetland north of Maryland.

Paul St. Martin answered that the trail will go west of the wetland and that no RCRRA right of way is in the wetland. If LRT does come, there will be an additional signalized crossing for it on Maryland between Johnson

Parkway and Clarence Street.

Commissioner Bennett asked if it's decided that we need to go over the top of the berm to put transit through there, who will pay for the cost?

Paul St. Martin said he couldn't answer that.

Commissioner Reinhardt requested clarification on grade levels. Gary Peltier explained that there are some newer single-family homes on McAfee Street north of Maryland Avenue. These homeowners do not want the berm reduced in their backyards so the berm would begin to be reduced somewhere south of these homes and continue at a downward slope until the berm is reduced to an at-grade level at Maryland Avenue. The exact location that the berm begins to be reduced is unknown at the present time.

Commissioner Ortega asked if there was neighborhood input on removing the berm.

Paul St. Martin answered that there was an intensive neighborhood process that went into the Phalen Village Area Plan back in 1995 and one of the recommendations of the plan was removal of the berm. There was also a neighborhood meeting a few weeks ago where this plan was discussed.

Commissioner Wiessner asked if the RCRRA has enough right of way to run trains on or if we need to purchase more right of way from residential property owners.

Kathy DeSpiegelaere answered that if light rail was to be constructed along this route, there is sufficient right of way.

Commissioner Guerin presented some history of the small area plan. He said the plan took about fourteen months to create and all the residents in the neighborhood were invited. One of the recommendations was to remove the berm. There was a meeting about nine months ago with several community organizations and then another with City staff, County staff and elected officials and it was agreed that an at-grade level at crossings would be acceptable. Commissioner Guerin heard yesterday that Representative Trimble was against the plan. Commissioner Guerin was disappointed that the planning process had come this far and that Representative Trimble hadn't attended a meeting. Commissioner Guerin was surprised because there hadn't been any opposition to the plan until now.

Commissioner Bennett asked why the residents north of Maryland Avenue don't want the berm removed.

Gary Peltier answered that he believes it's because they've lived there a long time and like the berm. He hasn't heard any opposition from them, however, on the berm being at-grade at the crossing on Maryland.

Commissioner Bennett addressed his concerns about removing the berm. He would like to know who is going to pay for replacing the berm if it is decided it needs to be put back. He stated that many districts would like to do something with this corridor until we get transit and it has to be looked at very carefully before a decision can be made. If we remove things needed for transit to work in the corridor, the costs will be great. One suggestion he makes is, abandon the corridor and give it to the city or the taxpayers.

Commissioner Rettman stated that their job on the RCRRA is to protect the interests of the authority. Her biggest concern is that once the trail is

in there, people are very comfortable and then may oppose light rail. She would like to make sure that everyone has full disclosure that this corridor is part of the transportation system and that is the fundamental underpinning of any decision made.

Commissioner Guerin added that we cannot move forward with LRT without the cooperation of the City. They control zoning and are competing for dollars. LRT won't work if the County works independently. He gave the example of the trails that exist right now. They are working out well and enhancing the quality of life of the residents, even though the County initially didn't want them because of future LRT plans.

Commissioner Reinhardt agreed that the County has to collaborate with the cities. She asked Kathy DeSpiegelaere what happened when this was presented to the RCRRA in the past? There was a recommendation that the berm be removed which was not acted upon. She requested a timeline.

Kathy DeSpiegelaere answered that this berm removal item came before the RCRRA two or three years ago and there were a couple of lengthy meetings and some of the same issues were raised. At that time, staff recommended that the berm be removed subject to certain conditions. Those conditions were never met. One of the steps that hadn't been taken at that time was the approval of the Phalen small area plan. This happened subsequently. Soil work hadn't been done but has been done now. Some issues still need to be addressed. Kathy suggested that the St. Paul Parks Department needs to be contacted and met with to discuss moving the tennis courts.

Commissioner Rettman stated that a group of senior citizens went throughout the City and found tennis courts in tough shape. There is a dire need for new tennis courts.

Kathy DeSpiegelaere addressed her concerns about the tennis courts lying on the RCRRA right of way. She questioned funding for when transit comes into that area. A few weeks ago at a community meeting, the issue of tennis courts was brought up and there were some negative comments such as litter.

Commissioner Ortega requested the list of conditions for berm removal when it was approved by the last RCRRA. Kathy DeSpiegelaere agreed to produce this for him.

Commissioner Bennett asked Kathy DeSpiegelaere if the City can rezone the area so light rail transit couldn't be put there at any time? Kathy said that she couldn't answer his question. She stated that if light rail transit moves forward, it is written in the statute that approval of the design plans is needed by the city that it is located in, so collaboration with the City is essential.

Commissioner Bennett commented on the concern for the cost to the taxpayers and said that it is very important to let everyone know that this is a transit corridor and what the possible intentions are.

Gary Peltier stated that it is very clear to everyone that they are working with that this is right of way for a future rail. The Phalen area small plan's main objective is a system that works well with pedestrians as well as traffic (vehicle, bicycle, rail, etc). He feels that the RCRRA needs to consider how an LRT station relates to the community. Is it going to be at-grade or above grade? The people associated with the small area plan believe that this station will work much better at-grade to achieve goals in the area. He said that he is sure that disclosures will be sent out to those selling/buying in the area that this is a future transit corridor. A

bridge does not exist now going across Maryland so if it is kept above grade, a bridge will need to be built for LRT and the RCRRA will have to pay for that.

Gary Peltier also stated that with the building of Phalen Boulevard, the City believes that it will alleviate some of the traffic on Maryland Avenue.

Commissioner Wiessner commented that it is really unfair of the RCRRA to hold up the City's plans without having a plan ourselves. She feels that the RCRRA has to work with the City and may have to work around their plan until a County comprehensive plan is completed.

Commissioner Ortega reinforced the fact that this agenda item is for discussion only and the RCRRA is looking for the best solution for both sides and not voting for or against the berm removal right now.

Commissioner Wiessner asked about the timing from the City on this project.

Paul St. Martin answered that the proposal for construction of Prosperity Avenue is planned to begin in the spring of 1998. There is an agreement with a developer and effects of delay would have to be looked into.

Paul Kirkwold stated that at a meeting two months ago, the project only involved construction of Prosperity Avenue. The City expressed a need for material to fill a wetland in the area. There was discussion on how bad the safety of the intersection was on Prosperity Avenue and Johnson Parkway. With the approval of the Phalen berm removal, the sightlines of this intersection would be improved. Paul also said that if the berm is not removed, the Ramsey County Public Works Department will face sharing the cost of finding fill for the Prosperity Avenue project. The material from the berm would be advantageous because it is so close to the project. Paul added that removal of the berm is a design issue and not a comprehensive plan issue.

Dave MacMillan commented that the corridor was purchased with contributions State of Minnesota using Rail Bank Funds. Mn/DOT does have input on what can be done to this corridor and since the fill is an asset, Mn/DOT has to approve the use of the fill along with the RCRRA.

Commissioner Reinhardt reinforced that this corridor will be used for transit and the type of transit is what is questionable.

Commissioner Haigh stated that the RCRRA needs to work with the City and cannot stand in the way of other economic development that is going on. She also expressed interest in information on the cost issues and cost sharing of this project.

Commissioner Bennett believes that this is a good project but has heard some negative comments about removal of berm. Commissioner Bennett asked Paul Kirkwold how the sight lines and safety factors would be at Prosperity Avenue/Johnson Parway if light rail transit would be installed.

Paul Kirkwold answered that preference would be given to rail. If a train comes through, then everything else will come to a stop. The proximity of the proposed intersection to the rail offers opportunity to coordinate the signal system at the intersection with the rail crossing. Cars that are trapped between the intersection and the rail crossing can be cleared before the trains come through. This has worked at other intersections with railroad crossings. Most of the time, however, the tracks will be

vacant.

Commissioner Rettman asked Paul St. Martin when the City needs a decision from the RCRRA. Paul answered that mid-December would be ideal. Commissioner Ortega agreed that at the next RCRRA, December 16, 1997, the matter will be considered.

Commissioner Rettman requested from Kathy DeSpiegelaere, a copy of the mortgage deed and notes on this issue from previous RCRRA meetings. It was agreed that a condensed version of the information would be distributed to the RCRRA Board a couple of weeks before the next meeting.

3. Comprehensive Transportation Plan

Because of time restraints, this item was not discussed.

4. Transit-Related Legislation

This item will be discussed at the Ramsey County Board of Commissioners meeting on November 18, 1997.

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.

Motion by Commissioner Haigh, seconded by Commissioner Reinhardt, to ratify the construction agreement with the City of Maplewood for connection of a pathway to BN Regional Trail and authorize the Chair to sign the permit.

Ayes - 7, Nays - 0
Motion accepted.

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 or 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

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

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.

Motion by Commissioner Haigh, seconded by Commissioner Reinhardt, to ratify the construction agreement with the City of Maplewood for installation and maintenance of a sanitary sewer line and authorize the Chair to sign the permit.

Ayes - 7, Nays - 0
Motion accepted.

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.

7. Approve 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 for Professional Engineering Services for the Riverview/Hiawatha Transitways.

Motion by Commissioner Haigh, seconded by Commissioner Reinhardt, to approve 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 for professional engineering services for the Riverview/Hiawatha Transitways.

Ayes - 7, Nays - 0
Motion accepted.

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.

8. Ratify Quarterly Report of Payments for July 1 Through September 30, 1997.

Motion by Commissioner Haigh, seconded by Commissioner Reinhardt, to ratify quarterly report of payments for July 1 through September 30, 1997.

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.

The meeting adjourned at 10:00 a.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

December 9, 1997
Date

Board Action Requested

Approve the proposed budget for the Ramsey County Regional Railroad Authority for 1998 in the amount of \$350,000 and no tax levy in 1998.

ACTION IS REQUESTED

Request Justification

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

Budgeting and Accounting

County Attorney

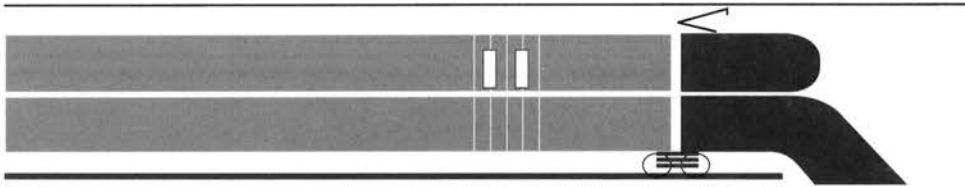
Risk Management

Documentation certified complete for:

December 16, 1997
Board Date

Kristine A. Longhenry
Signature

December 9, 1997
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 *RD*

Subject: Proposed 1998 Budget

Date: December 2, 1997

The 1998 Regional Railroad Authority budget is presented for your approval. No tax levy is proposed for the Regional Railroad Authority in 1998.

The 1998 budget in the amount of \$350,000 is proposed to be funded entirely from interest income credited to the Regional Railroad Authority.

This budget will allow continuation of Regional Railroad Authority activities in 1998 which are anticipated to include:

- Feasibility report for the Riverview Corridor, currently under contract.

- Major investment study for the Riverview Corridor (pending federal grant; funds have been appropriated by Congress).

- Staffing the statutorily required Metropolitan Transit Joint Powers Board.

- Negotiating for the purchase of additional right of way (Northeast Corridor, Beam to North County Line).

- Managing 6.5 miles of right of way owned by the Railroad Authority (Kellogg Boulevard to Beam Avenue).

- Participating in the commuter rail studies at the Minnesota Department of Transportation.

- Supervising the county's welfare to work transportation initiatives.

Working on Federal and state legislative programs on transit.

The 1998 operating budget of \$350,000 is an increase of \$23,136 over the 1997 operating budget of \$326,864.

Federal funds in the amount of \$1,150,000 have been appropriated by Congress in 1997 for Riverview Corridor transit work. The funds require a local match of \$287,500. Once the grant award is received, it will be presented to the Regional Railroad Authority in 1998 to establish a budget for the project. In 1997, the Regional Railroad Authority designated a maximum of \$3 million in fund balance to match potential federal revenue of \$12 million. The \$1,150,000 federal grant is the first year's appropriation of a potential six year authorization bill. The six year bill is still pending in Congress.

Recommendation:

The 1998 budget is to be adopted in December, 1997. The tax levy for the Regional Railroad Authority in 1998 is \$0. Approval of the proposed budget is requested.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

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

WHEREAS, The Ramsey County Regional Railroad Authority, wishes to continue to improve the quality of life and access to services in the region, to remain a partner in transit activities in the region with other agencies, including the Metropolitan Council and other county regional railroad authorities; Now Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby approves the 1998 budget and tax levy as follows:

1998 Approved Budget	\$ 350,000
Less estimated revenue	\$ 350,000
Tax levy	\$ -0-

and Be It Further

RESOLVED, That the unexpended balances to fund acquisition of additional right of way, estimated at \$2,125,000, be continued into 1998.

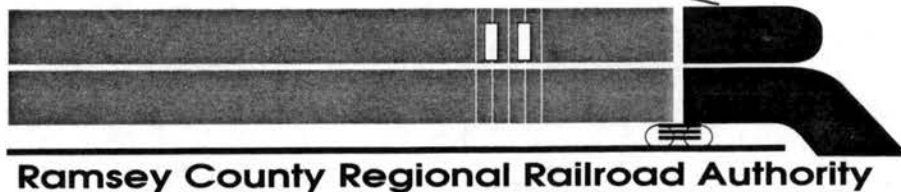
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	___	___	___
Dino Guerin	___	___	___
Susan Haigh	___	___	___
Rafael Ortega	___	___	___
Victoria Reinhardt	___	___	___
Janice Rettman	___	___	___
Jan Wiessner	___	___	___

Rafael E. Ortega, Chairman

By: _____
Tony Bennett, Secretary

Department Summary



Kathryn DeSpiegelaere, Director

665 RCGC-West

266-2762

MISSION STATEMENT

REGIONAL RAILROAD AUTHORITY

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

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

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

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

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

ADDITIONAL INFORMATION

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

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

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

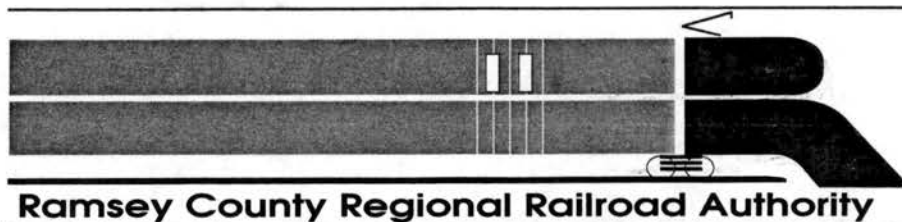
There will be an appropriate citizen participation component, including municipalities, in the rail authority process.

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

ORGANIZATION

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

Department Summary



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

EXPENDITURE/APPROPRIATION SUMMARY BY COST CENTER

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
OPERATING BUDGET							
59101	Regional Railroad Administration	300,191	231,791	287,835	321,129	321,129	
59109	NE Corridor Maintenance Kellogg to Beam	53,550	16,812	39,029	28,871	28,871	
	Total Operating Budget	353,741	248,603	326,864	350,000	350,000	
SPECIAL PROJECTS							
59112	NE Corridor Beam To N County Line	-	-	2,147,670	-	-	
59113	Commuter Rail Demonstration Project	-	-	50,000	-	-	
59114	Riverview Corridor Transit Study	-	-	165,000	-	-	
	Total Special Projects	-	-	2,362,670	-	-	
	Total Expenditure/Appropriation RCRA	353,741	248,603	2,689,534	350,000	350,000	

NOTE: It is recommended that the unexpended balance for the NE Corridor to North County Line be carried forward to 1998.

REVENUE/ESTIMATED REVENUE & FUND BALANCE SUMMARY BY COST CENTER

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
OPERATING BUDGET							
59101	Regional Railroad Administration	492,612	526,893	326,864	350,000	350,000	
59109	NE Corridor Maintenance Kellogg to Beam	-	-	-	-	-	
	Total Operating Budget	492,612	526,893	326,864	350,000	350,000	
SPECIAL PROJECTS							
59112	NE Corridor Beam To N County Line	-	-	2,147,670	-	-	
59113	Commuter Rail Demonstration Project	-	-	50,000	-	-	
59114	Riverview Transit Corridor Study	-	-	165,000	-	-	
	Total Special Projects	-	-	2,362,670	-	-	
	Total Revenue/Estimated Revenue & FB	492,612	526,893	2,689,534	350,000	350,000	
RCRA TAX LEVY SUMMARY							
	Tax Levy	689,498	434,043	-	-	-	
	Allowance for Uncollectible Tax-2%	13,790	8,681	-	-	-	
	Total Tax Levy	703,288	442,724	-	-	-	
	Less HACA	(397,633)	(392,842)	-	-	-	
	Net Tax Levy	305,655	49,882	-	-	-	
	Inc/(Dec) From 1997				-	-	
	% Inc/(Dec) From 1997				0.0%	0.0%	

Department Summary



MAJOR DEPARTMENT ACTIVITIES AND ACCOMPLISHMENTS

REGIONAL RAILROAD AUTHORITY

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

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

1. Transit, the major project of the Regional Railroad Authority, has preventative goals of easing congestion and the need for roadway expansion. It would provide economic development benefits and access to jobs and services.
2. The Rail Authority has purchased and is in conversations with railroad companies about purchasing right of way previously used for freight operations. The land is purchased for future needs for space for rail transit.

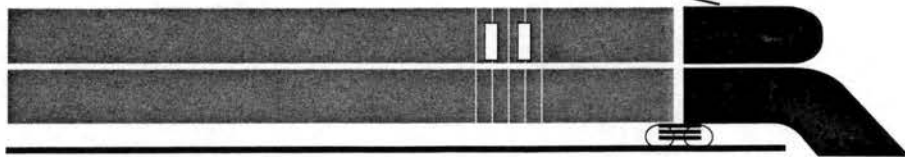
TO DEVELOP ALTERNATIVE WAYS AND METHODS OF DELIVERING COUNTY SERVICES.

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

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

1. The Regional Railroad Authority Commissioners have adopted goals which include reducing reliance on property taxes for transit services. Consequently, Commissioners and staff are often involved in studies and legislative initiatives related to sources and support for alternative means of funding transit.
2. Grant funds from the state and federal government have been sought and received in previous years. The funds provide alternatives to funding planning, engineering, and right of way acquisition solely with property tax levies. In 1997, additional federal funds were appropriated by Congress for the Riverview Corridor. The amount of federal funds Ramsey County will receive is \$1,150,000 for fiscal year 1998.

Department Summary



Ramsey County Regional Railroad Authority

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

1. Rail Authority work includes participation in Riverview Corridor projects with the Minnesota Department of Transportation, Hennepin County Regional Railroad Authority, Metropolitan Council, St. Paul and the Metropolitan Airports Commission.
2. Ramsey County Regional Railroad Authority is a member, with the six other metro county railroad authorities, of the Metro LRT Joint Powers Board.
3. In managing right of way owned by the Rail Authority, the Authority allows trail use of its property by St. Paul and Ramsey County Parks Departments. The Authority participates in discussions with St. Paul and others about the Phalen Corridor project, which impacts Rail Authority-owned property.

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

1. The Riverview Corridor transit project serves a diverse population of St. Paul residents. The area where it would be located is heavily transit dependent.
2. The Rail Authority participates on committees and groups related to the Phalen Corridor Initiative, a project designed to benefit the diverse East Side area of St. Paul.

Department Summary

Ramsey County Regional Railroad Authority

MAJOR CHANGES (PROPOSED)

REGIONAL RAILROAD AUTHORITY

LISTED BELOW ARE THE MAJOR ITEMS THAT HAVE CONTRIBUTED TO CHANGES IN THE DEPARTMENT'S APPROPRIATION AND REVENUE OVER THE PREVIOUS YEAR. THIS MAY NOT EQUAL THE DIFFERENCE OVER 1997 AS ONLY THE MAJOR CHANGES ARE LISTED HERE.

Description	1998 Appropriation	1998 Revenue(*)	1998 Levy
Operating Budget Inc/Dec over 1997	23,136	23,136	-0-
Special Projects Inc/Dec over 1997	(2,362,670)	(2,362,670)	-0-
Dollar Inc(Dec) over 1997 >	(2,339,534)	(2,339,534)	-0-
Percent Inc/(-)Dec over 1997 >	(87.0%)	(87.0%)	0.0%

(*) Includes fund balance.

OPERATING BUDGET:

1. Consulting Services	55,000	55,000	-0-
------------------------	--------	--------	-----

To provide funds for special needs for consultant services, which could include planning, engineering or outreach activities in 1998. The estimated interest income will offset the increase in operating costs.

2. Project Management Services	(47,846)	(47,846)	-0-
--------------------------------	----------	----------	-----

The decrease is related to a change in the Public Works Department billing process for indirect costs for processing payrolls for staff assigned to the Regional Railroad Authority.

3. Transit Joint Powers Board	20,000	20,000	-0-
-------------------------------	--------	--------	-----

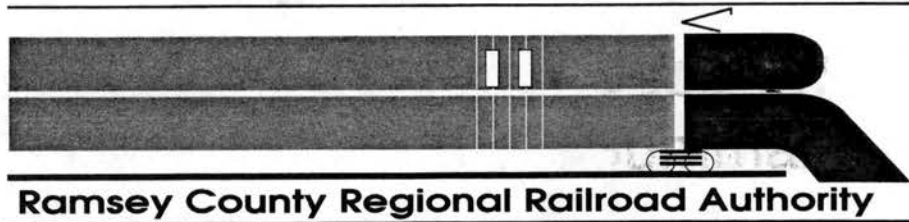
The Metropolitan LRT Joint Powers Board undertakes legislative, planning and coordination of transit activities in the seven county metro area. This account provides for the 1998 contribution to the work of the organization. The estimated interest income will offset the increase in operating costs.

SPECIAL PROJECTS:

1. Right of Way Acquisition	(2,147,670)	(2,147,670)	0
-----------------------------	-------------	-------------	---

In 1996, funds were budgeted to acquire additional right of way. These funds were carried forward to the 1997 budget. There has been some preliminary work performed in 1997. However, the exact balances remaining as of December 31, 1997 is not known at this time. We are requesting that the remaining unencumbered balances be carried forward to the 1998 budget.

Department Summary



MAJOR CHANGES (PROPOSED)

>REGIONAL RAILROAD AUTHORITY

2. Riverview Corridor Transit Study	(165,000)	(165,000)	0
-------------------------------------	-----------	-----------	---

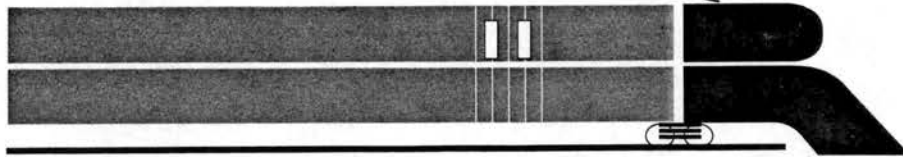
In 1997, the Railroad Authority Board authorized a study of the Riverview Corridor for various purposes including ridership estimates. The City of Saint Paul, Hennepin County and the Metropolitan Council contributed funds to help finance the project.

3. Commuter Rail Demonstration Project	(50,000)	(50,000)	0
--	----------	----------	---

In 1997, the Ramsey County Regional Railroad Authority, in collaboration with the counties of Anoka, Hennepin and Washington, funded a three-day demonstration of the commuter rail capabilities. Since this was a one-time project, funds will not be needed in the 1998 budget.

Total >	(2,335,516)	(2,335,516)	0
---------	-------------	-------------	---

Department Summary



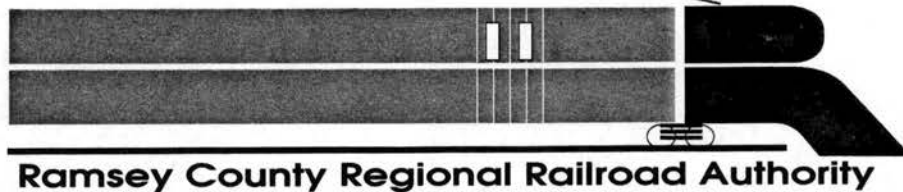
Ramsey County Regional Railroad Authority

OPERATING CAPITAL OUTLAY SUMMARY

REGIONAL RAILROAD AUTHORITY

Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
Land	463	0	2,000,000	0	0	
Office Furniture & Equipment	243	0	800	800	800	
Improvements Other Than Buildings	10,093	0	0	0	0	
Total Operating Capital Outlay	10,799	0	2,000,800	800	800	

Department Summary

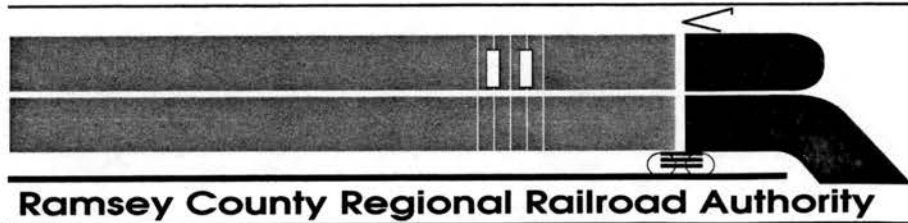


MANDATED/DISCRETIONARY SERVICES REPORT

REGIONAL RAILROAD AUTHORITY

	1997 Approved			1998 Proposed		
	Budget	Revenue	Levy	Budget	Revenue	Levy
MANDATED						
	0	0	0	0	0	0
	0	0	0	0	0	0
MANDATED (LEVEL/METHOD DISCRETIONARY)						
Administration (Transit Joint Powers)	0	0	0	20,000	20,000	0
	0	0	0	20,000	20,000	0
DISCRETIONARY (LEVEL/METHOD MANDATED)						
	0	0	0	0	0	0
	0	0	0	0	0	0
DISCRETIONARY						
Administration	287,835	287,835	0	301,129	301,129	0
Northeast Corridor-Kellogg to Beam	39,029	39,029	0	28,871	28,871	0
Northeast Corridor-Beam to N. Co Line	2,147,670	2,147,670	0	0	0	0
Commuter Rail Demonstration Project	50,000	50,000	0	0	0	0
Riverview Corridor Feasibility Study	165,000	165,000	0	0	0	0
	2,689,534	2,689,534	0	330,000	330,000	0
SUMMARY						
MANDATED	0	0	0	0	0	0
	0.0%			0.0%		
MANDATED (LEVEL/METHOD DISCRETIONARY)	0	0	0	20,000	20,000	0
	0.0%			5.7%		
DISCRETIONARY (LEVEL/METHOD MANDATED)	0	0	0	0	0	0
	0.0%			0.0%		
DISCRETIONARY	2,689,534	2,689,534	0	330,000	330,000	0
	100.0%			94.3%		
TOTAL	2,689,534	2,689,534	0	350,000	350,000	0

Cost Center



Kathryn DeSpiegelaere, Director

665 RCGC - West

266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
59101-Administration

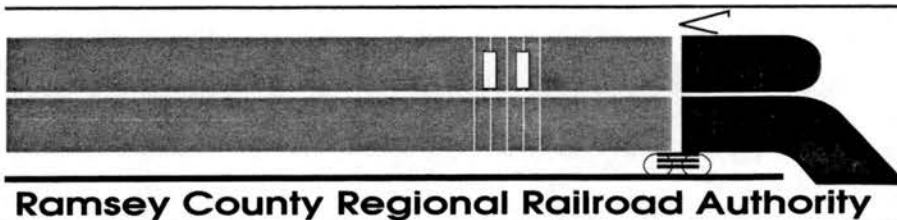
STATEMENT OF MISSION

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

OBJECTIVES

1. To advocate for transit services to meet changing needs for today and for succeeding generations.
2. To respond to the transit needs of the County's citizens in a manner that is sensitive to the financial impact to County taxpayers.
3. To plan integrated transportation services in cooperation with other agencies.
4. To encourage community participation in Rail Authority deliberations and decision-making processes.

Cost Center



EXPENDITURE/APPROPRIATION SUMMARY

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY 59101-ADMINISTRATION

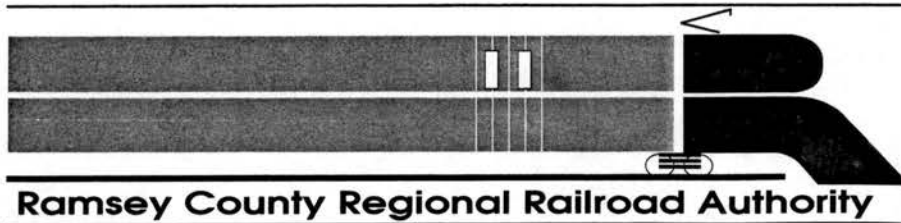
Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
020000	Other Services & Charges	297,841	230,255	283,335	316,529	316,529	
030000	Supplies	2,107	1,536	3,700	3,800	3,800	
040000	Capital Outlay	243	-	800	800	800	
	Total Expenditures/Appropriations	300,191	231,791	287,835	321,129	321,129	
	Inc/(Dec) From Previous Year				33,294	33,294	
	% Inc/(Dec) From Previous Year				11.6%	11.6%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
320000	Intergovernmental Revenues	399,857	394,792	-	-	-	
360000	Revenue from Use of Money/Property	492,567	526,511	326,864	350,000	350,000	
370000	Other Revenues	45	382	-	-	-	
	Total Revenues/Estimated Revenues	892,469	921,685	326,864	350,000	350,000	
	Inc/(Dec) From Previous Year				23,136	23,136	
	% Inc/(Dec) From Previous Year				7.1%	7.1%	

Fund Balance Dec/(Inc)	-738,819	-673,720	-	-	-	
RCRRA TAX LEVY	146,541	-16,174	-39,029	-28,871	-28,871	
Inc/(Dec) From Previous Year				10,158	10,158	
% Inc/(Dec) From Previous Year				26.0%	26.0%	

Cost Center



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY 59101-ADMINISTRATION

EXPENDITURE AND REVENUE DETAIL

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
020000	OTHER SERVICES AND CHARGES						
020102	Consulting Services	-	-	-	55,000	55,000	-
020122	State Auditor	1,584	2,003	1,739	2,100	2,100	
020154	Legislative Representative	34,000	24,000	35,000	35,000	35,000	
020174	County Attorney Services	7,815	1,808	8,545	3,329	3,329	
020176	County Manager Services	24,610	-	-	2,000	2,000	
020179	Budgeting & Accounting Services	6,266	4,500	7,000	6,000	6,000	
020185	Data Processing Services-MTCE	8,699	3,927	3,368	9,000	9,000	
020193	County Project Management Services	163,658	170,446	178,000	130,154	130,154	
020202	Postage	1,144	685	2,500	1,500	1,500	
020207	Telephone Long Dist Charges	73	38	300	200	200	
020208	Telephone-Local Service	1,721	1,777	2,100	2,100	2,100	
020209	Telephone-Equipment Rental	166	125	200	200	200	
020301	Transportation Allowance	524	300	500	1,600	1,600	
020305	Messenger Service	178	195	850	850	850	
020501	Printing & Stationery	3,311	1,819	5,000	5,000	5,000	
020611	Liability & Property Damage-Ins	731	709	850	850	850	
020803	Equipment & Machinery Repairs	-	296	2,000	2,000	2,000	
020805	Painting & Decorating	310	-	-	-	-	
020903	Equipment & Machinery-Rental	134	-	-	-	-	
020906	Building & Office Space	12,883	13,724	12,883	12,883	12,883	
020909	Parking Space	504	468	800	800	800	
021101	Books, Periodicals, Subscriptions	253	261	500	500	500	
021134	Tuition	500	-	1,000	1,000	1,000	
021180	Employee Development	245	-	500	500	500	
021401	Membership & Dues	241	262	500	500	500	
021403	Conference & Seminar Expenses	12,081	2,133	6,000	10,263	10,263	
021407	Other Travel	64	-	10,000	10,000	10,000	
021408	Volunteer/Committee Meeting Expense	54	-	200	200	200	
021409	Meeting Expense Account	259	779	3,000	3,000	3,000	
022213	Transit Joint Powers	15,833	-	-	20,000	20,000	
	Total Other Services & Charges	297,841	230,255	283,335	316,529	316,529	

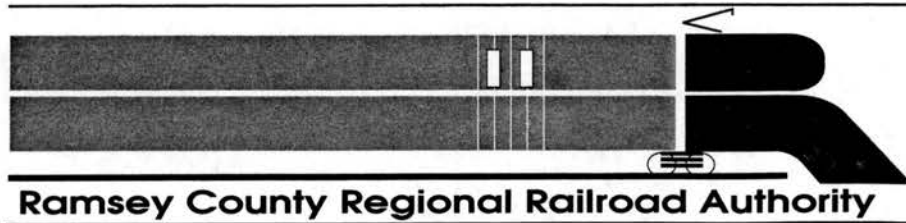
Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
030000	SUPPLIES						
030101	Office Supplies	1,950	1,336	2,700	2,800	2,800	
030201	Computer Operating Supplies	157	200	1,000	1,000	1,000	
	Total Supplies	2,107	1,536	3,700	3,800	3,800	

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
040000	OPERATING CAPITAL OUTLAY						
040303	Office Furniture & Equipment	243	-	800	800	800	
	Total Operating Capital Outlay	243	-	800	800	800	

Total 59101 - Administration

300,191 231,791 287,835 321,129 321,129

Cost Center



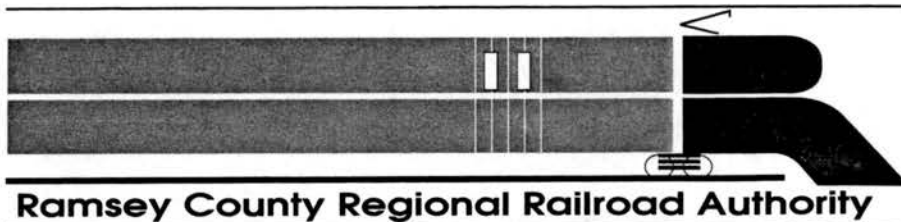
Ramsey County Regional Railroad Authority

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY 59101-ADMINISTRATION

REVENUE/ESTIMATED REVENUE

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
320000	INTERGOVERNMENTAL REVENUES						
321201	HACA - RE & PP	397,633	394,792	-	-	-	-
321202	HACA - Mobile Homes	1,950	-	-	-	-	-
321213	St Paul Rental Equity Credit	274	-	-	-	-	-
	Total Intergovernmental Revenue	399,857	394,792	-	-	-	-
360000	REVENUE FROM USE OF MONEY & PROPERTY						
360102	Interest on Investments	492,567	526,511	326,864	350,000	350,000	
	Total Revenue from Use of Money/Property	492,567	526,511	326,864	350,000	350,000	
370000	OTHER REVENUES						
370103	Recovery-Prior Year's Expense	-	338	-	-	-	-
370104	Recovery-Current Year's Expense	45	44	-	-	-	-
	Total Other Revenues	45	382	-	-	-	-
390000	TAXES & PENALTIES						
390702	Contamination Tax	74	-	-	-	-	-
390902	Current-RE & PP	298,642	52,622	-	-	-	-
390903	Current-Mobile Homes	177	47	-	-	-	-
390904	Delinquent Re & PP	466	9,778	-	-	-	-
390905	Delinquent Mobile Homes	73	330	-	-	-	-
390913	HRA - Shelter Rentals	120	-	-	-	-	-
390917	Gov't Acquired Property Rental	4	3	-	-	-	-
	Total Taxes & Penalties	299,556	62,780	-	-	-	-
	Total 59101 - Administration	1,192,025	984,465	326,864	350,000	350,000	

Cost Center



SELECTED LINE ITEM EXPLANATIONS For Expenditures and Revenues

REGIONAL RAILROAD AUTHORITY
59101-Administration

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

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Consultant Services	\$0	\$0	\$0	\$55,000	\$55,000	

EXPLANATION: This amount will provide for special needs for consultant services, which could include planning, engineering or outreach activities in 1998.

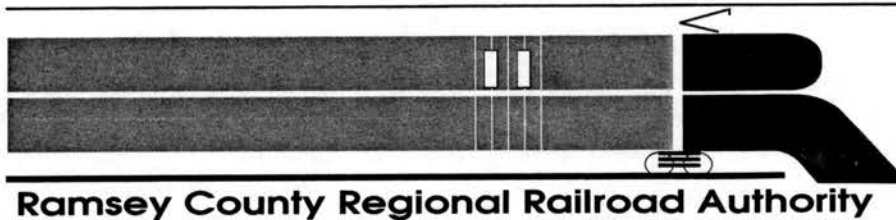
TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Legislative Representative	\$34,000	\$24,000	\$35,000	\$35,000	\$35,000	

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

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
DP Services - Maintenance	\$8,699	\$3,927	\$3,368	\$9,000	\$9,000	

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

Cost Center



SELECTED LINE ITEM EXPLANATIONS For Expenditures and Revenues

REGIONAL RAILROAD AUTHORITY
59101-Administration

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
County Project Management Services	\$163,658	\$170,446	\$178,000	\$130,154	\$130,154	

EXPLANATION: Ramsey County provides staff to assist the Regional Railroad Authority to develop plans, manage consultant services, coordinate with other agencies and citizen groups, provide information services, and engineering and transportation planning services. Persons providing these services are in the County Public Works Department. This account provides a specific identifier to reimburse Ramsey County departments for these services.

In 1998, project management services will be provided for Administration and Riverview Corridor activities. The information on this page is only for the overall Administration of the Railroad Authority. Upon receipt of federal appropriations for the Riverview Corridor work in 1998, a portion of the project management activities currently in administrative activities will be apportioned to the Riverview Corridor activities.

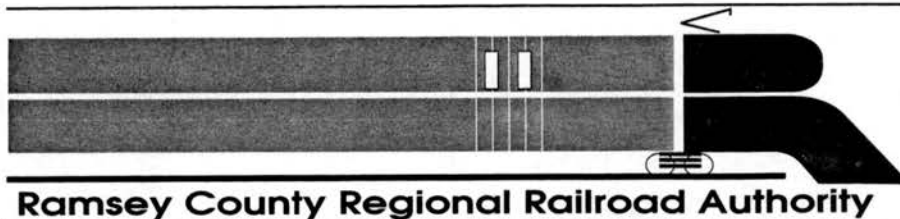
PROJECT MANAGEMENT TEAM (Administration Cost Center)			Estimated Cost (including salaries, fringe benefits, and indirect costs)	
<u>Staff</u>				
Director	1.0	FTE	\$93,815	
Administrative Secretary	0.5	FTE	36,339	
Total FTE 1.5				
Total Estimated Cost			\$130,154	

NOTE: Costs include salaries, fringe benefits and prorated indirect costs for processing payrolls as determined by Ramsey County Public Works Department. Costs for the Regional Railroad Authority's Right of Way Specialist position have been included in the Northeast Corridor maintenance and Beam to North County Line activities.

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Liability Insurance	\$731	\$709	\$850	\$850	\$850	

EXPLANATION: The Ramsey County Regional Railroad Authority (RCRRA) is a separate legal entity and is not covered by self insurance provisions of Ramsey County. The RCRRA also lacks the financial resources to fulfill self insurance requirements. Therefore, liability insurance is purchased for RCRRA annually by Risk Management.

Cost Center



SELECTED LINE ITEM EXPLANATIONS For Expenditures and Revenues

REGIONAL RAILROAD AUTHORITY
59101 - Administration

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Buildings and Office Space	\$12,883	\$13,724	\$12,883	\$12,883	\$12,883	

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

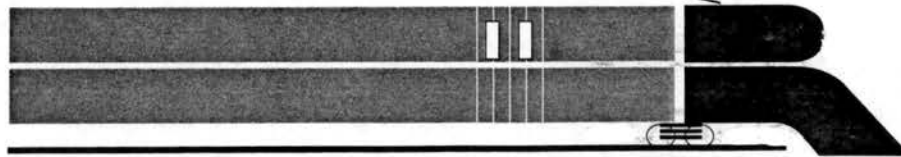
TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Meeting Expenses	\$259	\$779	\$3,000	\$3,000	\$3,000	

EXPLANATION: Funds are used to provide for Rail Authority-related meetings, including space rental when required.

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Transit Joint Powers	\$15,833	\$0	\$0	\$20,000	\$20,000	

EXPLANATION: The Metropolitan LRT Joint Powers Board undertake legislative, planning and coordination of transit activities in the seven county metro area. Ramsey County Regional Rail Authority is a member, and this provides for the 1998 contribution to the work of the organization.

Department Summary



Ramsey County Regional Railroad Authority

SELECTED LINE ITEM EXPLANATIONS
For Expenditures and Revenues

>REGIONAL RAILROAD AUTHORITY
>59101 - Administration

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

SELECTED REVENUE EXPLANATIONS

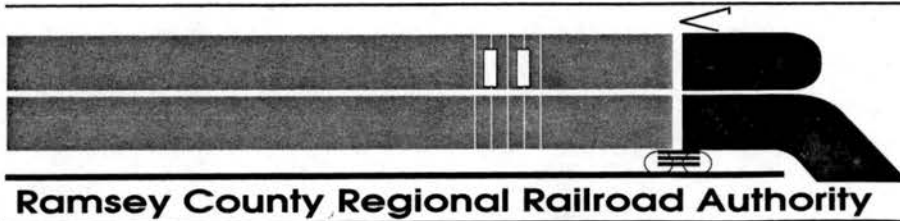
TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
>Interest on Investments	492,567	526,511	326,864	350,000	350,000	

EXPLANATION: >The Regional Railroad Authority's cash is included with the County's investments and the earnings are distributed at the end of each month. The interest that can be earned in 1998 depends on how much cash is available for investment. We believe that a substantial part of the funding for acquisition of additional right of way (budget balance \$2,125,000) will be expended in 1998 which will reduce the amount of cash that will be available to invest in 1998. If this amount is subtracted from the \$8,762,029, there would be approximately \$6.6 million to be invested in 1998. Also, Ramsey County will be receiving federal grant in 1998 that will require a local match which will also reduce cash on hand.

Cash on hand December 31, 1996	\$8,762,029
Less acquisition of additional right of way	- 2,125,000
Estimated cash available for investment in 1998	\$6,637,029

Assuming a \$6.6 million cash balance invested at 6% for the year would earn \$396,000 in 1998.

Cost Center



Kathryn DeSpiegelaere, Director

665 RCGC - West

266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
59109-Northeast Corridor
Kellogg to Beam

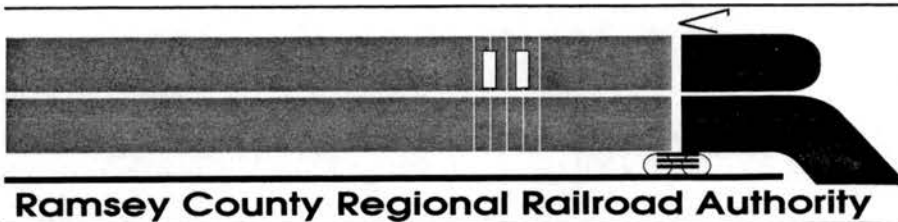
STATEMENT OF MISSION

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

OBJECTIVES

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

Cost Center



EXPENDITURE/APPROPRIATION SUMMARY

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY 59109-NORTHEAST CORRIDOR MAINTENANCE KELLOGG TO BEAM AVENUE

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
020000	Other Services & Charges	42,744	16,812	38,779	28,871	28,871	
030000	Supplies	250	-	250	-	-	
040000	Capital Outlay	10,556	-	-	-	-	
	Total Expenditures/Appropriations	53,550	16,812	39,029	28,871	28,871	
	Inc/(Dec) From Previous Year				-10,158	-10,158	
	% Inc/(Dec) From Previous Year				-26.0%	-26.0%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
	None	-	-	-	-	-	-
	Total Revenues/Estimated Revenues	-	-	-	-	-	-
	Inc/(Dec) From Previous Year				0	0	
	% Inc/(Dec) From Previous Year				0.0%	0.0%	
	Fund Balance Dec/(Inc)	-89,550	-38,613	-	-	-	-
	RCRRA TAX LEVY	143,100	55,425	39,029	28,871	28,871	
	Inc/(Dec) From Previous Year				-10,158	-10,158	
	% Inc/(Dec) From Previous Year				-26.0%	-26.0%	

Cost Center



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY 59109 - NORTHEAST CORRIDOR MAINTENANCE KELLOGG TO BEAM AVENUE

EXPENDITURE AND REVENUE DETAIL

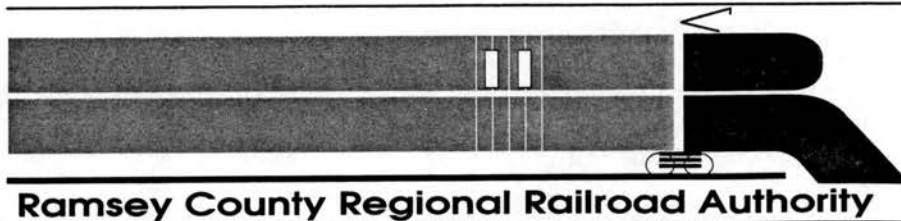
Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
020000	OTHER SERVICES AND CHARGES						
020174	County Attorney Services	1,021	-	-	-	-	
020185	Data Processing Maintenance	-	592	-	-	-	
020193	County Project Management	33,192	9,534	9,740	9,740	9,740	
020802	Improvements Other Than Buildings	-	1,417	21,039	11,131	11,131	
020804	Grounds-Repairs	5,495	1,967	3,000	3,000	3,000	
021131	Special Assessments	2,942	3,302	5,000	5,000	5,000	
021144	Worker's Compensation	94	-	-	-	-	
	Total Other Services & Charges	42,744	16,812	38,779	28,871	28,871	

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
030000	SUPPLIES						
030507	Signs and Repairs	250	-	250	-	-	
	Total Supplies	250	-	250	-	-	

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
040000	OPERATING CAPITAL OUTLAY						
040103	Land	463	-	-	-	-	
040400	Improvements Other Than Buildings	10,093	-	-	-	-	
	Total Operating Capital Outlay	10,556	-	-	-	-	

Total 59109 Northeast Corridor Maintenance	53,550	16,812	39,029	28,871	28,871	
--	--------	--------	--------	--------	--------	--

Cost Center



SELECTED LINE ITEM EXPLANATIONS For Expenditures and Revenues

REGIONAL RAILROAD AUTHORITY
59109-Northeast Corridor Maintenance
Kellogg to Beam

SELECTED EXPENDITURE EXPLANATIONS

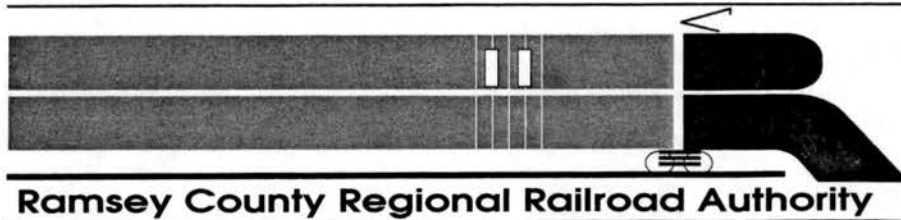
TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
County Project Management Services	\$33,192	\$9,534	\$9,740	\$9,740	\$9,740	

EXPLANATION: This account will provide funds to reimburse Ramsey County Public Works Department for staff time spent on right of way issues related to the Northeast Corridor, Kellogg to Beam.

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Improvements other than buildings	\$0	\$1,417	\$21,039	\$11,131	\$11,131	

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

Cost Center



Kathryn DeSpiegelaere, Director

665 RCGC - West

266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
59112-Northeast Corridor
Beam to N County Line

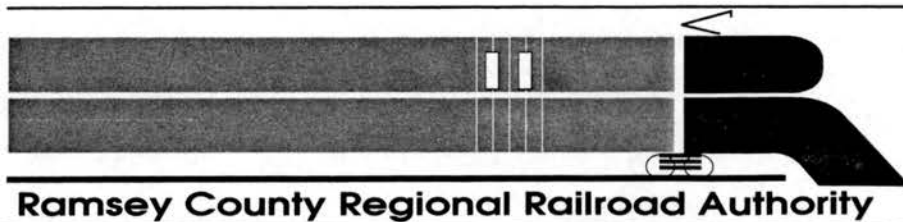
STATEMENT OF MISSION

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

OBJECTIVES

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

Cost Center



EXPENDITURE/APPROPRIATION SUMMARY

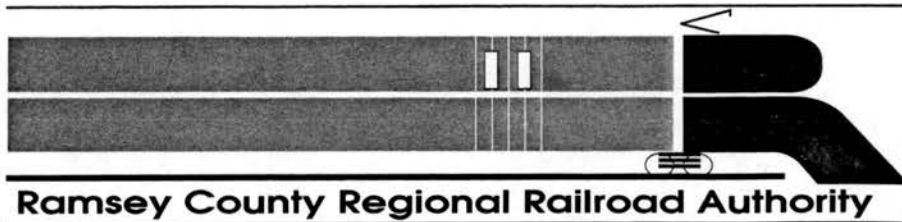
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY 59112 - NE CORRIDOR BEAM AVE TO N CO LINE

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
020000	Other Services & Charges	-	-	127,670	-	-	
030000	Supplies	-	-	20,000	-	-	
040000	Capital Outlay	-	-	2,000,000	-	-	
	Total Expenditures/Appropriations	-	-	2,147,670	-	-	
	Inc/(Dec) From Previous Year				-2,147,670	-2,147,670	
	% Inc/(Dec) From Previous Year				-100.0%	-100.0%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
	None	-	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	-	
	Inc/(Dec) From Previous Year				0	0	
	% Inc/(Dec) From Previous Year				0.0%	0.0%	
	Fund Balance Dec/(Inc)	-	-	2,147,670	-	-	
	RCRRA TAX LEVY	-	-	-	-	-	
	Inc/(Dec) From Previous Year				-	-	
	% Inc/(Dec) From Previous Year				0.0%	0.0%	

Cost Center



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

EXPENDITURE AND REVENUE DETAIL

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
020000	OTHER SERVICES AND CHARGES						
020102	Consulting Services	-	-	10,000	-	-	
020192	Surveying	-	-	60,000	-	-	
020193	County Project Management Services	-	-	27,670	-	-	
020804	Repairs - Grounds	-	-	30,000	-	-	
	Total Other Services and Charges	-	-	127,670	-	-	

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
030000	SUPPLIES						
030507	Signs and Repairs	-	-	20,000	-	-	
	Total Supplies	-	-	20,000	-	-	

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
040000	OPERATING CAPITAL OUTLAY						
040103	Land Aquisition Right-of-Way	-	-	2,000,000	-	-	
	Total Operating Capital Outlay	-	-	2,000,000	-	-	

Total 59112-NE Corridor Beam To N Co Line

-	-	2,147,670	-	-	
---	---	-----------	---	---	--

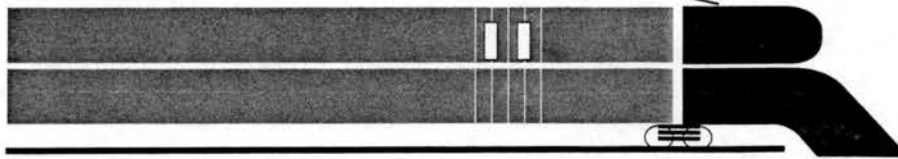
REVENUE/ESTIMATED REVENUE

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
	None	-	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	-	

FUND BALANCE

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
399999	Fund Balance	-	-	2,147,670	-	-	
	Total Fund Balance	-	-	2,147,670	-	-	

Cost Center



Ramsey County Regional Railroad Authority

SELECTED LINE ITEM EXPLANATIONS For Expenditures and Revenues

REGIONAL RAILROAD AUTHORITY
59112 - Northeast Corridor -
Beam to N County Line

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Consulting Services	\$0	\$0	\$10,000	\$0	\$0	

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

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Surveying	\$0	\$0	\$60,000	\$0	\$0	

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

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
County Project Management Services	\$0	\$0	\$27,670	\$0	\$0	

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

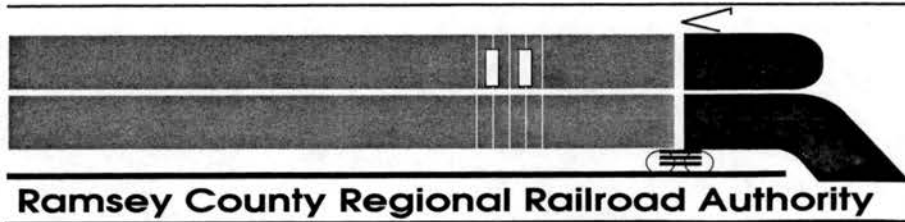
TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Repairs-Grounds	\$0	\$0	\$30,000	\$0	\$0	

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

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Land Acquisition Right of Way	\$0	\$0	\$2,000,000	\$0	\$0	

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

Cost Center



Kathryn DeSpiegelaere, Director

665 RCGC - West

266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
59113 - Commuter Rail
Demonstration Project

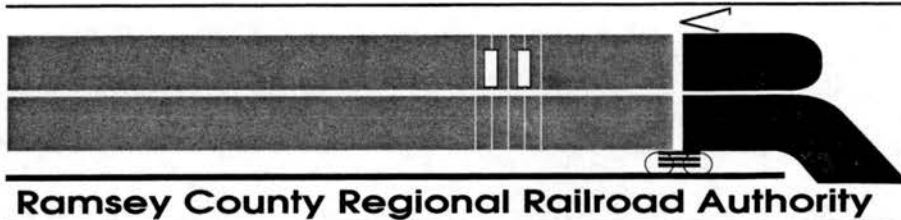
STATEMENT OF MISSION

To demonstrate the feasibility of commuter rail in the Twin Cities area.

OBJECTIVES

1. To coordinate the demonstration project on commuter rail with Anoka, Hennepin, and Washington County Regional Railroad Authorities.
2. To provide an opportunity for the general public to ride commuter rail in Ramsey County.

Cost Center



Ramsey County Regional Railroad Authority

EXPENDITURE/APPROPRIATION SUMMARY

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY 59113 - COMMUTER RAIL DEMONSTRATION PROJECT

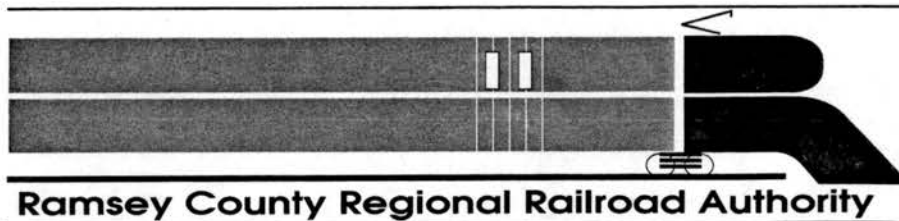
Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
020000	Other Services & Charges	-	-	50,000	-	-	
	Total Expenditures/Appropriations	-	-	50,000	-	-	
	Inc/(Dec) From Previous Year				-50,000	-50,000	
	% Inc/(Dec) From Previous Year				-100.0%	-100.0%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
	None	-	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	-	
	Inc/(Dec) From Previous Year				0	0	
	% Inc/(Dec) From Previous Year				0.0%	0.0%	

Fund Balance Dec/(Inc)	-	-	50,000	-	-		
RCRRA TAX LEVY	-	-	-	-	-		
Inc/(Dec) From Previous Year				-	-		
% Inc/(Dec) From Previous Year				0.0%	0.0%		

Cost Center



Ramsey County Regional Railroad Authority

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY 59113 - COMMUTER RAIL DEMONSTRATION PROJECT

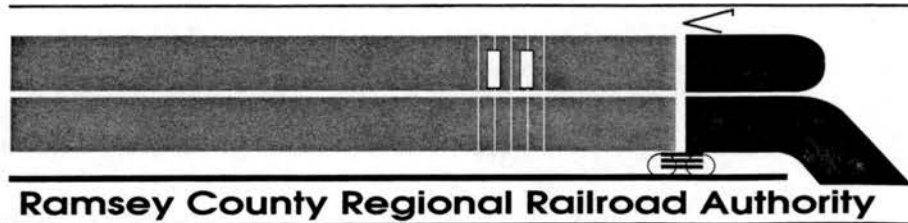
EXPENDITURE AND REVENUE DETAIL

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
020000	OTHER SERVICES AND CHARGES						
020193	County Project Management Services	-	-	5,000	-	-	
020402	Advertising & Promotion	-	-	7,000	-	-	
020611	Liability & Property Damage	-	-	1,000	-	-	
020804	Grounds-Repairs & Maintenance	-	-	500	-	-	
021151	Security Services	-	-	1,000	-	-	
021157	Food Service	-	-	2,000	-	-	
021221	Participation Fees	-	-	33,000	-	-	
021408	Volunteer/Committee Meeting Expense	-	-	500	-	-	
	Total Other Services & Charges	-	-	50,000	-	-	
	Total 59113 - Commuter Rail Demo Project	-	-	50,000	-	-	

FUND BALANCE

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
399999	Fund Balance	-	-	50,000	-	-	
	Total Fund Balance	-	-	50,000	-	-	

Cost Center



Kathryn DeSpiegelaere, Director

665 RCGC - West

266-2762

MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
59114 - Riverview Corridor
Transit Study**

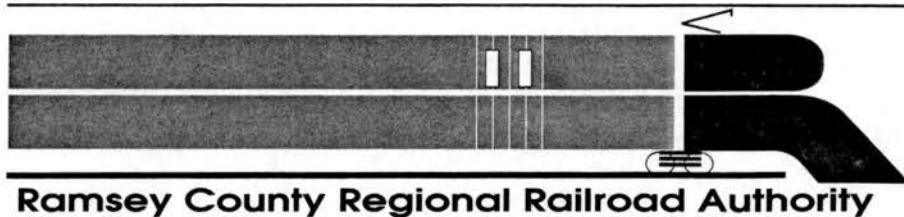
STATEMENT OF MISSION

To Study the feasibility of various alignments and transit alternatives in the Riverview Transit Corridor.

OBJECTIVES

1. To improve transportation in the corridor.
2. To meet local and community goals.
3. To improve the environment.
4. To improve social and economic climate.
5. To minimize cost; to maximize ridership of transit.

Cost Center



EXPENDITURE/APPROPRIATION SUMMARY

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY 59114 - RIVERVIEW CORRIDOR TRANSIT STUDY

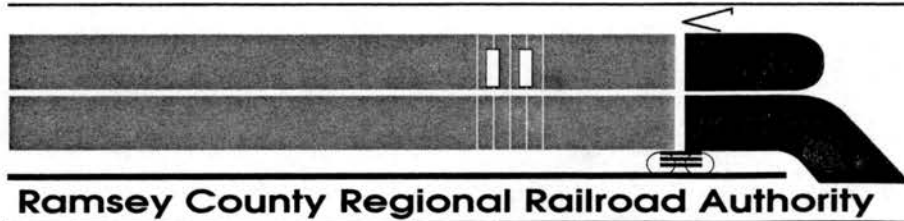
Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
020000	Other Services & Charges	-	-	165,000	-	-	-
	Total Expenditures/Appropriations	-	-	165,000	-	-	-
	Inc/(Dec) From Previous Year				-165,000	-165,000	
	% Inc/(Dec) From Previous Year				-100.0%	-100.0%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
320000	Intergovernmental Revenues	-	-	50,150	-	-	-
	Total Revenues/Estimated Revenues	-	-	50,150	-	-	-
	Inc/(Dec) From Previous Year				-50,150	-50,150	
	% Inc/(Dec) From Previous Year				0.0%	0.0%	

Fund Balance Dec/(Inc)	-	-	114,850	-	-	-	-
RCRRA TAX LEVY	-	-	-	-	-	-	-
Inc/(Dec) From Previous Year				-	-	-	-
% Inc/(Dec) From Previous Year				0.0%	0.0%		

Cost Center



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY 59114 - RIVERVIEW CORRIDOR TRANSIT STUDY

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
020000	OTHER SERVICES AND CHARGES						
020102	Consulting Services	-	-	115,000	-	-	
020193	County Project Management Services	-	-	45,000	-	-	
021158	Photography/Processing Services	-	-	5,000	-	-	
	Total Other Services & Charges	-	-	165,000	-	-	
	Total 59114 - Riverview Transit Corridor	-	-	165,000	-	-	

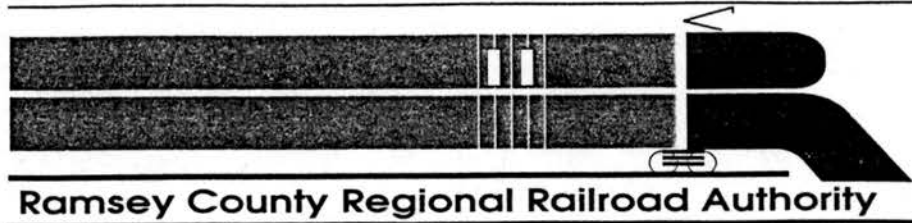
REVENUE/ESTIMATED REVENUE

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
320000	INTERGOVERNMENTAL REVENUES						
320304	Other Participation - Hennepin County	-	-	10,400	-	-	
320308	Program Participation-St. Paul	-	-	15,000	-	-	
320309	Metropolitan Council	-	-	24,750	-	-	
	Total Intergovernmental Revenues	-	-	50,150	-	-	

FUND BALANCE

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
399999	Fund Balance	-	-	114,850	-	-	
	Total Fund Balance	-	-	114,850	-	-	

Cost Center



SELECTED LINE ITEM EXPLANATIONS For Expenditures and Revenues

REGIONAL RAILROAD AUTHORITY
59114 - Riverview Transit
Corridor Study

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Consulting Services	\$0	\$0	\$115,000	\$0	\$0	

EXPLANATION: A contract with SRF to do a feasibility study of transit in the Riverview Corridor was approved in 1997. The work is funded by Ramsey County Regional Rail Authority, Hennepin County Regional Rail Authority, Metropolitan Council, City of St. Paul and the Minnesota Department of Transportation. Work continues in 1998.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

December 11, 1997

Date

Board Action Requested

A. Approve contract with Lockridge, Grindal, Nauen & Holstein in an amount not to exceed \$25,000.

B. Authorize Chair to execute the contract subject to approvals.

ACTION IS REQUESTED

Request Justification

See attached: 1. Proposed resolution
2. Draft contract

Budgeting and Accounting _____

County Attorney _____

Risk Management _____

Documentation certified complete for:

December 16, 1997

Board Date

Kristine A. Longhewy
Signature

December 16, 1997

Date

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
CONSULTANT SERVICES AGREEMENT**

The following is an agreement dated December 16, 1997 between DENNIS MCGRANN and LOCKRIDGE, GRINDAL, NAUEN & HOLSTEIN, 100 WASHINGTON AVENUE SOUTH, SUITE 2200, MINNEAPOLIS, MINNESOTA 55401 (hereinafter the "CONTRACTOR") and RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, through its Administrator's Office (hereinafter the "AUTHORITY").

1. SCOPE OF SERVICES

CONTRACTOR listed above shall provide the services as outlined below:

- A. On behalf of the AUTHORITY, CONTRACTOR agrees to provide services as a federal legislative representative and consultant, to meet with federal authorities and represent the Authority's interests with particular reference to financial, programmatic, policy, and organization issues of concern to the AUTHORITY.
- B. On behalf of the AUTHORITY, CONTRACTOR will provide consultation and analysis on public relations and federal strategy, identify grant opportunities, identify and monitor federal legislation, consult with Authority representatives, and meet with federal agency and Congressional representatives on issues of importance to the Authority relating to transit, including (1) welfare reform and transit, (2) transitways and (3) funding legislation for transportation.
- C. In performing services for the AUTHORITY, the CONTRACTOR will monitor and coordinate activities with other metropolitan Regional Railroad Authorities on federal transit issues.
- D. On behalf of AUTHORITY, CONTRACTOR will be available for meetings with AUTHORITY's board members and staff as requested. The AUTHORITY's administrator will be the principal contact for the CONTRACTOR on legislative matters.
- E. On behalf of the AUTHORITY, CONTRACTOR will work with the Chair of the AUTHORITY, and the AUTHORITY's administrator to:
 - 1) Foster the growth of working relationships between members of the Minnesota Congressional delegation, the AUTHORITY, and the AUTHORITY's key staff members.

- 2) Develop and assist in implementing strategies regarding how the AUTHORITY's projects are funded at the federal level in relation to other governmental units.
 - 3) Develop and assist in implementing the AUTHORITY's overall federal legislative efforts and program with a focus on present as well as future legislative efforts.
 - 4) Develop and assist in implementing strategies to foster equitable inter-governmental funding by the federal government.
- F. CONTRACTOR will work on passage of the AUTHORITY's federal legislative initiatives and will perform other activities as desired by AUTHORITY.
- G. CONTRACTOR will communicate on a regular basis with the Authority and will furnish a written summary report of activities, results obtained and status of issues still pending quarterly to the AUTHORITY.

2. DELIVERY OF SERVICES

Services will be delivered from January 1, 1998 through December 31, 1998 unless earlier terminated as provided herein.

3. COST FOR SERVICES AND PAYMENT

CONTRACTOR shall receive the sum of Twenty five thousand dollars (\$25,000) in equal monthly installments of \$2083 to be paid within 30 days of receipt by the Authority of a monthly claims form from the contractor.

4. INDEPENDENT CONTRACTOR STATUS

It is agreed that nothing contained in this agreement is intended or should be construed as creating the relationship of

co-partners, joint venturers, or an association with the AUTHORITY and CONTRACTOR. The CONTRACTOR is an independent contractor and neither it, its employees, agents, or representatives are agents of the AUTHORITY.

5. INDEMNITY

CONTRACTOR agrees to defend and indemnify the AUTHORITY, its officials, employees, and agents from any and all liability, loss or damage they may suffer as a result of claims, demands, judgments, or costs including reasonable attorney's fees, arising out of or related to CONTRACTOR's performance of this agreement.

6. INSURANCE AND BONDING

CONTRACTOR shall purchase and maintain such insurance to protect the CONTRACTOR from claims which may arise out of, or result from the CONTRACTOR's operations under the contract.

CONTRACTOR shall provide proof of insurance in a form and limits of coverage acceptable to the Ramsey County Risk Manager.

7. AUDIT

Until the expiration of six (6) years after furnishing of services pursuant to this agreement, CONTRACTOR, upon written request, shall make available to AUTHORITY, the state auditor, or AUTHORITY's ultimate funding source, a copy of this agreement and the books, documents, records, and accounting procedures and practices of CONTRACTOR relating to this agreement.

8. NON-DISCRIMINATION

CONTRACTOR agrees that in the hiring of all labor for the performance of any work under this agreement, it will not, by reason of race, creed, color, sex, national origin, or disability, discriminate against any person who is a citizen of the United States and who is qualified and is available to perform the work to which such employment relates.

CONTRACTOR agrees to comply with all federal, state, and local non-discrimination laws and ordinances, in particular the applicable provision of the Civil Rights Act of 1964, as amended by the Equal Employment Opportunity Act of 1972. If applicable, CONTRACTOR agrees to have in effect an affirmative action program and shall furnish a certificate of compliance with this requirement to AUTHORITY upon request.

9. CONFLICT OF INTEREST

While this agreement is in force, it is understood that CONTRACTOR will discuss with AUTHORITY any new client obligations which may directly conflict with ongoing work on behalf of AUTHORITY. AUTHORITY has the right to cancel this agreement immediately if CONTRACTOR assumes a client obligation which, in AUTHORITY's estimation, conflicts with AUTHORITY's interests.

10. TERMINATION

A. With Cause

Authority reserves the right to suspend or terminate this contract if Contractor violates any of the terms or conditions of this contract or does not fulfill in a timely and proper manner its obligations under this contract as determined by Authority. In the event that Authority exercises its right of suspension or termination under this section, it shall submit written notice to Contractor specifying the extend of such suspension or termination, the reasons therefore and the date upon which such suspension or termination becomes effective. Upon receipt of such notice, Contractor shall take all actions necessary to discontinue further commitment of funds to the extent that they relate to the suspended or terminated portion of this contract.

B. Without Cause

Authority or Contractor may terminate this contract without cause and for any reason whatsoever upon giving at least thirty (30) days written notice thereof to the other party. In such event, Contractor shall be entitled to receive compensation for the services provided in a satisfactory manner up to and including the effective date of termination.

10. ENTIRE AGREEMENT

This agreement is complete and supersedes all oral agreements and negotiations between the parties as well as any previous agreements presently in effect between the parties.

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

DENNIS MCGRANN AND
LOCKRIDGE, GRINDAL, NAUEN
& HOLSTEIN

By: _____
Rafael Ortega, Chair

By: _____

Dated: _____

Dated: _____

Risk Management

APPROVED AS TO FORM:

David F. MacMillan
Assistant County Attorney

FUNDS ARE AVAILABLE: \$ _____

Account No. _____

Budgeting & Accounting

- 4 -

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

December 9, 1997

Date

Board Action Requested

- A. Authorize staff to negotiate an agreement with St. Paul to remove berm on RCRRA property in the vicinity of Johnson Parkway/Maryland Avenue/McAfee Street.
- B. Determine cost policies relating to berm removal.

ACTION IS REQUESTED

Request Justification

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

Budgeting and Accounting

Jan Wohlgast 12/9/97

County Attorney

David Macmillan

Risk Management

Documentation certified complete for:

December 16, 1997

Board Date

Kristine A. Longhenry
Signature

December 9, 1997

Date

Whereas, The City of St. Paul Public Works and Planning and Economic Development Department Directors have requested that a portion of a berm on Ramsey County Regional Railroad Authority right of way be removed between 200 feet south of Johnson Parkway and the intersection of Topic and McAfee north of Maryland Avenue; and

Whereas, The request is consistent with the Phalen Village Small Area Plan adopted by the City Council of St. Paul; and

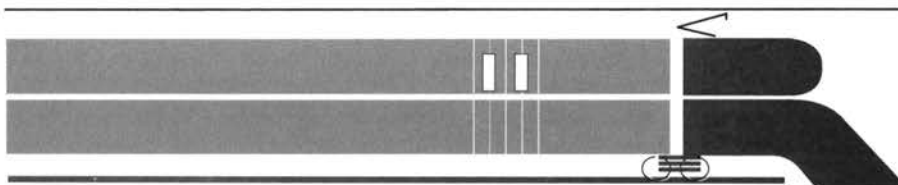
Whereas, Ramsey County Regional Railroad Authority right of way in this vicinity has been designated as a potential location for rail transit, with a potential station location at Maryland Avenue; and

Whereas, Ramsey County Regional Railroad Authority has a joint powers agreement and easement with the City of St. Paul relating to trail use of this right of way; Now Therefore Be It

Resolved, That Ramsey County Regional Railroad Authority directs staff to prepare an agreement with the following conditions to be addressed either prior to development of the agreement or in the agreement:

1. Modifications to the deed, mortgage, easement and joint powers agreement as necessitated by the berm removal will be made.
 2. Neither tennis courts nor wetlands may be placed on RCRRA right of way.
 3. Concurrence by Mn/DOT with the proposed berm removal must be obtained by RCRRA.
 4. Removal of the berm must be accomplished in such a way that RCRRA is left in a position that it can build rail on its right of way without substantive regrading. Removal is to be accomplished between 200 feet south of Johnson Parkway and McAfee/Topic. A grading and restoration plan is to be prepared by St. Paul staff to meet approval by RCRRA and St. Paul Parks staff.
 5. Signage on the right of way in the berm removal location will be placed by RCRRA. The signage will clearly indicate the potential for rail use at this location in the future.
 6. Conditions established by those who lease RCRRA property, including St. Paul Parks Department and NSP, will be met by St. Paul and costs for meeting those conditions will be the responsibility of St. Paul.
- 

7. Conditions for removal of the Johnson Parkway bridge must be agreed to by St. Paul. Those conditions have yet to be developed by RCRRA staff.
8. Cost issues relating to:
 - a. Berm removal
 - b. Value of the soil
 - c. Restoration of the area where the berm is removed
 - d. Bridge removal at Johnson Parkway
 - e. Replacement of the berm costs at some future datewill be addressed in a manner consistent with policy decisions made by RCRRA Commissioners.
9. At grade crossings of Johnson Parkway and Maryland Avenue must give first priority to rail service. If an at grade crossing is determined to be impractical when or after rail is built in this corridor, St. Paul agrees to pay all costs associated with the construction of the grade separations.
10. Approval of the St. Paul City Council for the agreement after consultation with all affected property owners will occur prior to RCRRA approval.



Ramsey County Regional Railroad Authority

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

Memorandum

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

From: Kathryn DeSpiegelaere *KD*

Subject: Phalen Berm Removal Request

Date: December 8, 1997

St. Paul Public Works and Planning and Economic Development Department Directors have requested that a portion of a berm on Ramsey County Regional Railroad Authority property be removed between 200 feet south of Johnson Parkway and the intersection of Topic and McAfee north of Maryland Avenue (Figure 1).

This subject was discussed by Ramsey County Regional Railroad Authority on November 18 and previously in 1995.

Information was requested by Commissioners on November 18 on the following subjects:

Previous planning that relates to the berm removal.

Deed, mortgage, easement and joint powers agreement restrictions or modifications needed if the berm is removed.

Rail/vehicular traffic and access impacts -- at Maryland and at Johnson Parkway if the berm is removed.

Costs/value of the soil, of replacing it -- who benefits, who pays and how is that accomplished?

Prevention of future issues relating to operation of rail transit on the right of way -- with neighbors, St. Paul, federal government, NSP.

Prior conditions of removal discussed at the 1995 Regional Railroad Authority meetings on this subject.

Coordination with affected parties -- property owners, Minnesota Department of Transportation, Ramsey County Parks and St. Paul Parks Departments.

Staff has prepared the information which follows based on the assumption that RCRRA wishes to preserve the potential for rail to be constructed in this linear corridor without disruptions in continuity from downtown St. Paul to Beam Avenue in Maplewood.

This memorandum addresses each of these issues in detail. A resolution has been prepared to (1) Authorize staff to negotiate a contract with St. Paul to discuss specific requirements relating to berm removal and (2) Provide guidance to staff on the policy issues relating to cost and value of the berm, now and in the future.

BACKGROUND

Ramsey County Regional Railroad Authority purchased 6.5 miles of right of way from Burlington Northern Railroad in 1992. The right of way is generally 100 feet in width. The purpose of the purchase was to reserve right of way for potential rail transit and joint trail use.

The purchase was consistent with recommendations in Regional Railroad Authority planning documents. In December of 1989, Ramsey County Regional Railroad Authority (RCRRA) completed a Comprehensive Light Rail Transit Plan that identified the Northeast Corridor as one of several potential corridors where LRT should be implemented within 20 years.

The Northeast Corridor Light Rail Transit Alignment Study, adopted in 1991 by the Railroad Authority, addressed the suitability of specific locations within this corridor for light rail transit. The study concluded that the BN alignment and 35E alignment had the best potential for locations for LRT within the corridor. Purchase of the abandoned BN right of way for joint LRT and trail use was recommended. The study recommended a light rail transit station at Maryland Avenue and contained prototype drawings for stations located on railroad right of way, both at grade and grade separated (Figures 2 and 3).

The right of way was purchased with a combination of funds -- 50% RCRRA levy funds and 50% Minnesota Department of Transportation State Rail Bank funds. Mn/DOT therefore has a role in the determination of how the right of way is used and what modifications are made to it.

After it acquired the right of way, RCRRA entered into a joint powers agreement with Ramsey County and the City of St.

Paul for the development and operation of the corridor for trail and future LRT use. Two segments of the regional trail corridor have been constructed, from East Seventh Street to Maryland in St. Paul and from Frost Avenue to Beam Avenue in Maplewood. Federal funding has been allocated for construction of a trail in the currently missing segment from Maryland to Frost Avenue. In addition to the joint powers agreement, RCRRA has an easement agreement in place with the City and County for the right of way.

PREVIOUS ISSUES

The issues discussed on November 18 by the RCRRA were:

1. Previous planning relating to berm removal.

Material was forwarded to RCRRA Commissioners following the November 18 meeting relating to this subject.

2. Deed, mortgage, easement and joint powers agreement restrictions or modifications needed if the berm is removed.

There is a mortgage on the property with the Minnesota Department of Transportation. A request has been submitted to the Minnesota Department of Transportation for written concurrence in the berm removal.

There are leases and easements which affect the portion of the right of way considered for berm removal. There is an easement with the City of St. Paul taken by condemnation for a bridge over Johnson Parkway. The easement has no term. St. Paul had an agreement with Northern Pacific Railway that the City would maintain the bridge and not interfere with train traffic. Research will be needed about how to maintain rights for a rail line to cross Johnson Parkway if the bridge is removed.

St. Paul, Ramsey County and RCRRA have an easement for the Parks use of the right of way for trail. This may require modification if the berm is removed.

There is a lease for a three phase high voltage power line along the east side of the right of way from Atlantic to Maryland. The lease with NSP was terminable by Northern Pacific Railroad with two months notice. The lease may not be terminable by RCRRA and further research needs to be done. Utilities have the right to be on public right of way. The poles are at the base of the berm and may not need to be moved.

The joint powers agreement with St. Paul and Ramsey County states that the Rail Authority shall be

responsible for bridge removal if any unit of federal, state or local government determines that it should be removed. This would appear to indicate that if the bridge over Johnson Parkway is removed, RCRRA would bear the cost of removal.

3. Rail/vehicular traffic and access impacts if the berm is removed.

Maryland Avenue is a county road. Current traffic volumes are 15,325 vehicles per day between Johnson Parkway and Clarence. Johnson Parkway is a city street north of its intersection with Prosperity. South of Maryland at the location where RCRRA right of way crosses Johnson Parkway, the traffic volume is 7,375 vehicles per day.

The difference in the impact on street crossings between light rail and freight rail in this corridor is the length of time of vehicular interruption and the frequency of trains. The Northeast Corridor Alignment Study estimated that the service frequency of trains on weekdays would be every 15 minutes in peak hours from 6:30 to 9:00 AM and from 3:30 PM to 6:00 PM. During other periods the frequency would generally be 30 minutes. Assuming two way traffic, during peak hour, street traffic would be required to wait for trains to clear the street every 7.5 minutes. St. Paul has indicated that this is an acceptable condition.

Gated crossings would be required where rail and streets intersect. The safety impact of at grade crossings is likely to be felt by pedestrians and vehicles, rather than by trains.

The Northeast Corridor Alignment Study indicates that a potential hazard with at grade stations on railroad right of way is pedestrian crossing of tracks. These crossings can be controlled to occur at specified locations and provided with warning lights and alarms if needed.

With a bridge over Maryland Avenue, the rail station would be two levels, with stairs, escalator or elevator required for access from the street level.

4. Costs/value of the soil and of replacing it -- who benefits, who pays, and how is the cost allocation accomplished?

St. Paul has supplied cost information only for the portion of the berm south of Maryland Avenue. RCRRA staff recommend that if the berm is removed, it be removed both north and south of Maryland, so that the

RCRRA is left in a position that rail is buildable. By taking out only a chunk of the berm south of Maryland, RCRRA is not left in a buildable position for rail.

The cost issues are:

What is the cost of removing the berm and who pays?

St. Paul estimates berm removal costs south of Maryland at \$70,000. Who pays is a policy issue for discussion by RCRRA Commissioners.

What is the value of soil in the berm and who pays the value of the soil in the berm?

The value of the soil in the berm south of Maryland has been estimated by St. Paul at \$90,000, based on a \$3 per cubic yard cost. Who pays is a policy issue for discussion by RCRRA Commissioners. Should RCRRA give the soil to St. Paul or charge for it? St. Paul and Ramsey County Public Works Department share in the cost of reconstruction of Prosperity Road and would benefit from the use of the soil.

What is the cost of restoration of the area where the berm was removed and who pays for restoration of the area where the berm is located?

The cost of restoration of the area where the berm was removed south of Maryland is estimated at \$52,000 by St. Paul. Who pays is a policy issue for discussion by RCRRA Commissioners.

What is the cost of removing the Johnson Parkway bridge and who pays the cost of removing the bridge?

The cost of removing the Johnson Parkway bridge is estimated to be \$100,000 by St. Paul staff. The Joint Powers Agreement with St. Paul and Ramsey County indicates that the bridge removal cost is to be borne by Ramsey County Regional Railroad Authority. This may be modified at the request of RCRRA Commissioners.

What if the berm is removed and at some future date there is a desire by Ramsey County Regional Railroad Authority or St. Paul to have it restored? What would that cost and who would pay?

Cost of replacement of the berm south of Maryland in 10 years assuming a 5% inflation factor, is estimated to be \$280,000. Who pays is a policy decision by RCRRA Commissioners.

5. Prevention of future issues relating to operation of

rail transit on the right of way -- with neighbors, St. Paul, federal government, NSP

The Phalen Village Plan was adopted by the St. Paul City Council in December, 1995. It recommends this strategy, "Reduce the height of the Ramsey County Regional Railroad Authority-owned berm between Johnson Parkway and Ivy Avenue to help create a stronger connection between Phalen Village and its primary asset, Phalen Park, gradually sloping the berm up from Maryland to its existing height south of McAfee Street cul-de-sac lots."

It would not be possible to prevent all future issues relating to operation of rail transit on the right of way. Does removal of the berm make rail operation more or less acceptable to adjacent property owners? Will St. Paul continue to support an at grade crossing at Maryland and at Johnson Parkway? Even though an agreement can address this topic, future Councilmembers and Commissioners may have different positions on this subject. For example, the bridge over Maryland was constructed by Northern Pacific Railway in 1922 at the request of the City of St. Paul.

6. Prior conditions relating to berm removal as discussed by RCRRA in 1995.

Some of the conditions discussed but not acted upon formally in 1995 relating to berm removal, in addition to those already mentioned are:

- o Preparation of a grading and restoration plan by St. Paul to meet approval by RCRRA.
- o Johnson Parkway bridge removal conditions.

These would need to be addressed prior to approval of an agreement by RCRRA.

7. Coordination with affected parties -- property owners, Minnesota Department of Transportation, Ramsey County Parks and St. Paul Parks Department

Information was received from St. Paul Parks Department (Attachment 1) relating to the berm removal. RCRRA recommends that St. Paul Parks issues be addressed by St. Paul staff prior to finalization of an agreement for berm removal.

Some of the adjacent property owners attended a recent meeting held by St. Paul relating to Prosperity Road realignment and the berm removal. The only property owner who addressed the berm removal topic was opposed

to its removal.

There are boundary markers at intervals along the right of way which indicate that this is a potential route for light rail transit. Commissioner Rettman has requested that a specific plan for notifying property owners be in place before the agreement is executed. Although RCRRA has sent a letter to all property owners adjacent to its right of way in the past, property ownership changes over time. Larger signs along the right of way may be one way of notification on a permanent basis.

One proposal relating to berm removal would locate tennis courts on RCRRA right of way. RCRRA staff do not support that proposal. It is recommended that St. Paul should determine if it would prefer wetlands or tennis courts on its own property near Maryland and Johnson Parkway and that RCRRA transportation right of way not be used to resolve property use constraints at this location.

PROPOSED AGREEMENT

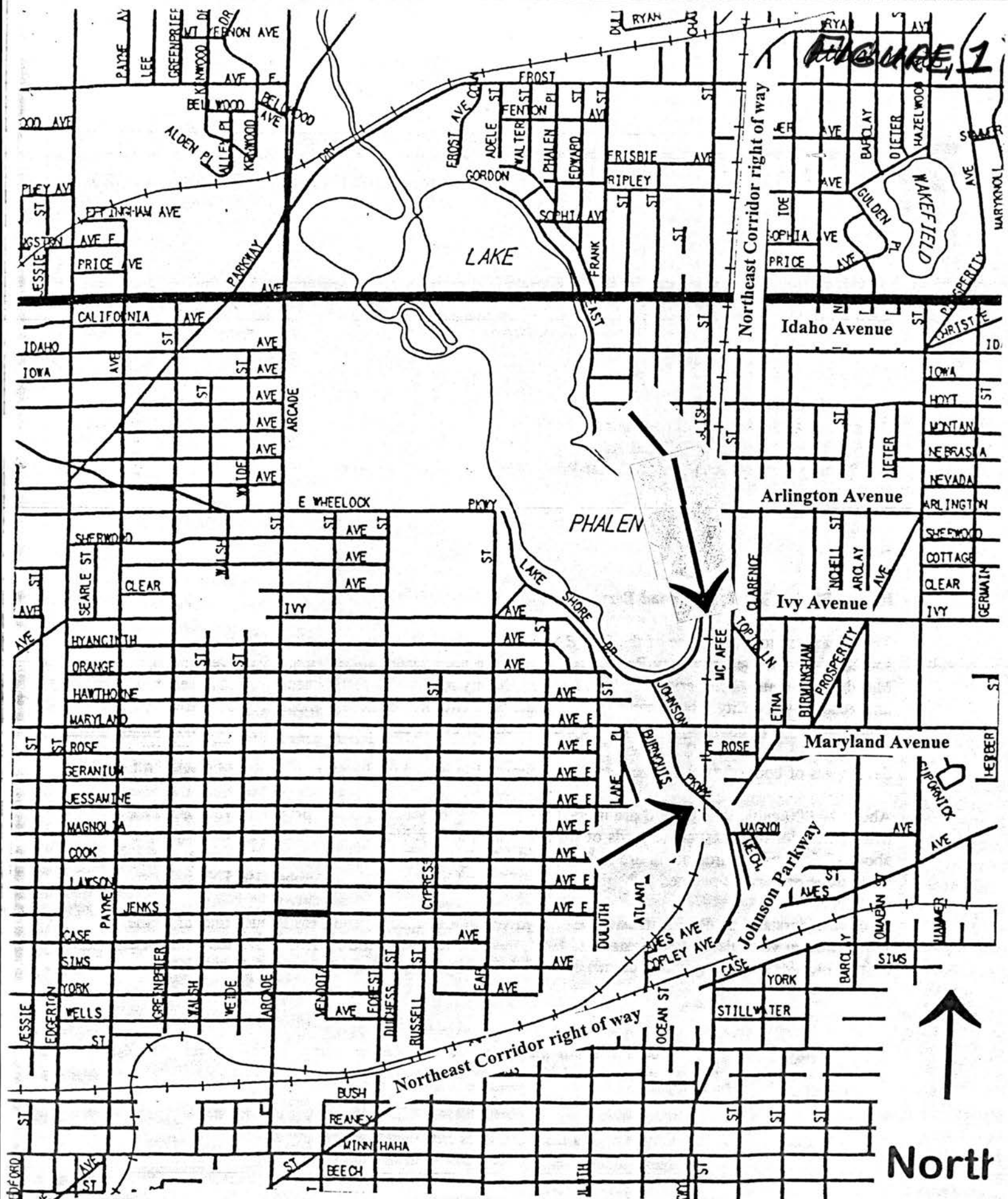
If it is determined that RCRRA agrees to removal in concept of the berm area, the following areas are recommended by staff to be addressed prior to or in the agreement, to be executed by St. Paul and Ramsey County Regional Railroad Authority:

1. Modifications to the deed, mortgage, easement and joint powers agreement as necessitated by the berm removal will be made.
2. Neither tennis courts nor wetlands may be placed on Rail Authority right of way.
3. Concurrence by Mn/DOT with the proposed berm removal must be obtained.
4. Removal of the berm must be accomplished in such a way that RCRRA is left in a position that it can build rail on its right of way without substantive regrading. Removal is to be accomplished between 200 feet south of Johnson Parkway and McAfee/Topic. A grading and restoration plan is to be prepared by St. Paul staff to meet approval by RCRRA and St. Paul Parks staff.
5. Signage on the right of way in the berm removal location will be placed by RCRRA. The signage will clearly indicate the potential for rail use at this location in the future.
6. Conditions established by those who lease RCRRA

property, including St. Paul Parks Department and NSP, will be met by St. Paul and costs for those conditions will be the responsibility of St. Paul.

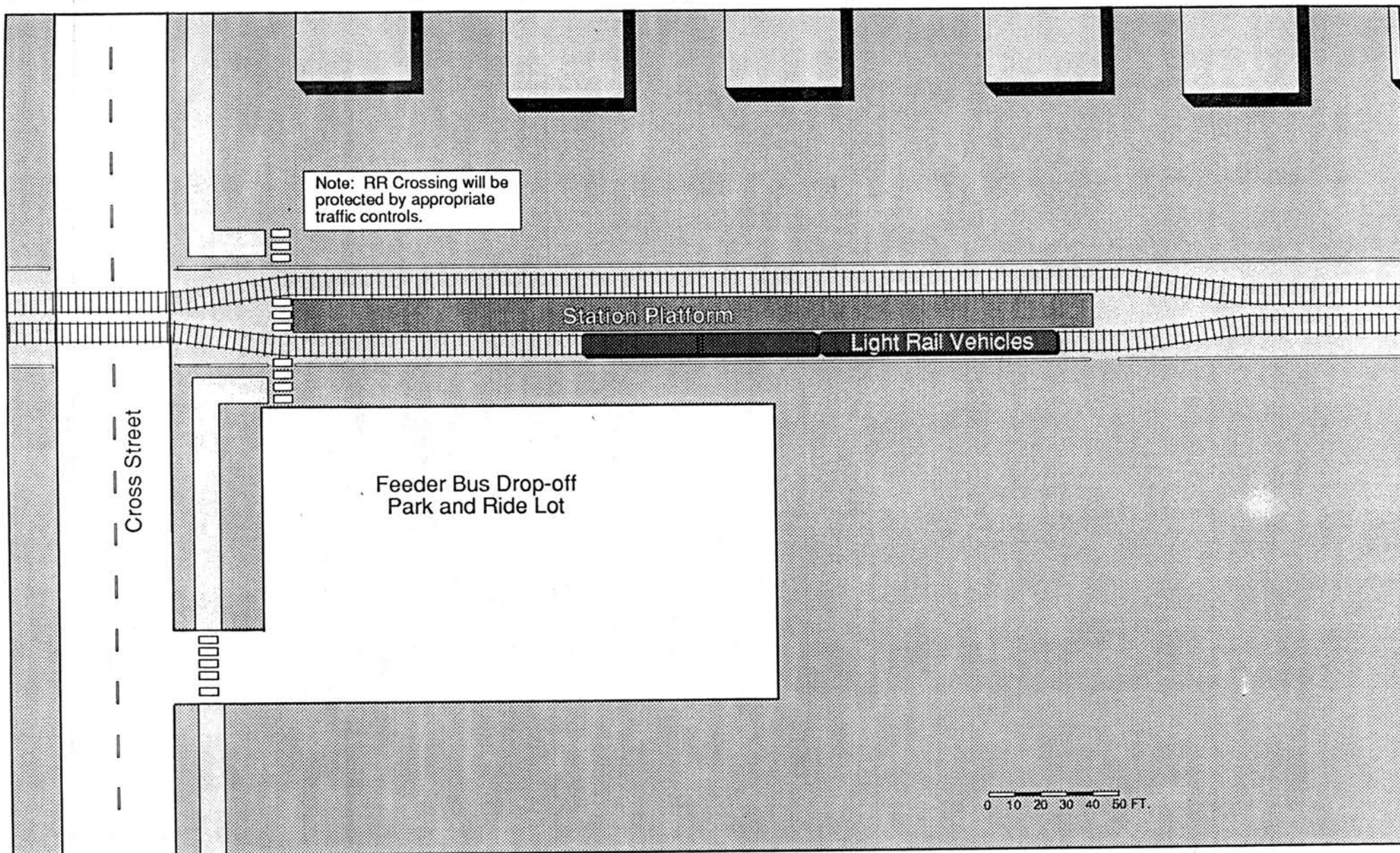
7. Conditions for removal of the Johnson Parkway bridge must be agreed to by St. Paul. Those conditions have yet to be developed by RCRRA staff.
8. Cost issues relating to:
 - a. Berm removal
 - b. Value of soil
 - c. Restoration of area where berm is removed
 - d. Bridge removal
 - e. Replacement of berm costs at some future datewill be addressed in a manner consistent with policy decisions made by RCRRA Commissioners.
9. At grade crossings of Johnson Parkway and Maryland Avenue must give first priority to rail service. If an at grade crossing is determined to be impractical when or after rail is built in this corridor, St. Paul agrees to pay all costs associated with the construction of the grade separations.
10. Approval of the St. Paul City Council for the agreement after consultation with affected property owners will occur prior to RCRRA approval.

FIGURE 1



**AREA OF REQUEST FOR SOIL
REMOVAL AND GRADE CHANGE**

11



Northeast Corridor LRT Alignment Study

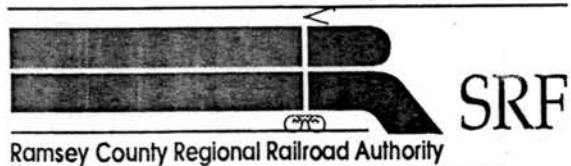
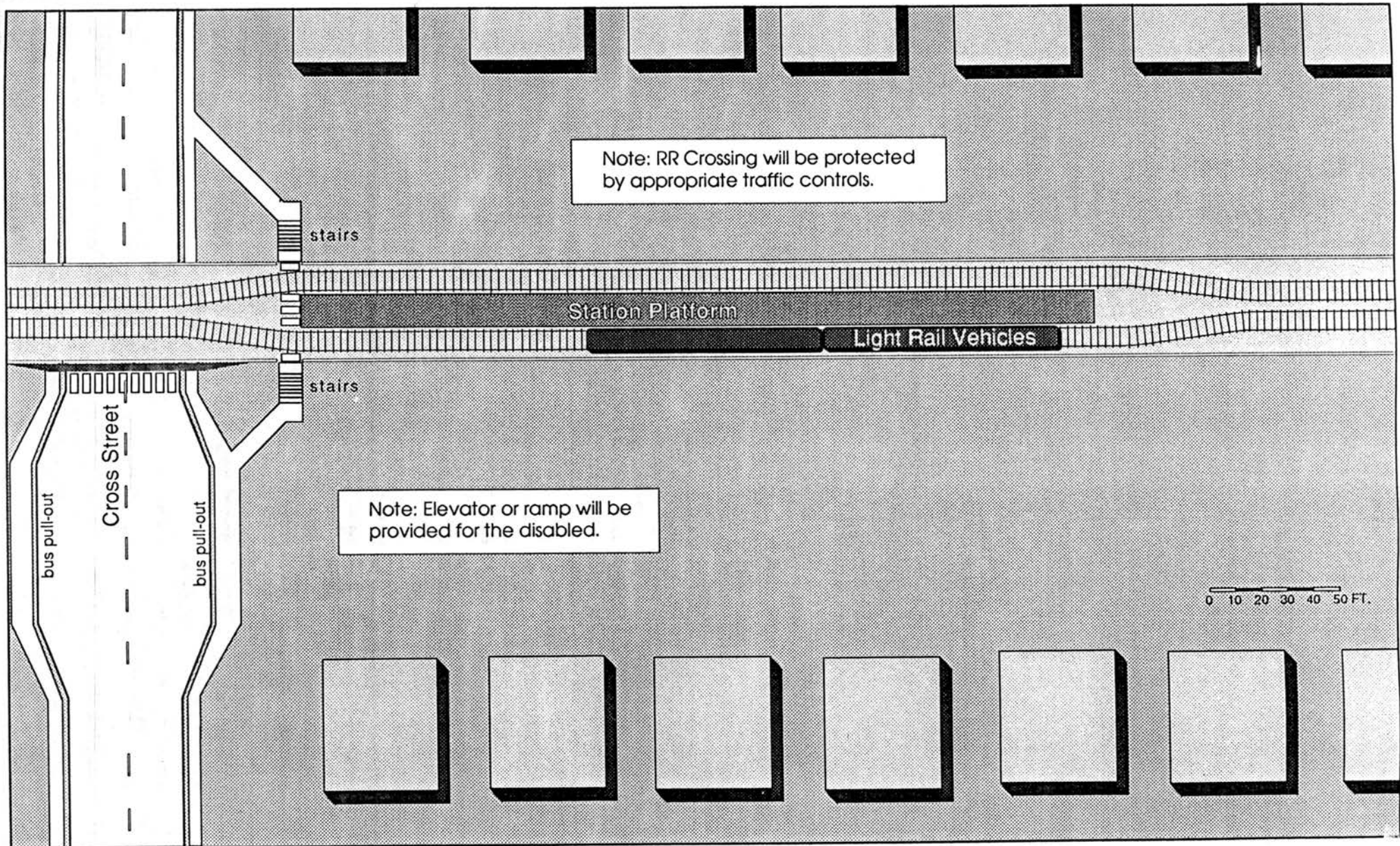


Figure 3

At-Grade Station Prototype
on Railroad Right-of-Way



Northeast Corridor LRT Alignment Study

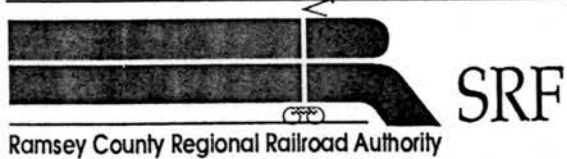


Figure 2

Two-Level Station Prototype
on Railroad Right-of-Way

**CITY OF SAINT PAUL***Norm Coleman, Mayor**300 City Hall Annex
25 West Fourth Street
Saint Paul, MN 55102**Telephone : 612-266-6400
Facsimile : 612-292-7405*

December 4, 1997

Kathryn DeSpiegelaere
Director of Light Rail Transit Planning
Ramsey County Regional Rail Authority
665 Ramsey County Government Center West
50 West Kellogg Boulevard
Saint Paul, Minnesota 55102

Re: RCRRA Northeast Corridor
Proposed Phalen Berm Removal

Dear Ms. DeSpiegelaere:

I am writing in response to your November 25, 1997 memo requesting information from the Division of Parks and Recreation concerning the referenced proposal.

At its November 18, 1997 meeting the RCRRA received a proposal from representatives of the Saint Paul Departments of Public Works and Planning and Economic Development requesting RCRRA approval for removal and regrading the RCRRA owned railroad berm from south of Johnson Parkway to north of Maryland Avenue in Saint Paul.

This area, along with the rest of the Northeast Corridor land in Saint Paul, is leased by RCRRA to the City for trail purposes and is under the jurisdiction of the City's Division of Parks and Recreation.

BACKGROUND

In August of 1993, following RCRRA acquisition of the Northeast Corridor, the City, County and RCRRA entered into a joint powers agreement establishing the responsibilities of each party to cooperatively plan and develop joint public transportation and trail use in the corridor. Together, the City's Division of Parks and Recreation and the County's Parks and Recreation Department prepared a master plan for the trail system in the corridor as required under the agreement and consistent with the Metropolitan Council's master planning requirements for Regional Parks and Trails. The Master Plan was approved on April 13, 1993, April 27, 1993, June 29, 1993 and September 23, 1993 by the RCRRA, the Ramsey County Board, the Saint Paul City Council, and the Metropolitan Council, respectively.

In July of 1995, the City and RCRRA executed an easement for the City's construction and maintenance of a trail system in the corridor, as stipulated in the joint powers agreement.

To develop the trail, the City successfully applied for Intermodal Surface Transportation Efficiency Act (ISTEA) funding, and for Metropolitan Parks and Open Space Grant funding to provide the required ISTEA match. The City entered into grant agreements and received a total of \$1,024,000.00 from these two programs, and the trail was built from Payne Avenue and E. 7th Street to Lake Phalen in 1995-96. Ramsey County Parks and Recreation has also received trail funding from these sources, and plans to build the section of trail from Phalen Park, near Maryland Avenue, north to meet the existing trail at Beam Avenue in 1999.

These approved plans and agreements govern our occupancy and use of the corridor.

CURRENT PLANNING

It is our understanding from the September 29, 1997 letter to Rafael Ortega, RCRRA Chair, from Pamela Wheelock, Director of Planning and Economic Development and Stacy Becker, Director of Public Works, and from other information we have received in the past, that both PED and Public Works believe this is the most opportune time to remove/regrade the Phalen Berm, which, among other advantages, will ultimately serve to reinforce the connection between the Phalen Village area east of the berm and Phalen Park to the west. The material removed will be used in the realignment of Prosperity Avenue, and its removal will also facilitate an improved alignment for Johnson Parkway at its intersection with Prosperity Avenue. Further, a companion project will continue the restoration of wetlands in the Phalen Village area and in Phalen Park as well.

PHALEN PARK/JOHNSON PARKWAY ISSUES

Before outlining the park and parkway issues related to the berm proposal, I want to make it clear that the Division of Parks and Recreation supports the adopted Phalen Village Plan. We were involved at various stages in the planning process, and while we may differ on some of the details we believe the plan offers the very best opportunity to rebuild the Phalen Village area to the benefit of the immediate neighborhood and the entire City of Saint Paul.

Nonetheless, we do have several concerns that we believe must be addressed in detail prior to commencement of removal/regrading of the Phalen Berm and/or further development of wetlands in Phalen Park, as follows:

1. **Grading Plan:** Removal and regrading the berm must produce an aesthetically pleasing extension of the park area toward Phalen Village. New grades should match those on either side of the berm in a natural appearing manner. To date we have not seen a grading plan, but we know this must be done soon so that quantities of material to be removed can be accurately calculated.
2. **Existing Trees:** A tree inventory should be completed for areas on both sides of the berm, identifying type, location and condition of all trees near the areas to be graded. We do not plan to approve, nor do we foresee the need to remove any trees on park property, but at this point there is not an accurate survey. Trees which are near the construction area must be protected during grading and hauling operations.

3. **Trail Reconstruction Plan:** A plan for the realignment and reconstruction of the trail must be completed to ensure that the trail meets the standards applied in its initial construction, that provides for safe crossing of Johnson Parkway at Prosperity, and maintains or improves the recreation/transportation function of the trail.
4. **Revegetation:** In conjunction with the grading and trail plans, a landscape planting plan that revegetates the corridor and all disturbed areas to create a park-like atmosphere needs to be prepared.
5. **Fence:** We believe a fence needs to be installed along the entire eastern edge of the regraded corridor, from Johnson Parkway to Maryland, and perhaps further, until redevelopment of the adjoining areas occurs. The fence should be black-coated chain link, six feet in height with a continuous mowing strip and no openings. Vines should be planted in some areas to soften the appearance of the fence.
6. **Tennis Courts:** The four existing tennis courts nearest to the Johnson Parkway/Maryland intersection will be removed to restore wetland in this location. However, these courts, along with the four existing courts nearby (our only lighted courts), serve a large number of recreational users, plus high school teams and tournaments. As such, they cannot be removed without being replaced. The replacement plan must provide that all courts are located together, including parking and lighting.
7. **Johnson Parkway:** The alignment, width, lighting and landscaping plan for the section of Johnson Parkway to be rebuilt needs to be agreed upon. Most of this parkway is 36 ft. wide, which we believe is wider than necessary.
8. Finally, and in addition to the site issues, all of the standing agreements, lease documents, grant and master plan documents need to be reviewed and amended if necessary. It is very important to avoid any action that would violate the terms of the City's Federal ISTEA and Metropolitan Council funding agreements.

Thank you for the opportunity to contribute to the discussion of the Phalen Berm proposal. We do not present the park-related issues as obstacles to the proposal, but as issues that need to be resolved as this process moves forward, to ensure a successful project.

Sincerely,



Robert P. Piraam
Superintendent of Parks & Recreation

C: Mayor Coleman
Pamela Wheelock
Stacy Becker

DEPARTMENT OF PUBLIC WORKS

Stacy M. Becker, Director

Thomas J. Eggum, City Engineer



CITY OF SAINT PAUL

Norm Coleman, Mayor

Larry Lueth, Street Design Engineer

700 City Hall Annex

(612) 266-6110

Saint Paul, MN 55102

FAX (612) 292-6132

December 16, 1997

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

RE: Phalen Berm Removal

Dear Mr. Ortega

The City of St. Paul Department of Public Works has reviewed the proposed resolution which will be before the Ramsey County Regional Railroad Authority. We have the following comments to the conditions listed in the resolution.

- 1) Acceptable
- 2) Acceptable
- 3) Acceptable
- 4) St. Paul Public Works staff will prepare a grading and restoration plan to be approved by RCRRA and St. Paul Parks staff. Grading south of Johnson Parkway will have to be extended to roughly 700' south of Johnson Parkway in order to meet light rail grades (2%) rather than bike trail grades (5%).
- 5) Acceptable
- 6) Acceptable depending on extent of conditions and resultant costs.
- 7) We need to have better idea of conditions. Railroad Authority should pay cost of bridge removal as per existing Joint Powers Agreement.
- 8)
 - a) The City is willing to pay it's share of berm removal costs as part of Prosperity roadway construction project based on the City/Ramsey County Public Works cost participation split for the roadway project. This assumes that City/Ramsey County Public Works will not be charged any costs for the value of the soil.
 - b) Value of soil used for Prosperity project should be \$0. If Rail Authority charges City/Ramsey County Public Works for the soil, the berm removal and restoration costs should be considered when determining value of soil.
 - c) The City is willing to pay it's share of berm area restoration costs as part of Prosperity roadway construction project based on City/Ramsey County Public Works cost participation split for the roadway project. This assumes that City/Ramsey County Public



Works will not be charged any costs for the value of the soil and the extent and cost of the berm area restoration mandated by RCRRA and the City parks staff is reasonable.

d) Cost of bridge removal should be paid by Rail Authority as per existing joint powers agreement.

e) See comments under 9)

- 9) It is acceptable to City that the at grade rail crossings at Johnson Parkway and Maryland will be given first priority for service. It is not acceptable to City to bear costs of future reinstallation of berm/bridges. The Rail Authority should make the final decision in regard to an at grade vs. separated grade crossing of Johnson Parkway and Maryland and any agreement for the berm removal should be based on that final decision. In all cases, the City should not pay for Maryland Avenue grade separation bridge, which does not currently exist.
- 10) Acceptable - The city will offer the affected property owners opportunities to comment on the berm removal.

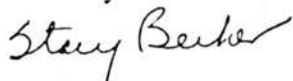
We believe that the removal of the berm would result in many benefits to the Phalen Village community, but we can not move forward on the berm removal unless our comments listed above are addressed.

Public Works is under a tight time schedule to complete the Prosperity roadway construction. If the Rail Authority approves a Resolution, we would like to have an agreement finalized by February 15, 1998 in order to keep on our current schedule.

If the Ramsey County Regional Railroad Authority does not approve the removal of the berm, we would like to have further discussions with the RCRRA staff and Ramsey County Public Works staff in regard to the existing bridge over Johnson Parkway. We are very concerned about the existing bridge's effect on the sight distance, which negatively impacts the safety of the proposed Johnson Parkway/Prosperity intersection.

Thank you for consideration is this matter.

Sincerely



Stacy Becker
Director of Public Works

cc: Mayor Norm Coleman
Councilmember Dan Bostrom
Councilmember Gladys Morton
Pam Wheelock, PED
Robert Piram, Parks



Minnesota Department of Transportation

Office of Freight, Railroads, & Waterways
925 Kelly Annex, MS470
395 John Ireland Blvd.
St. Paul, MN 55155

Phone: 612/ 296-0355
Fax: 612/ 297-1887

December 8, 1997

Phone (612) 296-1611

Kathryn DeSpiegelaere, Director
Ramsey County Regional Rail Authority
665 Ramsey County Government Center- West
50 West Kellogg Boulevard
Saint Paul, Minnesota 55103

Dear Kathy:

This letter is written confirmation to our discussion related to the abandoned rail corridor in the vicinity of Maryland Avenue in Saint Paul. Removal of the berm and use of the soil by the City of Saint Paul is acceptable to Mn/DOT if it meets the approval of the Ramsey County Regional Rail Authority (RCRRA). However, because Mn/DOT has a security interest in the corridor, I have several questions pertaining to this action.

The first area of clarification I have is related to environmental issues pertaining to the use of the soil. Did any environmental issues surface with when the corridor was acquired from the railroad, and by removing soil from the current site are there any environmental processes required by the Minnesota Pollution Control Agency? What is the RCRRA's position if any environmental issues surface and need to be mitigated as a result of the removal of the berm? What will be the physical condition of the corridor (grade elevations/ landscaping, etc.) related to adjacent property owners when the soil is removed?

Secondly, does the soil have any monetary value? Is there any cost to RCRRA to have the berm removed? If there is compensation to RCRRA for the soil from the City, what will the proceeds be used for?

Finally, because of Mn/DOT's and the RCRRA financial interest in the corridor, will the removal of the berm increase access/ use of the corridor by individuals (bikers, snowmobiles, etc.) and what, if any, potential change in liability would result?

Please keep OFRW informed as to what action the RCRRA takes with this matter. I am available to discuss the questions have with you at your convenience.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Dan Krom'.

Dan Krom
Principal Planner, Supervisor

cc: Al Vogel, Director OFRW

LD 12/12/97

NORTH EAST NEIGHBORHOODS
DEVELOPMENT CORPORATION

1545 Maryland Avenue East
Saint Paul, Minnesota 55106
(612) 771-6955
(612) 776-5786 fax

December 10, 1997

Commissioner Rafael Ortega, Chair
Ramsey County Regional Rail Authority
Court House
15 Kellogg Boulevard
Saint Paul MN 55102

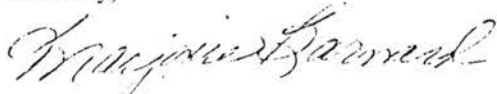
Dear Commissioner Ortega,

North East Neighborhoods Development Corporation is writing to support the proposed lowering of the railroad berm owned by the Ramsey County Regional Rail Authority. The area to be lowered would be both between Maryland and Johnson, and 400 feet north of Maryland.

The purpose of this action would be to support implementation of the Phalen Village Small Area Plan, which has as its central premise the re-connection of the Phalen Village area with Lake Phalen and Phalen Park. We believe that the importance of re-establishing this connection cannot be overstated. The presence of the berm over the years has isolated Phalen Village and contributed to its decline; conversely, lowering this barrier will signal the intent of the community to halt and reverse this decline. This symbol of positive change may be as important as the contribution of lowering the berm to the specific upcoming projects planned in Phalen Village over the next two years. We further believe that lowering the berm is consistent with the Rail Authority's purposes in owning this property, and with the intended inter-modal transportation system the rail corridor is designed to support.

Thank you very much for your consideration of these comments. Please do not hesitate to contact us if you have questions or if we can supply further information about our position or our related projects and activities.

Sincerely,



Marjorie Barnard
President

DISTRICT 2 COMMUNITY COUNCIL

2169 Stillwater Avenue, Suite 201
Saint Paul, MN 55119-3508

December 8, 1997

Phone: (612) 731-6842
Fax: (612) 731-0194

Rafael Ortega, Chair
Ramsey County Regional Rail Authority
665 Ramsey County Government Center – West
50 West Kellogg Blvd.
Saint Paul, Minnesota 55102

Dear Mr. Ortega,

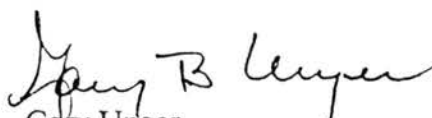
I am writing to you on behalf of the District 2 Community Council to request that the Ramsey County Regional Railroad Authority remove a portion of the railroad berm in the Phalen Village area of Saint Paul. The portion to be removed would result in at-grade crossings at Maryland Avenue and Johnson Parkway. This request was formalized in a motion passed at the November 19, 1997 District 2 Community Council Board of Directors meeting, which called for the removal of the berm and the use of the fill for next summer's Prosperity Avenue project.

This motion has its origins in the Phalen Village Small Area Plan, the result of several years of hard work by neighborhood residents and businesses, in cooperation with city staff. The first fruits of that plan are evidenced in the new Walgreens and health clinic at the corner of Maryland Avenue and Prosperity Avenue and a first phase of wetland restoration near Lake Phalen. They will soon be seen in the demolition of the Phalen Shopping Center, the Prosperity Avenue project, further wetland restoration and a new townhouse development on the site of the decaying Lakewood Apartments.

Each of the pieces is building towards a whole that envisions the Phalen Village area with "a stronger connection to its primary asset, Phalen Park." This connection not only enhances the natural setting, but is also a vital ingredient in the commercial and residential revitalization of Phalen Village. Unfortunately, the existing railroad berm prevents this linkage and isolates the area from Lake Phalen and the people who use the park.

The District 2 Community Council urges you to remove the railroad berm in order to continue the great work that has been done so far and, both literally and figuratively, open up Phalen Village to new vistas. The goal of the Phalen Village Small Area Plan is to "transform the area from a blighting influence harmful to property values into a safe, stable, attractive community center that meets neighborhood needs and is an asset to the East Side." We believe that your action to remove the berm will be a catalyst that moves us closer to that goal.

Sincerely,


Gary Unger
President



December 10, 1997

Commissioner Dino Guerin
Ramsey County Board of Commissioners
Room 220 Courthouse
15 West Kellogg Blvd
Saint Paul MN 55102

RE: Support of Berm Removal

Dear Commissioner Guerin:

On behalf of members of the Phalen Village Business Association I urge you to support the removal of the railroad berm near East Maryland Avenue and Johnson Parkway in St. Paul.

Over the past few years the business members have been working in partnership to improve the business climate in the Phalen Village. PVBA members are encouraged by the berm removal project, viewing it as timely and imperative to the economic stability and viability of our businesses.

Removal of the berm is in keeping with the overall Phalen Village Small Area Plan. The PVSAP, supported by a partnership of business and community organizations, demonstrates the strongest resource we have in our East Side neighborhood, that is, our community members. We view positive repercussions of the berm removal as a means to help retain and encourage these same people to continue to do business and live in the Phalen Village area.

We see the berm removal as a vital element in the revitalization of the Phalen Village. Thank you for your consideration in this very important issue, the outcome of which will greatly impact the ongoing vitality of businesses in our community.

Sincerely,

Tom Maurer, PVBA President

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

December 9, 1997
Date

Board Action Requested

Ramsey County Comprehensive Transportation Plan.

DISCUSSION ONLY

Request Justification

See attached Memorandum from P. Kirkwold with attachment.

Budgeting and Accounting

County Attorney

Risk Management

Vigen Wahlgren 12/9/97
Don Marshall

Documentation certified complete for:

December 16, 1997
Board Date

Kristine A. Longhenny
Signature

December 9, 1997
Date



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 (296-6646).

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.

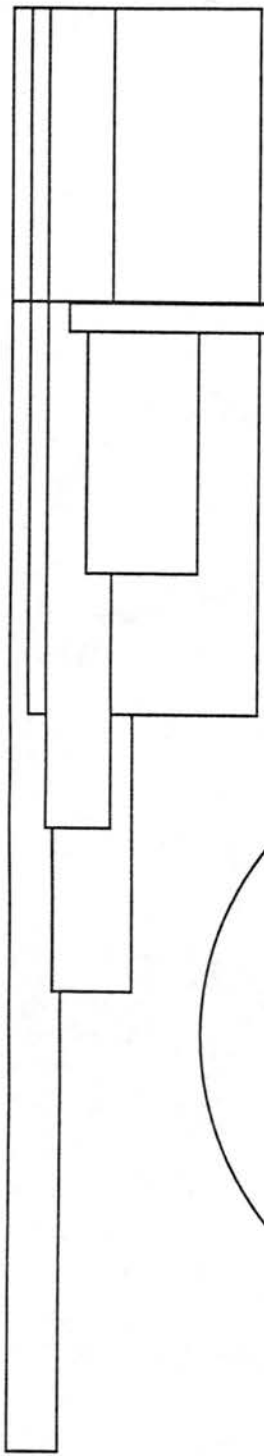
15 Sec. 11. [REPORT TO LEGISLATURE.]

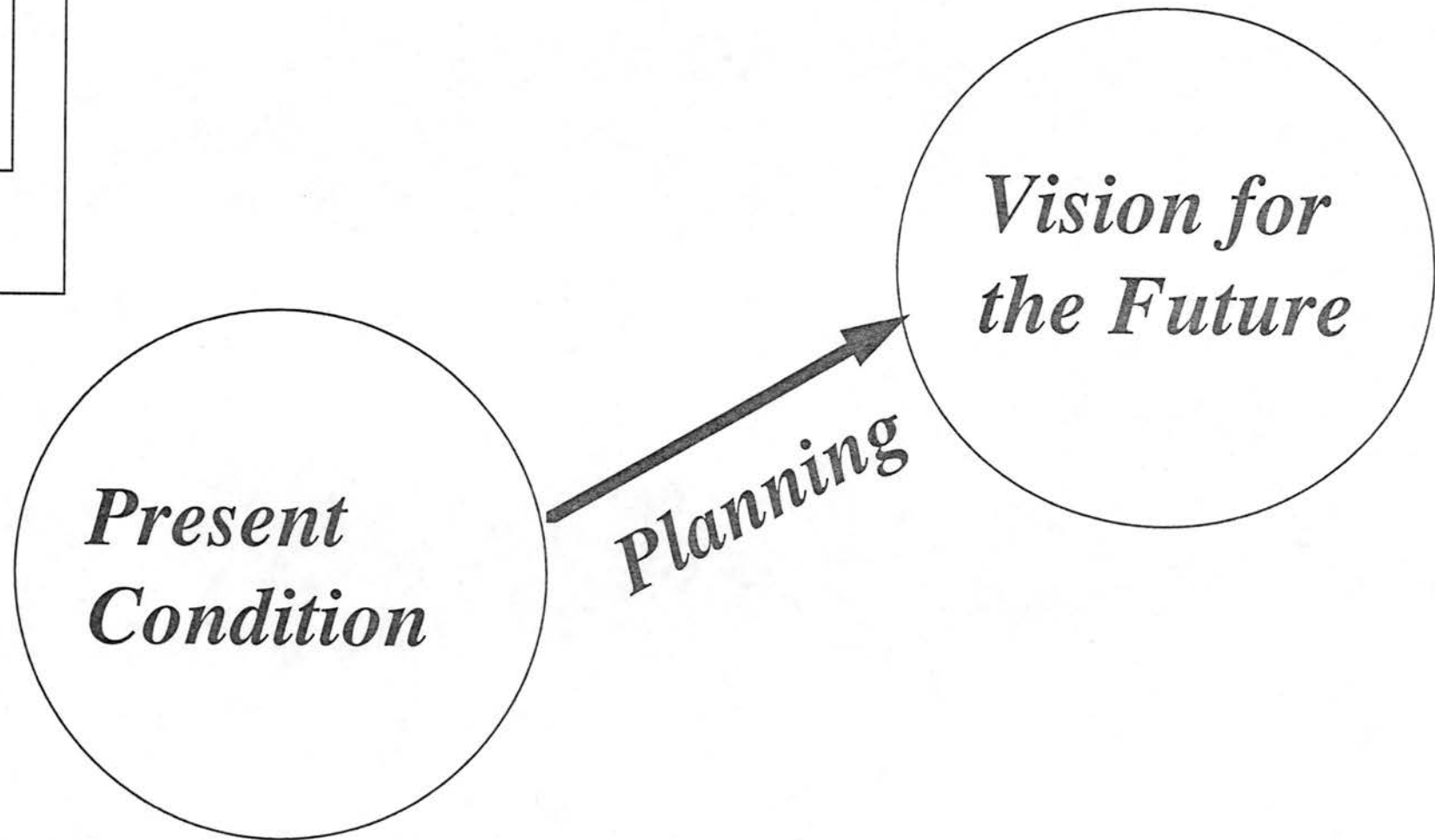
16 The council shall report to the legislature by January 15,
17 1996, on the results of its consultation with affected local
18 governmental units on the need for technical and financial
19 assistance as required under Minnesota Statutes, section
20 473.867, subdivision 6.

21 Sec. 12. [APPLICATION.]

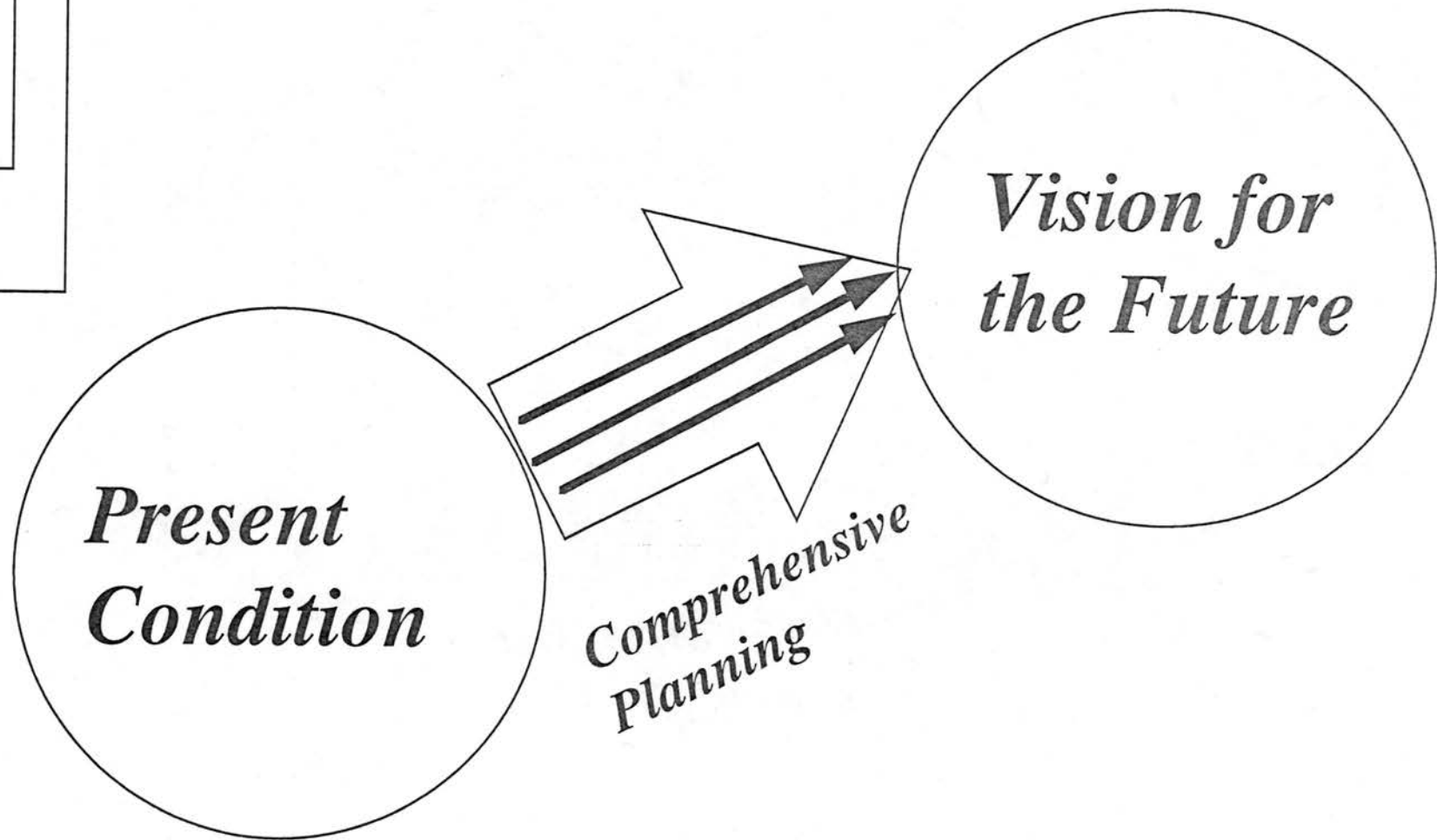
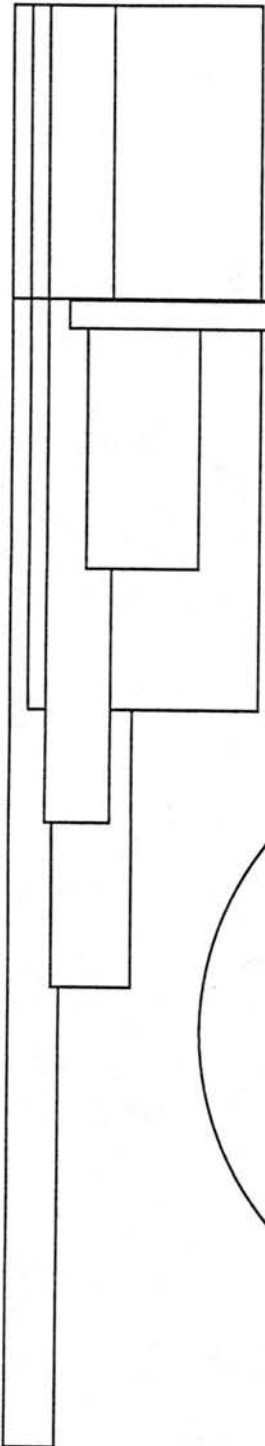
22 This act applies in the counties of Anoka, Carver, Dakota,
23 Hennepin, Ramsey, Scott, and Washington.

Planning





Comprehensive Planning



PLAN ELEMENT	ANOKA	CARVER	DAKOTA	HENNEPIN	SCOTT	WASHINGTON	RAMSEY CURRENT PLAN
LAND USE							2-1 to 2-6
TRANSIT NEEDS							4-1 to 4-11
BICYCLE- PEDESTRIAN							4-12 to 4-18
AVIATION							4-18 to 4-20
RAILROADS							4-20 to 4-21
TRAFFIC FORECASTS							5-1 to 5-10
FUNCTIONAL CLASSIFICATION							6-1
ACCESS CONTROL							6.1 B
JURISDICTION							6-2
TRAVEL DEMAND MANAGEMENT/ TRANSPORTATION SYSTEM MANAGEMENT							7-6
HIGHWAY NEEDS							8-1
WASTE MANAGEMENT							Solid Waste Chapter
PARKS/OPEN SPACE							Parks/Open Space Chapter
LRT							
TRANSIT CORRIDORS							
GEOGRAPHIC INFORMATION SYSTEM							
NATURAL AND HISTORIC RESOURCE PROTECTION							
HOUSING							
PUBLIC FACILITIES							
PORTS							

PLAN ELEMENT	RAMSEY COUNTY CURRENT PLAN	METROPOLITAN COUNCIL UPDATE REQUIREMENTS	RAMSEY COUNTY STRATEGIC PLAN	1998 RAMSEY COUNTY COMPREHENSIVE PLAN UPDATE
LAND USE	2-1 to 2-6		Land Use	
TRANSIT NEEDS	4-1 to 4-11		Transit	
BICYCLE- PEDESTRIAN	4-12 to 4-18		Highway	
AVIATION	4-18 to 4-20			
RAILROADS	4-20 to 4-21			
TRAFFIC FORECASTS	5-1 to 5-10		Highway	
FUNCTIONAL CLASSIFICATION	6-1		Highway	
ACCESS CONTROL	6.1 B		Highway	
JURISDICTION	6-2		Highway	
TRAVEL DEMAND MANAGEMENT/ TRANSPORTATION SYSTEM MANAGEMENT	7-6		Highway	
HIGHWAY NEEDS	8-1		Highway	
WASTE MANAGEMENT	SOLID WASTE CHAPTER		Solid Waste Management	Plan Approved by Board
PARKS/OPEN SPACE	PARKS/OPEN SPACE CHAPTER		Parks and Open Space Vision	Plan Approved by Board
LRT			Transit	Plan Approved by Board
TRANSIT CORRIDORS			Transit	
GEOGRAPHIC INFORMATION SYSTEM			Utilities	
NATURAL & HISTORIC RESOURCE PROTECTION			Surface Water Mgmnt., Public Buildings, Parks/Open Space	
HOUSING			Public and Elderly Housing	
PUBLIC FACILITIES			Public Buildings	
PORTS				

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

December 9, 1997
Date

Board Action Requested

Ratify Partial Payment No. 3 in the amount of \$25,661.84 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 \$25,661.84 for the period ending October 31, 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. 3
3. SRF Consulting Group, Inc. Invoice No. 2765-3 and attachments

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

December 16, 1997

Board Date

Kristine A. Longhenry
Signature

December 9, 1997

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of 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 October 31, 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. 2765-3, Partial Payment No. 3, and attachments thereto, provide the correct documentation of payments due SRF Consulting Group, Inc. through October 31, 1997; and

RESOLVED, Payment to SRF Consulting Group, Inc. in the amount of \$25,661.84 for services rendered through October 31, 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: 12/09/1997
Time: 10:14

Claim Date: 12/09/1997

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	\$ 25,661.84
					Total:	\$ 25,661.84

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

Check Stub: | INVOICE NO. 2765-3, DATED 10/31/97 |
| 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. Longhenry

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

Kathryn Haspurgelaew

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Partial Payment No. 3

Prepared By: _____

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: 36.5%

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

\$ 41,972.82

Less 5% Retainage

\$ 2,098.64

Amount Due

\$ 39,874.18

Less Previously Approved Payments:

\$ 14,212.34

Allowable Payment for this Partial:

\$ 25,661.84

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.

11/26/97
Date

K. L. Spigola
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	\$	21,026.96	\$	4,634.88	\$ 25,661.84
Partial Payment No. 4				\$	-
Partial Payment No. 5				\$	-
Partial Payment No. 6				\$	-
Partial Payment Total:	\$	31,599.78	\$	8,274.40	\$ 39,874.18

Summary of Agreement

Original Agreement Amount:	\$ 115,000.00
Less Total Partial Payments (Including this payment)	\$ 39,874.18
Amount Remaining on Agreement	<u>\$ 75,125.82</u>

SRF Summary of Billings

	This Billing	Past Billing	Total to Date
HCRRA Cost Share	\$ 4,878.82	\$ 3,831.08	\$ 8,709.90
5% Retainage	\$ 243.94	\$ 191.55	\$ 435.49
Amount Due	\$ 4,634.88	\$ 3,639.53	\$ 8,274.41
<u>RCRRA, Saint Paul, MN Dot</u>			
& Met Council Share	\$ 22,133.64	\$ 11,129.28	\$ 33,262.92
5% Retainage	\$ 1,106.68	\$ 556.47	\$ 1,663.15
Amount Due	\$ 21,026.96	\$ 10,572.81	\$ 31,599.77
<u>Total Billing</u>			
5% Retainage	\$ 27,012.46	\$ 14,960.36	\$ 41,972.82
Amount Due	\$ 1,350.62	\$ 748.02	\$ 2,098.64
	\$ 25,661.84	\$ 14,212.34	\$ 39,874.18

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

Details

	Budget Hours	Budget Dollars	Hours Billed 8/31/97	Dollars Billed 8/31/97	Hours Billed 9/30/97	Dollars Billed 9/30/97	Hours Billed 10/31/97	Dollars Billed 10/31/97	Hours Billed 11/30/97	Dollars Billed 11/30/97	Hours Billed 12/31/97	Dollars Billed 12/31/97
1. Project Initiation/Data Collection/Basemapping	45.0	3,440	8.0	880.00	15.3	1,525.59	13.0	986.69	0.0	-	0.0	-
2. Develop Objectives/Evaluation Criteria	15.0	1,130	0.0	-	10.0	632.36	9.5	379.82	0.0	-	0.0	-
3. Feasibility of Alignment Alternatives	265.0	19,050	0.0	-	55.0	3,911.93	136.5	11,142.97	0.0	-	0.0	-
4. Define Transit Service Characteristics	235.0	16,685	1.5	124.97	123.0	7,010.92	84.0	7,960.34	0.0	-	0.0	-
5. Hiawatha Corridor Forecasts	195.0	14,120	0.5	55.00	8.5	677.27	38.0	1,846.03	0.0	-	0.0	-
6. Riverview Corridor Forecasts	440.0	28,900	0.5	55.00	0.0	-	64.5	4,421.60	0.0	-	0.0	-
7. Cost Estimates	50.0	3,980	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
8. Evaluate Alternatives	140.0	10,215	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
9. Determine Next Steps	35.0	2,850	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
10. Draft & Final Reports	180.0	12,630	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
SUBTOTAL - SRF Labor	1600.0	113,000	10.5	1,114.97	211.8	13,758.07	345.5	26,737.45	0.0	-	0.0	-

Direct Expenses

2,000 35.90 51.42 275.01

Totals

115,000 1,150.87 13,809.49 27,012.46 - -

Hiawatha Costs:

Task 1 - 25%	860	220.00	381.40	246.67	-	-
Task 4 - 35%	5,820	43.59	2,453.82	2,786.12	-	-
Task 5 - 100%	14,120	55.00	677.27	1,846.03	-	-
Totals	20,800	318.59	3,512.49	4,878.82	-	-

Details

6

Hours Billed 1/31/98	Dollars Billed 1/31/98	Hours Billed 2/28/98	Dollars Billed 2/28/98	Hours Billed 3/31/98	Dollars Billed 3/31/98	Hours Billed 4/30/98	Dollars Billed 4/30/98	Hours Billed 5/31/98	Dollars Billed 5/31/98	Hours Billed 6/30/98	Dollars Billed 6/30/98	To Date Hours	To Date Billed	Total Remaining Hours	Total Remaining Dollars
0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	36.3	3,392.28	8.7	47.72
0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	19.5	1,012.18	-4.5	117.82
0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	191.5	15,054.90	73.5	3,995.10
0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	208.5	15,096.23	26.5	1,588.77
0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	47.0	2,578.30	148.0	11,541.70
0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	65.0	4,476.60	375.0	24,423.40
0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	50.0	3,980.00
0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	140.0	10,215.00
0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	35.0	2,850.00
0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	180.0	12,630.00
0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	567.8	41,610.49	1032.2	71,389.51
													362.33	1,637.67	
													41,972.82	73,027.18	

													848.07	11.93	
													5,283.53	536.20	
													2,578.30	11,541.70	



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: 2765-3
Invoice Date: 10/31/97
Period Ending: 10/31/97

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)	26,737.45	41,610.48
Total Direct Non-Salary Costs (See Attached)	275.01	362.33
SUBTOTAL	27,012.46	41,972.81
Less Retainage 5%	1,350.62	2,098.63
NET TOTAL	25,661.84	39,874.18
TOTAL AMOUNT DUE THIS INVOICE	25,661.84	
	=====	

COMMISSION # 972765.01
RIVERVIEW/HIAWATHA-INITIATION/BASE MAP
PERIOD ENDING: OCTOBER 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	110.00	1.5	165.00
M. Cote	Associate	78.15	6.5	507.98
M. Iisakka	Principal Technician	63.03	2.0	126.06
B. Doyle	Principal Technician	62.55	3.0	187.65
----- SUB-TOTAL -----			13.0	986.69

COMMISSION # 972765.02
RIVERVIEW/HIAWATHA-OBJECTIVE/EVALUATION
PERIOD ENDING: OCTOBER 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
M. Gallagher	Trans. Planner	44.37	7.0	310.59
T. Welch	Clerical	27.69	2.5	69.23
----- SUB-TOTAL -----			9.5	379.82

COMMISSION # 972765.03
RIVERVIEW/HIAWATHA-FEASIBILITY ALTER.
PERIOD ENDING: OCTOBER 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
G. Seger	Principal	110.00	18.0	1980.00
R. Geerdes	Principal	110.00	7.5	825.00
C. Zimmer	Principal	110.00	19.0	2090.00
L. Erickson	Sr. Associate	100.00	1.0	100.00
A. Hopkins	Sr. Associate	94.53	1.5	141.80
J. Thiesse	Associate	88.68	21.5	1906.62
M. Cote	Associate	78.15	18.5	1445.78
S. Wilson	Sr. Engineer	83.31	4.0	333.24
A. Manlapaz	Engineer	59.40	0.5	29.70
C. Jones	Engineer	48.93	6.5	318.05
D. Roscoe	Planner	40.95	10.5	429.98
S. Martins	Principal Technician	58.77	5.5	323.24
D. Paulu	Project Designer	54.36	21.0	1141.56
B. Bersie-Ashfeld	Word Processor	52.00	1.5	78.00
----- SUB-TOTAL -----			136.5	11142.97

COMMISSION # 972765.04
RIVERVIEW/HIAWATHA-DEFINE TRANSIT SER
PERIOD ENDING: OCTOBER 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	110.00	11.5	1265.00
J. Kern	Sr. Associate	100.00	54.0	5400.00
M. Cote	Associate	78.15	13.5	1055.03
P. Zager	Engineer	55.17	2.5	137.93
J. Monahan	Planner	40.95	2.5	102.38
----- SUB-TOTAL -----			84.0	7960.34

COMMISSION # 972765.05
RIVERVIEW/HIAWATHA-HIAWATHA FORECASTS
PERIOD ENDING: OCTOBER 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Zager	Engineer	55.17	20.0	1103.40
J. Monahan	Planner	40.95	17.5	716.63
B. Bersie-Ashfeld	Word Processor	52.00	0.5	26.00
----- SUB-TOTAL -----			38.0	1846.03

COMMISSION # 972765.06
RIVERVIEW/HIAWATHA-RIVERVIEW FORECASTS
PERIOD ENDING: OCTOBER 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
S. Wilson	Sr. Engineer	83.31	38.0	3165.78
P. Zager	Engineer	55.17	12.0	662.04
J. Monahan	Planner	40.95	14.5	593.78
-----	SUB-TOTAL -----		64.5	4421.60

972765

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING: OCTOBER 31, 1997

RIVERVIEW/HIAWATHA TRANSITWAYS

CAT. #	CATEGORY	
1	MILEAGE AT 0.31/MILE	136.40
2	PARKING	25.00
9	SPECIAL DELIVERY	81.20
13	IN-HOUSE COPY DUPLICATION	20.00
21	FILM & DEVELOPING	4.25
94	DIESUBLIMAT. 550 8.5X11-PAPER	8.16
TOTAL DIRECT EXPENSES		----- 275.01

NOTE: Sales tax is included in costs of in-house copies, prints, and stats.

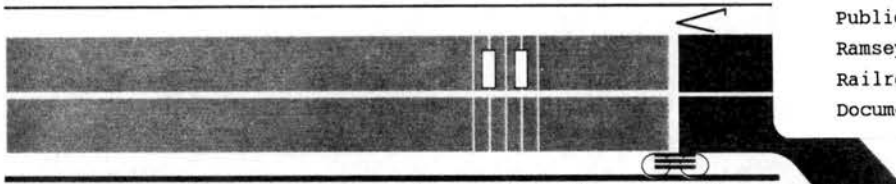
14

972765

DIRECT NON-SALARY COSTS (DETAILS)
 PERIOD ENDING: OCTOBER 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	G Seger								70.0		21.70
972765.00	1	31	R Geerdes								42.0		13.02
972765.00	1	31	C Zimmer								180.0		55.80
972765.00	1	31	J Kern								90.0		27.90
972765.00	1	31	M Cote								42.0		13.02
972765.00	1	31	T Welch								16.0		4.96
972765.00	2	31	R Geerdes									5.00	5.00
972765.00	2	31	C Zimmer									10.00	10.00
972765.00	2	31	J Kern									5.00	5.00
972765.00	2	31	M Cote									5.00	5.00
972765.00	9	23	Accounts Payable									63.40	63.40
972765.00	9	30	Accounts Payable									17.80	17.80
972765.00	13	21	In-House	4	50			200					20.00
972765.00	21	29	In-House									4.25	4.25
972765.00	94	14	In-House	1	16			16					8.16



Public
Ramsey County Regional
Railroad Authority
Documentation

Ramsey County Regional Railroad Authority

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

Agenda

Ramsey County Regional Railroad Authority Meeting

Tuesday, December 16, 1997

2:30 p.m.

(or immediately following Administrative Board Meeting)

Third Floor Council Chamber, Courthouse

1. * Approve minutes of November 18, 1997
 2. * Approve the proposed 1998 budget for the Ramsey County Regional Railroad Authority in the amount of \$350,000.
 3. * A). Approve contract with Lockridge, Grindal, Nauen & Holstein in an amount not to exceed \$25,000.
B). Authorize Chair to execute the contract subject to approvals.
 4. * A). Authorize staff to negotiate an agreement with St. Paul to remove berm on RCRRA property in the vicinity of Johnson Parkway/Maryland/McAfee Street
B). Determine cost policies relating to the berm removal.
 5. Comprehensive Transportation Plan for Ramsey County
 6. * Ratify partial payment No. 3 to in the amount of \$25,661.84 to SRF Consulting Group for professional engineering services for the Riverview/Hiawatha Transitways.
- * Action is requested.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY BOARD MEETING

November 18, 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, Kathy DeSpiegelaere, Paul St. Martin, Gary Peltier, Paul Kirkwold, Vern Wehlage, Jim Van Houdt, Karen Tero, Jon Walsh, Tim Mayasich, Mike Coffey, Kris Longhenry

Chairman Ortega called the meeting to order at 8:46 a.m.

1. Approve minutes of the Ramsey County Regional Railroad Authority Board meeting of November 4, 1997.

Motion by Commissioner Bennett, seconded by Commissioner Haigh, to accept the minutes from the November 4, 1997 RCRRA meeting.

Ayes - 7, Nays - 0
Motion accepted.

Commissioner Wiessner arrived at 8:47 a.m.

2. Phalem Berm Removal.

Paul St. Martin, St. Paul Public Works Department, reviewed points made in the Board packet about the City of St. Paul's Prosperity Avenue realignment project and its proposal for regrading a portion of the RCRRA-owned railroad berm at the crossings of Maryland Avenue and Johnson Parkway. Paul explained that a few years ago, a portion of Prosperity Avenue was built from Maryland Avenue to Rose Avenue, and the project that the City is working on now is to extend the realignment from Johnson Parkway to Rose Avenue. The portion of Prosperity Avenue south of Johnson Parkway is a County State Aid Highway and the City is working with Ramsey County Public Works on cost-sharing of this new realignment project. The City/County is planning on beginning the construction of this project in the spring of 1998.

Commissioner Rettman arrived at 8:50 a.m.

Kathy DeSpiegelaere distributed copies of a letter to Commissioner Ortega from Clifton J. Aichinger, Administrator for Ramsey-Washington Metro Watershed District.

Paul St. Martin explained that the Prosperity Avenue realignment plan was

designed for room for Phalen Boulevard if it is ever added on. Paul also commented that as part of the project, the City also has funding to create wetlands in the area. He detailed where these wetlands would be created.

Paul St. Martin reviewed seven elements associated with removal of the berm that need approval from the RCRRA board. They are:

1. To remove existing railroad bridge over Johnson Parkway. The City owns the bridge. This would be done to better the site distance in the area and be able to widen the roadway and put a sidewalk on it.
2. To bring down the grade of the Phalen Creek Trail located on the existing RCRRA berm. The trail was built by the City a couple of years ago with federal funds. It is being proposed to bring this berm down to at-grade to the Johnson Parkway/Prosperity Avenue intersection. There will be a traffic signal at this intersection. This would help give trail access to the east of the berm area.
3. To remove the berm between Maryland Avenue to a point south of Johnson Parkway. The berm is anywhere from 15-20 feet high and separates a commercial area with a park area. This would not be graded completely flat. The City will try and give it a natural look. The St. Paul Public Works Department is working with the St. Paul Parks Department to come up with a detailed plan on how this would work.
4. To use the fill from the berm south of Maryland Avenue for the material in the realignment of Prosperity Avenue.

Commissioner Bennett asked for clarification on where the berm would be removed. He has had mixed signals on exactly where the berm would be removed. Paul St. Martin explained that the berm would be completely removed from south of Maryland Avenue to Johnson Parkway and then part of the berm would be removed south of Johnson Parkway.

5. To remove part of the berm from Maryland Avenue and going north to about McAfee Street. Paul stated that this element doesn't necessarily have to be completed in conjunction with the realignment project. The City is working with developers on redevelopment of an apartment building on the north side of Maryland Avenue. The developers have expressed interest in removing part of the berm. This would open up the Lake Phalen area also. Paul explained that if someone used the fill from the berm, the funds would go back to RCRRA minus any costs such as landscaping or restoration costs.

Commissioner Bennett asked where exactly to where the berm would be removed. Paul St. Martin explained that where Topic and McAfee meet, the grade would be what is existing now. It would end somewhere in that general area.

6. To install a pipe underneath the berm of the RCRRA right of way to connect wetland restoration areas. This would allow for a piping system that would take water from Lake Phalen and go through several wetlands and eventually into the Mississippi River.
7. To remove existing tennis courts and create a wetland. These

courts would be replaced south of existing courts. One of these courts would be on RCRRA right of way but if rail would go through there, then the City would remove the court. For the time being, the City believes that one of the courts on the RCRRA right of way is best for their design.

Paul St. Martin stated that the elements listed above were all thought out with the idea that rail transit is being looked at for the area. Removal of the berm would result in an at-grade crossing at Maryland Avenue and Johnson Parkway and would also provide an opportunity for an at-grade station. The Board packet includes a proposed design for the station. The City feels that having the station at-grade would better integrate the station with the neighborhood. This would make it more accessible for pedestrians, bus route access. The down side would be the at-grade crossings at Maryland Avenue and Johnson Parkway. The City feels that the benefits of the at-grade station outweigh the negatives of the at-grade crossings.

Gary Peltier, St. Paul Planning and Economic Development, reinforced some points made earlier in the meeting. He explained that the Phalen Village area is the subject of a small area plan that was adopted by the City Council in 1995 and attempts to stress trying to create a compact, mixed-use pedestrian and transit oriented urban village. The proposed at-grade LRT station that is immediately adjacent to the urban village is very important to the success of the Phalen Village area. Gary stated that the small area plan did rezone some commercial properties in this area anticipating LRT.

Gary Peltier commented that removing part of the berm north of Maryland Avenue and working with the developer to reconfigure and reposition the very poor rental apartment housing in the area really opens up the Phalen Village area to a stronger market for housing. Taking out the berm at-grade at Maryland Avenue and sloping up north really opens the vision of Lake Phalen. One of the main objectives of the small area plan is to open up the Lake Phalen regional park system.

Commissioner Bennett asked about traffic counts on Maryland Avenue and how this compares with other major streets on the east side. Paul St. Martin answered that where the RCRRA right of way crossing is on Maryland Avenue, there are about 16,000 vehicles per day. Paul stated that Maryland Avenue is one of the leading traffic carriers on the east side and other main streets such as Minnehaha Avenue and Seventh Street have about 10,000-12,000 vehicles per day.

Commissioner Bennett asked if the berm is going to be reduced to an at-grade level for a trail where pedestrians can control the signals and for light rail to cross there, isn't that going to cause a lot of congestion and dangerous conditions on Maryland Avenue?

Paul St. Martin answered that the trail presently crosses Maryland at Johnson Parkway with traffic signals and that would not change except for the crossing would be reduced to an at-grade level. The berm would be constructed and tied into that trail.

Commissioner Bennett asked if the trail goes through the wetland north of Maryland.

Paul St. Martin answered that the trail will go west of the wetland and that no RCRRA right of way is in the wetland. If LRT does come, there will be an additional signalized crossing for it on Maryland between Johnson

Parkway and Clarence Street.

Commissioner Bennett asked if it's decided that we need to go over the top of the berm to put transit through there, who will pay for the cost?

Paul St. Martin said he couldn't answer that.

Commissioner Reinhardt requested clarification on grade levels. Gary Peltier explained that there are some newer single-family homes on McAfee Street north of Maryland Avenue. These homeowners do not want the berm reduced in their backyards so the berm would begin to be reduced somewhere south of these homes and continue at a downward slope until the berm is reduced to an at-grade level at Maryland Avenue. The exact location that the berm begins to be reduced is unknown at the present time.

Commissioner Ortega asked if there was neighborhood input on removing the berm.

Paul St. Martin answered that there was an intensive neighborhood process that went into the Phalen Village Area Plan back in 1995 and one of the recommendations of the plan was removal of the berm. There was also a neighborhood meeting a few weeks ago where this plan was discussed.

Commissioner Wiessner asked if the RCRRA has enough right of way to run trains on or if we need to purchase more right of way from residential property owners.

Kathy DeSpiegelaere answered that if light rail was to be constructed along this route, there is sufficient right of way.

Commissioner Guerin presented some history of the small area plan. He said the plan took about fourteen months to create and all the residents in the neighborhood were invited. One of the recommendations was to remove the berm. There was a meeting about nine months ago with several community organizations and then another with City staff, County staff and elected officials and it was agreed that an at-grade level at crossings would be acceptable. Commissioner Guerin heard yesterday that Representative Trimble was against the plan. Commissioner Guerin was disappointed that the planning process had come this far and that Representative Trimble hadn't attended a meeting. Commissioner Guerin was surprised because there hadn't been any opposition to the plan until now.

Commissioner Bennett asked why the residents north of Maryland Avenue don't want the berm removed.

Gary Peltier answered that he believes it's because they've lived there a long time and like the berm. He hasn't heard any opposition from them, however, on the berm being at-grade at the crossing on Maryland.

Commissioner Bennett addressed his concerns about removing the berm. He would like to know who is going to pay for replacing the berm if it is decided it needs to be put back. He stated that many districts would like to do something with this corridor until we get transit and it has to be looked at very carefully before a decision can be made. If we remove things needed for transit to work in the corridor, the costs will be great. One suggestion he makes is, abandon the corridor and give it to the city or the taxpayers.

Commissioner Rettman stated that their job on the RCRRA is to protect the interests of the authority. Her biggest concern is that once the trail is

in there, people are very comfortable and then may oppose light rail. She would like to make sure that everyone has full disclosure that this corridor is part of the transportation system and that is the fundamental underpinning of any decision made.

Commissioner Guerin added that we cannot move forward with LRT without the cooperation of the City. They control zoning and are competing for dollars. LRT won't work if the County works independently. He gave the example of the trails that exist right now. They are working out well and enhancing the quality of life of the residents, even though the County initially didn't want them because of future LRT plans.

Commissioner Reinhardt agreed that the County has to collaborate with the cities. She asked Kathy DeSpiegelaere what happened when this was presented to the RCRRA in the past? There was a recommendation that the berm be removed which was not acted upon. She requested a timeline.

Kathy DeSpiegelaere answered that this berm removal item came before the RCRRA two or three years ago and there were a couple of lengthy meetings and some of the same issues were raised. At that time, staff recommended that the berm be removed subject to certain conditions. Those conditions were never met. One of the steps that hadn't been taken at that time was the approval of the Phalen small area plan. This happened subsequently. Soil work hadn't been done but has been done now. Some issues still need to be addressed. Kathy suggested that the St. Paul Parks Department needs to be contacted and met with to discuss moving the tennis courts.

Commissioner Rettman stated that a group of senior citizens went throughout the City and found tennis courts in tough shape. There is a dire need for new tennis courts.

Kathy DeSpiegelaere addressed her concerns about the tennis courts lying on the RCRRA right of way. She questioned funding for when transit comes into that area. A few weeks ago at a community meeting, the issue of tennis courts was brought up and there were some negative comments such as litter.

Commissioner Ortega requested the list of conditions for berm removal when it was approved by the last RCRRA. Kathy DeSpiegelaere agreed to produce this for him.

Commissioner Bennett asked Kathy DeSpiegelaere if the City can rezone the area so light rail transit couldn't be put there at any time? Kathy said that she couldn't answer his question. She stated that if light rail transit moves forward, it is written in the statute that approval of the design plans is needed by the city that it is located in, so collaboration with the City is essential.

Commissioner Bennett commented on the concern for the cost to the taxpayers and said that it is very important to let everyone know that this is a transit corridor and what the possible intentions are.

Gary Peltier stated that it is very clear to everyone that they are working with that this is right of way for a future rail. The Phalen area small plan's main objective is a system that works well with pedestrians as well as traffic (vehicle, bicycle, rail, etc). He feels that the RCRRA needs to consider how an LRT station relates to the community. Is it going to be at-grade or above grade? The people associated with the small area plan believe that this station will work much better at-grade to achieve goals in the area. He said that he is sure that disclosures will be sent out to those selling/buying in the area that this is a future transit corridor. A

bridge does not exist now going across Maryland so if it is kept above grade, a bridge will need to be built for LRT and the RCRRA will have to pay for that.

Gary Peltier also stated that with the building of Phalen Boulevard, the City believes that it will alleviate some of the traffic on Maryland Avenue.

Commissioner Wiessner commented that it is really unfair of the RCRRA to hold up the City's plans without having a plan ourselves. She feels that the RCRRA has to work with the City and may have to work around their plan until a County comprehensive plan is completed.

Commissioner Ortega reinforced the fact that this agenda item is for discussion only and the RCRRA is looking for the best solution for both sides and not voting for or against the berm removal right now.

Commissioner Wiessner asked about the timing from the City on this project.

Paul St. Martin answered that the proposal for construction of Prosperity Avenue is planned to begin in the spring of 1998. There is an agreement with a developer and effects of delay would have to be looked into.

Paul Kirkwold stated that at a meeting two months ago, the project only involved construction of Prosperity Avenue. The City expressed a need for material to fill a wetland in the area. There was discussion on how bad the safety of the intersection was on Prosperity Avenue and Johnson Parkway. With the approval of the Phalen berm removal, the sightlines of this intersection would be improved. Paul also said that if the berm is not removed, the Ramsey County Public Works Department will face sharing the cost of finding fill for the Prosperity Avenue project. The material from the berm would be advantageous because it is so close to the project. Paul added that removal of the berm is a design issue and not a comprehensive plan issue.

Dave MacMillan commented that the corridor was purchased with contributions State of Minnesota using Rail Bank Funds. Mn/DOT does have input on what can be done to this corridor and since the fill is an asset, Mn/DOT has to approve the use of the fill along with the RCRRA.

Commissioner Reinhardt reinforced that this corridor will be used for transit and the type of transit is what is questionable.

Commissioner Haigh stated that the RCRRA needs to work with the City and cannot stand in the way of other economic development that is going on. She also expressed interest in information on the cost issues and cost sharing of this project.

Commissioner Bennett believes that this is a good project but has heard some negative comments about removal of berm. Commissioner Bennett asked Paul Kirkwold how the sight lines and safety factors would be at Prosperity Avenue/Johnson Parway if light rail transit would be installed.

Paul Kirkwold answered that preference would be given to rail. If a train comes through, then everything else will come to a stop. The proximity of the proposed intersection to the rail offers opportunity to coordinate the signal system at the intersection with the rail crossing. Cars that are trapped between the intersection and the rail crossing can be cleared before the trains come through. This has worked at other intersections with railroad crossings. Most of the time, however, the tracks will be

vacant.

Commissioner Rettman asked Paul St. Martin when the City needs a decision from the RCRRA. Paul answered that mid-December would be ideal. Commissioner Ortega agreed that at the next RCRRA, December 16, 1997, the matter will be considered.

Commissioner Rettman requested from Kathy DeSpiegelaere, a copy of the mortgage deed and notes on this issue from previous RCRRA meetings. It was agreed that a condensed version of the information would be distributed to the RCRRA Board a couple of weeks before the next meeting.

3. Comprehensive Transportation Plan

Because of time restraints, this item was not discussed.

4. Transit-Related Legislation

This item will be discussed at the Ramsey County Board of Commissioners meeting on November 18, 1997.

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.

Motion by Commissioner Haigh, seconded by Commissioner Reinhardt, to ratify the construction agreement with the City of Maplewood for connection of a pathway to BN Regional Trail and authorize the Chair to sign the permit.

Ayes - 7, Nays - 0
Motion accepted.

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 or 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

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

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.

Motion by Commissioner Haigh, seconded by Commissioner Reinhardt, to ratify the construction agreement with the City of Maplewood for installation and maintenance of a sanitary sewer line and authorize the Chair to sign the permit.

Ayes - 7, Nays - 0
Motion accepted.

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.

7. Approve 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 for Professional Engineering Services for the Riverview/Hiawatha Transitways.

Motion by Commissioner Haigh, seconded by Commissioner Reinhardt, to approve 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 for professional engineering services for the Riverview/Hiawatha Transitways.

Ayes - 7, Nays - 0
Motion accepted.

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.

8. Ratify Quarterly Report of Payments for July 1 Through September 30, 1997.

Motion by Commissioner Haigh, seconded by Commissioner Reinhardt, to ratify quarterly report of payments for July 1 through September 30, 1997.

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.

The meeting adjourned at 10:00 a.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

December 9, 1997

Date

Board Action Requested

Approve the proposed budget for the Ramsey County Regional Railroad Authority for 1998 in the amount of \$350,000 and no tax levy in 1998.

ACTION IS REQUESTED

Request Justification

- See Attached:
1. Memorandum from K. DeSpiegelaere
 2. Proposed resolution
 3. Proposed budget information

Budgeting and Accounting

John Waller 12/9/97

County Attorney

Don MacMillan

Risk Management

Documentation certified complete for:

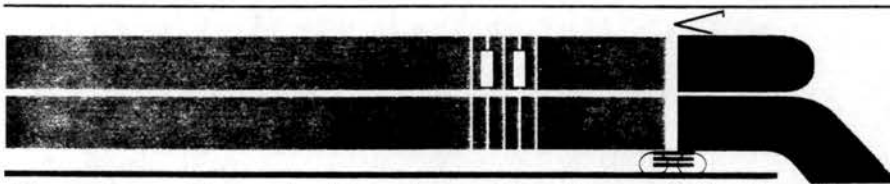
December 16, 1997

Board Date

Kristine A. Longhenny
Signature

December 9, 1997

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 *KA*

Subject: Proposed 1998 Budget

Date: December 2, 1997

The 1998 Regional Railroad Authority budget is presented for your approval. No tax levy is proposed for the Regional Railroad Authority in 1998.

The 1998 budget in the amount of \$350,000 is proposed to be funded entirely from interest income credited to the Regional Railroad Authority.

This budget will allow continuation of Regional Railroad Authority activities in 1998 which are anticipated to include:

Feasibility report for the Riverview Corridor, currently under contract.

Major investment study for the Riverview Corridor (pending federal grant; funds have been appropriated by Congress).

Staffing the statutorily required Metropolitan Transit Joint Powers Board.

Negotiating for the purchase of additional right of way (Northeast Corridor, Beam to North County Line).

Managing 6.5 miles of right of way owned by the Railroad Authority (Kellogg Boulevard to Beam Avenue).

Participating in the commuter rail studies at the Minnesota Department of Transportation.

Supervising the county's welfare to work transportation initiatives.

Working on Federal and state legislative programs on transit.

The 1998 operating budget of \$350,000 is an increase of \$23,136 over the 1997 operating budget of \$326,864.

Federal funds in the amount of \$1,150,000 have been appropriated by Congress in 1997 for Riverview Corridor transit work. The funds require a local match of \$287,500. Once the grant award is received, it will be presented to the Regional Railroad Authority in 1998 to establish a budget for the project. In 1997, the Regional Railroad Authority designated a maximum of \$3 million in fund balance to match potential federal revenue of \$12 million. The \$1,150,000 federal grant is the first year's appropriation of a potential six year authorization bill. The six year bill is still pending in Congress.

Recommendation:

The 1998 budget is to be adopted in December, 1997. The tax levy for the Regional Railroad Authority in 1998 is \$0. Approval of the proposed budget is requested.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

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

WHEREAS, The Ramsey County Regional Railroad Authority, wishes to continue to improve the quality of life and access to services in the region, to remain a partner in transit activities in the region with other agencies, including the Metropolitan Council and other county regional railroad authorities; Now Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby approves the 1998 budget and tax levy as follows:

1998 Approved Budget	\$	350,000
Less estimated revenue	\$	350,000
Tax levy	\$	-0-

and Be It Further

RESOLVED, That the unexpended balances to fund acquisition of additional right of way, estimated at \$2,125,000, be continued into 1998.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	___	___	___
Dino Guerin	___	___	___
Susan Haigh	___	___	___
Rafael Ortega	___	___	___
Victoria Reinhardt	___	___	___
Janice Rettman	___	___	___
Jan Wiessner	___	___	___

Rafael E. Ortega, Chairman

By: _____
Tony Bennett, Secretary

Department Summary

Ramsey County Regional Railroad Authority

Kathryn DeSpiegelaere, Director

665 RCGC-West

266-2762

MISSION STATEMENT

REGIONAL RAILROAD AUTHORITY

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

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

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

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

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

ADDITIONAL INFORMATION

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

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

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

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

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

ORGANIZATION

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

Department Summary

Ramsey County Regional Railroad Authority

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

EXPENDITURE/APPROPRIATION SUMMARY BY COST CENTER

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
OPERATING BUDGET							
59101	Regional Railroad Administration	300,191	231,791	287,835	321,129	321,129	
59109	NE Corridor Maintenance Kellogg to Beam	53,550	16,812	39,029	28,871	28,871	
	Total Operating Budget	353,741	248,603	326,864	350,000	350,000	
SPECIAL PROJECTS							
59112	NE Corridor Beam To N County Line	-	-	2,147,670	-	-	
59113	Commuter Rail Demonstration Project	-	-	50,000	-	-	
59114	Riverview Corridor Transit Study	-	-	165,000	-	-	
	Total Special Projects	-	-	2,362,670	-	-	
	Total Expenditure/Appropriation RCRRA	353,741	248,603	2,689,534	350,000	350,000	

NOTE: It is recommended that the unexpended balance for the NE Corridor to North County Line be carried forward to 1998.

REVENUE/ESTIMATED REVENUE & FUND BALANCE SUMMARY BY COST CENTER

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
OPERATING BUDGET							
59101	Regional Railroad Administration	492,612	526,893	326,864	350,000	350,000	
59109	NE Corridor Maintenance Kellogg to Beam	-	-	-	-	-	
	Total Operating Budget	492,612	526,893	326,864	350,000	350,000	
SPECIAL PROJECTS							
59112	NE Corridor Beam To N County Line	-	-	2,147,670	-	-	
59113	Commuter Rail Demonstration Project	-	-	50,000	-	-	
59114	Riverview Transit Corridor Study	-	-	165,000	-	-	
	Total Special Projects	-	-	2,362,670	-	-	
	Total Revenue/Estimated Revenue & FB	492,612	526,893	2,689,534	350,000	350,000	
	Fund Balance - Dec/(Inc) Adjustment to actuals	(138,871)	(278,290)	-	-	-	
RCRRA TAX LEVY SUMMARY							
	Tax Levy	689,498	434,043	-	-	-	
	Allowance for Uncollectible Tax-2%	13,790	8,681	-	-	-	
	Total Tax Levy	703,288	442,724	-	-	-	
	Less HACA	(397,633)	(392,842)	-	-	-	
	Net Tax Levy	305,655	49,882	-	-	-	
	Inc/(Dec) From 1997				-	-	
	% Inc/(Dec) From 1997				0.0%	0.0%	

Department Summary

Ramsey County Regional Railroad Authority

MAJOR DEPARTMENT ACTIVITIES AND ACCOMPLISHMENTS

REGIONAL RAILROAD AUTHORITY

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

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

1. Transit, the major project of the Regional Railroad Authority, has preventative goals of easing congestion and the need for roadway expansion. It would provide economic development benefits and access to jobs and services.
2. The Rail Authority has purchased and is in conversations with railroad companies about purchasing right of way previously used for freight operations. The land is purchased for future needs for space for rail transit.

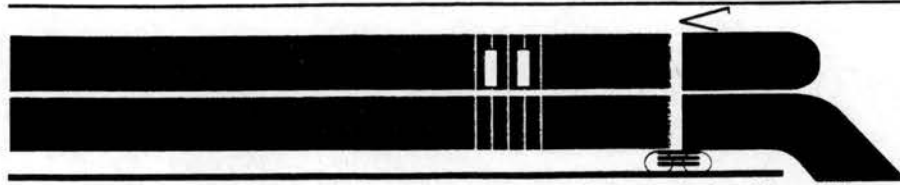
TO DEVELOP ALTERNATIVE WAYS AND METHODS OF DELIVERING COUNTY SERVICES.

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

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

1. The Regional Railroad Authority Commissioners have adopted goals which include reducing reliance on property taxes for transit services. Consequently, Commissioners and staff are often involved in studies and legislative initiatives related to sources and support for alternative means of funding transit.
2. Grant funds from the state and federal government have been sought and received in previous years. The funds provide alternatives to funding planning, engineering, and right of way acquisition solely with property tax levies. In 1997, additional federal funds were appropriated by Congress for the Riverview Corridor. The amount of federal funds Ramsey County will receive is \$1,150,000 for fiscal year 1998.

Department Summary



Ramsey County Regional Railroad Authority

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

1. Rail Authority work includes participation in Riverview Corridor projects with the Minnesota Department of Transportation, Hennepin County Regional Railroad Authority, Metropolitan Council, St. Paul and the Metropolitan Airports Commission.
2. Ramsey County Regional Railroad Authority is a member, with the six other metro county railroad authorities, of the Metro LRT Joint Powers Board.
3. In managing right of way owned by the Rail Authority, the Authority allows trail use of its property by St. Paul and Ramsey County Parks Departments. The Authority participates in discussions with St. Paul and others about the Phalen Corridor project, which impacts Rail Authority-owned property.

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

1. The Riverview Corridor transit project serves a diverse population of St. Paul residents. The area where it would be located is heavily transit dependent.
2. The Rail Authority participates on committees and groups related to the Phalen Corridor Initiative, a project designed to benefit the diverse East Side area of St. Paul.

Department Summary

Ramsey County Regional Railroad Authority

MAJOR CHANGES (PROPOSED)

>REGIONAL RAILROAD AUTHORITY

LISTED BELOW ARE THE MAJOR ITEMS THAT HAVE CONTRIBUTED TO CHANGES IN THE DEPARTMENT'S APPROPRIATION AND REVENUE OVER THE PREVIOUS YEAR. THIS MAY NOT EQUAL THE DIFFERENCE OVER 1997 AS ONLY THE MAJOR CHANGES ARE LISTED HERE.

Description	1998 Appropriation	1998 Revenue(*)	1998 Levy
Operating Budget Inc/Dec over 1997	23,136	23,136	-0-
Special Projects Inc/Dec over 1997	(2,362,670)	(2,362,670)	-0-
Dollar Inc(Dec) over 1997 >	(2,339,534)	(2,339,534)	-0-
Percent Inc/(-)Dec over 1997 >	(87.0%)	(87.0%)	0.0%

(*) Includes fund balance.

OPERATING BUDGET:

1. Consulting Services	55,000	55,000	-0-
------------------------	--------	--------	-----

To provide funds for special needs for consultant services, which could include planning, engineering or outreach activities in 1998. The estimated interest income will offset the increase in operating costs.

2. Project Management Services	(47,846)	(47,846)	-0-
--------------------------------	----------	----------	-----

The decrease is related to a change in the Public Works Department billing process for indirect costs for processing payrolls for staff assigned to the Regional Railroad Authority.

3. Transit Joint Powers Board	20,000	20,000	-0-
-------------------------------	--------	--------	-----

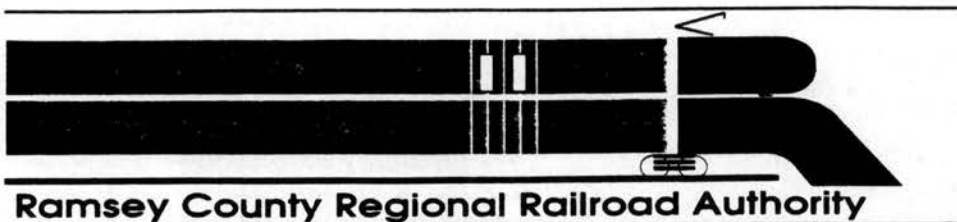
The Metropolitan LRT Joint Powers Board undertakes legislative, planning and coordination of transit activities in the seven county metro area. This account provides for the 1998 contribution to the work of the organization. The estimated interest income will offset the increase in operating costs.

SPECIAL PROJECTS:

1. Right of Way Acquisition	(2,147,670)	(2,147,670)	0
-----------------------------	-------------	-------------	---

In 1996, funds were budgeted to acquire additional right of way. These funds were carried forward to the 1997 budget. There has been some preliminary work performed in 1997. However, the exact balances remaining as of December 31, 1997 is not known at this time. We are requesting that the remaining unencumbered balances be carried forward to the 1998 budget.

Department Summary



Ramsey County Regional Railroad Authority

MAJOR CHANGES (PROPOSED)

>REGIONAL RAILROAD AUTHORITY

- | | | | |
|-------------------------------------|-----------|-----------|---|
| 2. Riverview Corridor Transit Study | (165,000) | (165,000) | 0 |
|-------------------------------------|-----------|-----------|---|

In 1997, the Railroad Authority Board authorized a study of the Riverview Corridor for various purposes including ridership estimates. The City of Saint Paul, Hennepin County and the Metropolitan Council contributed funds to help finance the project.

- | | | | |
|--|----------|----------|---|
| 3. Commuter Rail Demonstration Project | (50,000) | (50,000) | 0 |
|--|----------|----------|---|

In 1997, the Ramsey County Regional Railroad Authority, in collaboration with the counties of Anoka, Hennepin and Washington, funded a three-day demonstration of the commuter rail capabilities. Since this was a one-time project, funds will not be needed in the 1998 budget.

Total >	(2,335,516)	(2,335,516)	0
---------	-------------	-------------	---

 (2,335,516) (2,335,516) 0
 =====

Department Summary

Ramsey County Regional Railroad Authority

OPERATING CAPITAL OUTLAY SUMMARY

REGIONAL RAILROAD AUTHORITY

Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
Land	463	0	2,000,000	0	0	
Office Furniture & Equipment	243	0	800	800	800	
Improvements Other Than Buildings	10,093	0	0	0	0	
Total Operating Capital Outlay	10,799	0	2,000,800	800	800	

Department Summary



MANDATED/DISCRETIONARY SERVICES REPORT

REGIONAL RAILROAD AUTHORITY

	1997 Approved			1998 Proposed		
	Budget	Revenue	Levy	Budget	Revenue	Levy
MANDATED						
	0	0	0	0	0	0
	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
MANDATED (LEVEL/METHOD DISCRETIONARY)						
Administration (Transit Joint Powers)	0	0	0	20,000	20,000	0
	<u>0</u>	<u>0</u>	<u>0</u>	<u>20,000</u>	<u>20,000</u>	<u>0</u>
DISCRETIONARY (LEVEL/METHOD MANDATED)						
	0	0	0	0	0	0
	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
DISCRETIONARY						
Administration	287,835	287,835	0	301,129	301,129	0
Northeast Corridor-Kellogg to Beam	39,029	39,029	0	28,871	28,871	0
Northeast Corridor-Beam to N. Co Line	2,147,670	2,147,670	0	0	0	0
Commuter Rail Demonstration Project	50,000	50,000	0	0	0	0
Riverview Corridor Feasibility Study	165,000	165,000	0	0	0	0
	<u>2,689,534</u>	<u>2,689,534</u>	<u>0</u>	<u>330,000</u>	<u>330,000</u>	<u>0</u>
SUMMARY						
MANDATED	0	0	0	0	0	0
	0.0%			0.0%		
MANDATED (LEVEL/METHOD DISCRETIONARY)	0	0	0	20,000	20,000	0
	0.0%			5.7%		
DISCRETIONARY (LEVEL/METHOD MANDATED)	0	0	0	0	0	0
	0.0%			0.0%		
DISCRETIONARY	2,689,534	2,689,534	0	330,000	330,000	0
	100.0%			94.3%		
TOTAL	<u>2,689,534</u>	<u>2,689,534</u>	<u>0</u>	<u>350,000</u>	<u>350,000</u>	<u>0</u>

Cost Center

Ramsey County Regional Railroad Authority

Kathryn DeSpiegelaere, Director

665 RCGC - West

266-2762

MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
59101-Administration**

STATEMENT OF MISSION

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

OBJECTIVES

1. To advocate for transit services to meet changing needs for today and for succeeding generations.
2. To respond to the transit needs of the County's citizens in a manner that is sensitive to the financial impact to County taxpayers.
3. To plan integrated transportation services in cooperation with other agencies.
4. To encourage community participation in Rail Authority deliberations and decision-making processes.

Cost Center

Ramsey County Regional Railroad Authority

EXPENDITURE/APPROPRIATION SUMMARY

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY 59101-ADMINISTRATION

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
020000	Other Services & Charges	297,841	230,255	283,335	316,529	316,529	
030000	Supplies	2,107	1,536	3,700	3,800	3,800	
040000	Capital Outlay	243	-	800	800	800	
	Total Expenditures/Appropriations	300,191	231,791	287,835	321,129	321,129	
	Inc/(Dec) From Previous Year				33,294	33,294	
	% Inc/(Dec) From Previous Year				11.6%	11.6%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
320000	Intergovernmental Revenues	399,857	394,792	-	-	-	
360000	Revenue from Use of Money/Property	492,567	526,511	326,864	350,000	350,000	
370000	Other Revenues	45	382	-	-	-	
	Total Revenues/Estimated Revenues	892,469	921,685	326,864	350,000	350,000	
	Inc/(Dec) From Previous Year				23,136	23,136	
	% Inc/(Dec) From Previous Year				7.1%	7.1%	

Fund Balance Dec/(Inc)	-738,819	-673,720	-	-	-	
RCRRA TAX LEVY	146,541	-16,174	-39,029	-28,871	-28,871	
Inc/(Dec) From Previous Year				10,158	10,158	
% Inc/(Dec) From Previous Year				26.0%	26.0%	

Cost Center

Ramsey County Regional Railroad Authority

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY 59101-ADMINISTRATION

EXPENDITURE AND REVENUE DETAIL

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
020000	OTHER SERVICES AND CHARGES						
020102	Consulting Services	-	-	-	55,000	55,000	-
020122	State Auditor	1,584	2,003	1,739	2,100	2,100	
020154	Legislative Representative	34,000	24,000	35,000	35,000	35,000	
020174	County Attorney Services	7,815	1,808	8,545	3,329	3,329	
020176	County Manager Services	24,610	-	-	2,000	2,000	
020179	Budgeting & Accounting Services	6,266	4,500	7,000	6,000	6,000	
020185	Data Processing Services-MTCE	8,699	3,927	3,368	9,000	9,000	
020193	County Project Management Services	163,658	170,446	178,000	130,154	130,154	
020202	Postage	1,144	685	2,500	1,500	1,500	
020207	Telephone Long Dist Charges	73	38	300	200	200	
020208	Telephone-Local Service	1,721	1,777	2,100	2,100	2,100	
020209	Telephone-Equipment Rental	166	125	200	200	200	
020301	Transportation Allowance	524	300	500	1,600	1,600	
020305	Messenger Service	178	195	850	850	850	
020501	Printing & Stationery	3,311	1,819	5,000	5,000	5,000	
020611	Liability & Property Damage-Ins	731	709	850	850	850	
020803	Equipment & Machinery Repairs	-	296	2,000	2,000	2,000	
020805	Painting & Decorating	310	-	-	-	-	
020903	Equipment & Machinery-Rental	134	-	-	-	-	
020906	Building & Office Space	12,883	13,724	12,883	12,883	12,883	
020909	Parking Space	504	468	800	800	800	
021101	Books, Periodicals, Subscriptions	253	261	500	500	500	
021134	Tuition	500	-	1,000	1,000	1,000	
021180	Employee Development	245	-	500	500	500	
021401	Membership & Dues	241	262	500	500	500	
021403	Conference & Seminar Expenses	12,081	2,133	6,000	10,263	10,263	
021407	Other Travel	64	-	10,000	10,000	10,000	
021408	Volunteer/Committee Meeting Expense	54	-	200	200	200	
021409	Meeting Expense Account	259	779	3,000	3,000	3,000	
022213	Transit Joint Powers	15,833	-	-	20,000	20,000	
Total Other Services & Charges		297,841	230,255	283,335	316,529	316,529	

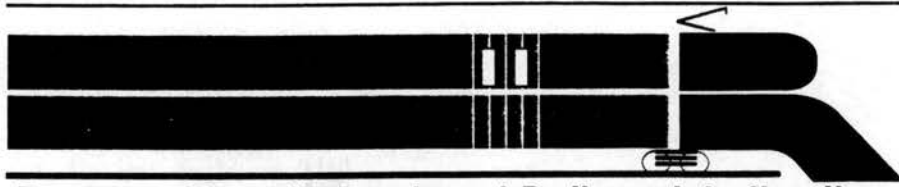
Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
030000	SUPPLIES						
030101	Office Supplies	1,950	1,336	2,700	2,800	2,800	
030201	Computer Operating Supplies	157	200	1,000	1,000	1,000	
Total Supplies		2,107	1,536	3,700	3,800	3,800	

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
040000	OPERATING CAPITAL OUTLAY						
040303	Office Furniture & Equipment	243	-	800	800	800	
Total Operating Capital Outlay		243	-	800	800	800	

Total 59101 - Administration

300,191	231,791	287,835	321,129	321,129
---------	---------	---------	---------	---------

Cost Center



Ramsey County Regional Railroad Authority

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY 59101-ADMINISTRATION

REVENUE/ESTIMATED REVENUE

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
320000	INTERGOVERNMENTAL REVENUES						
321201	HACA - RE & PP	397,633	394,792	-	-	-	-
321202	HACA - Mobile Homes	1,950	-	-	-	-	-
321213	St Paul Rental Equity Credit	274	-	-	-	-	-
	Total Intergovernmental Revenue	399,857	394,792	-	-	-	-
360000	REVENUE FROM USE OF MONEY & PROPERTY						
360102	Interest on Investments	492,567	526,511	326,864	350,000	350,000	
	Total Revenue from Use of Money/Property	492,567	526,511	326,864	350,000	350,000	
370000	OTHER REVENUES						
370103	Recovery-Prior Year's Expense	-	338	-	-	-	-
370104	Recovery-Current Year's Expense	45	44	-	-	-	-
	Total Other Revenues	45	382	-	-	-	-
390000	TAXES & PENALTIES						
390702	Contamination Tax	74	-	-	-	-	-
390902	Current-RE & PP	298,642	52,622	-	-	-	-
390903	Current-Mobile Homes	177	47	-	-	-	-
390904	Delinquent Re & PP	466	9,778	-	-	-	-
390905	Delinquent Mobile Homes	73	330	-	-	-	-
390913	HRA - Shelter Rentals	120	-	-	-	-	-
390917	Gov't Acquired Property Rental	4	3	-	-	-	-
	Total Taxes & Penalties	299,556	62,780	-	-	-	-
	Total 59101 - Administration	1,192,025	984,465	326,864	350,000	350,000	

Cost Center

Ramsey County Regional Railroad Authority

SELECTED LINE ITEM EXPLANATIONS For Expenditures and Revenues

REGIONAL RAILROAD AUTHORITY
59101-Administration

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

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Consultant Services	\$0	\$0	\$0	\$55,000	\$55,000	

EXPLANATION: This amount will provide for special needs for consultant services, which could include planning, engineering or outreach activities in 1998.

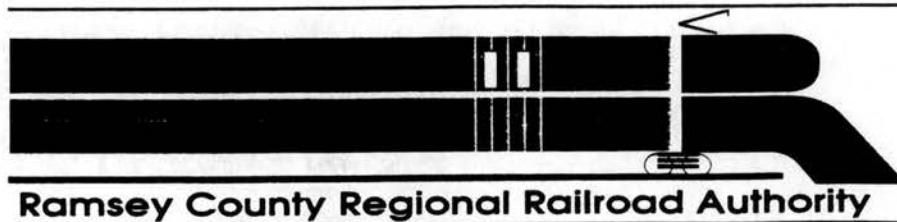
TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Legislative Representative	\$34,000	\$24,000	\$35,000	\$35,000	\$35,000	

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

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
DP Services - Maintenance	\$8,699	\$3,927	\$3,368	\$9,000	\$9,000	

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

Cost Center



SELECTED LINE ITEM EXPLANATIONS For Expenditures and Revenues

REGIONAL RAILROAD AUTHORITY
59101-Administration

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
County Project Management Services	\$163,658	\$170,446	\$178,000	\$130,154	\$130,154	

EXPLANATION: Ramsey County provides staff to assist the Regional Railroad Authority to develop plans, manage consultant services, coordinate with other agencies and citizen groups, provide information services, and engineering and transportation planning services. Persons providing these services are in the County Public Works Department. This account provides a specific identifier to reimburse Ramsey County departments for these services.

In 1998, project management services will be provided for Administration and Riverview Corridor activities. The information on this page is only for the overall Administration of the Railroad Authority. Upon receipt of federal appropriations for the Riverview Corridor work in 1998, a portion of the project management activities currently in administrative activities will be apportioned to the Riverview Corridor activities.

PROJECT MANAGEMENT TEAM (Administration Cost Center)

Estimated Cost
(including salaries, fringe benefits,
and indirect costs)

<u>Staff</u>				
Director	1.0	FTE	\$93,815	
Administrative Secretary	0.5	FTE	36,339	
Total FTE			1.5	
Total Estimated Cost				\$130,154

NOTE: Costs include salaries, fringe benefits and prorated indirect costs for processing payrolls as determined by Ramsey County Public Works Department. Costs for the Regional Railroad Authority's Right of Way Specialist position have been included in the Northeast Corridor maintenance and Beam to North County Line activities.

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Liability Insurance	\$731	\$709	\$850	\$850	\$850	

EXPLANATION: The Ramsey County Regional Railroad Authority (RCRRA) is a separate legal entity and is not covered by self insurance provisions of Ramsey County. The RCRRA also lacks the financial resources to fulfill self insurance requirements. Therefore, liability insurance is purchased for RCRRA annually by Risk Management.

Cost Center

Ramsey County Regional Railroad Authority

SELECTED LINE ITEM EXPLANATIONS For Expenditures and Revenues

REGIONAL RAILROAD AUTHORITY
59101 - Administration

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Buildings and Office Space	\$12,883	\$13,724	\$12,883	\$12,883	\$12,883	

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

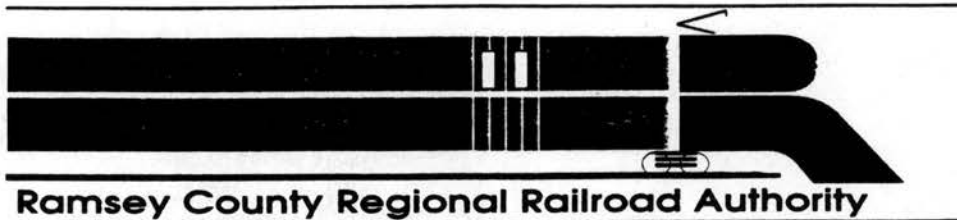
TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Meeting Expenses	\$259	\$779	\$3,000	\$3,000	\$3,000	

EXPLANATION: Funds are used to provide for Rail Authority-related meetings, including space rental when required.

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Transit Joint Powers	\$15,833	\$0	\$0	\$20,000	\$20,000	

EXPLANATION: The Metropolitan LRT Joint Powers Board undertake legislative, planning and coordination of transit activities in the seven county metro area. Ramsey County Regional Rail Authority is a member, and this provides for the 1998 contribution to the work of the organization.

Department Summary



SELECTED LINE ITEM EXPLANATIONS For Expenditures and Revenues

>REGIONAL RAILROAD AUTHORITY
>59101 - Administration

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

SELECTED REVENUE EXPLANATIONS

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
>Interest on Investments	492,567	526,511	326,864	350,000	350,000	

EXPLANATION: >The Regional Railroad Authority's cash is included with the County's investments and the earnings are distributed at the end of each month. The interest that can be earned in 1998 depends on how much cash is available for investment. We believe that a substantial part of the funding for acquisition of additional right of way (budget balance \$2,125,000) will be expended in 1998 which will reduce the amount of cash that will be available to invest in 1998. If this amount is subtracted from the \$8,762,029, there would be approximately \$6.6 million to be invested in 1998. Also, Ramsey County will be receiving federal grant in 1998 that will require a local match which will also reduce cash on hand.

Cash on hand December 31, 1996	\$8,762,029
Less acquisition of additional right of way	- 2,125,000
Estimated cash available for investment in 1998	\$6,637,029

Assuming a \$6.6 million cash balance invested at 6% for the year would earn \$396,000 in 1998.

Cost Center

Ramsey County Regional Railroad Authority

Kathryn DeSpiegelaere, Director

665 RCGC - West

266-2762

MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
59109-Northeast Corridor
Kellogg to Beam**

STATEMENT OF MISSION

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

OBJECTIVES

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

Cost Center

Ramsey County Regional Railroad Authority

EXPENDITURE/APPROPRIATION SUMMARY

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY 59109-NORTHEAST CORRIDOR MAINTENANCE KELLOGG TO BEAM AVENUE

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
020000	Other Services & Charges	42,744	16,812	38,779	28,871	28,871	
030000	Supplies	250	-	250	-	-	
040000	Capital Outlay	10,556	-	-	-	-	
	Total Expenditures/Appropriations	53,550	16,812	39,029	28,871	28,871	
	Inc/(Dec) From Previous Year				-10,158	-10,158	
	% Inc/(Dec) From Previous Year				-26.0%	-26.0%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
	None	-	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	-	
	Inc/(Dec) From Previous Year				0	0	
	% Inc/(Dec) From Previous Year				0.0%	0.0%	
	Fund Balance Dec/(Inc)	-89,550	-38,613	-	-	-	
	RCRRA TAX LEVY	143,100	55,425	39,029	28,871	28,871	
	Inc/(Dec) From Previous Year				-10,158	-10,158	
	% Inc/(Dec) From Previous Year				-26.0%	-26.0%	

Cost Center

Ramsey County Regional Railroad Authority

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY 59109 - NORTHEAST CORRIDOR MAINTENANCE KELLOGG TO BEAM AVENUE

EXPENDITURE AND REVENUE DETAIL

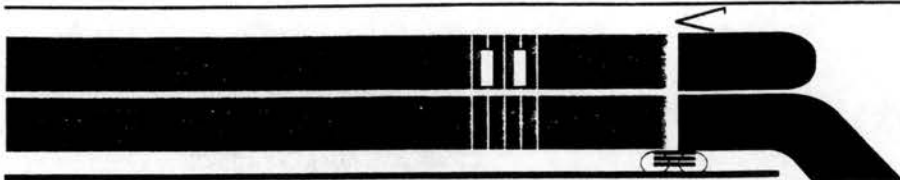
Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
020000	OTHER SERVICES AND CHARGES						
020174	County Attorney Services	1,021	-	-	-	-	-
020185	Data Processing Maintenance	-	592	-	-	-	-
020193	County Project Management	33,192	9,534	9,740	9,740	9,740	
020802	Improvements Other Than Buildings	-	1,417	21,039	11,131	11,131	
020804	Grounds-Repairs	5,495	1,967	3,000	3,000	3,000	
021131	Special Assessments	2,942	3,302	5,000	5,000	5,000	
021144	Worker's Compensation	94	-	-	-	-	-
	Total Other Services & Charges	42,744	16,812	38,779	28,871	28,871	

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
030000	SUPPLIES						
030507	Signs and Repairs	250	-	250	-	-	-
	Total Supplies	250	-	250	-	-	-

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
040000	OPERATING CAPITAL OUTLAY						
040103	Land	463	-	-	-	-	-
040400	Improvements Other Than Buildings	10,093	-	-	-	-	-
	Total Operating Capital Outlay	10,556	-	-	-	-	-

Total 59109 Northeast Corridor Maintenance	53,550	16,812	39,029	28,871	28,871
--	--------	--------	--------	--------	--------

Cost Center



Ramsey County Regional Railroad Authority

SELECTED LINE ITEM EXPLANATIONS For Expenditures and Revenues

REGIONAL RAILROAD AUTHORITY
59109-Northeast Corridor Maintenance
Kellogg to Beam

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
County Project Management Services	\$33,192	\$9,534	\$9,740	\$9,740	\$9,740	

EXPLANATION: This account will provide funds to reimburse Ramsey County Public Works Department for staff time spent on right of way issues related to the Northeast Corridor, Kellogg to Beam.

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Improvements other than buildings	\$0	\$1,417	\$21,039	\$11,131	\$11,131	

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

Cost Center

Ramsey County Regional Railroad Authority

Kathryn DeSpiegelaere, Director

665 RCGC - West

266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
59112-Northeast Corridor
Beam to N County Line

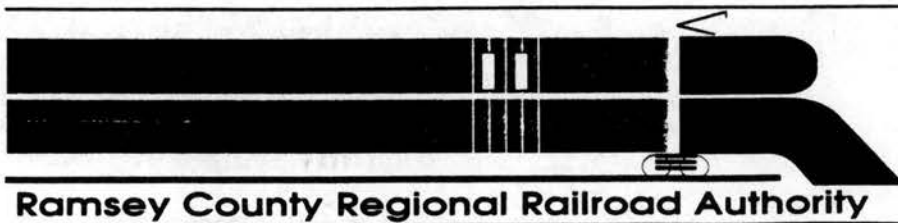
STATEMENT OF MISSION

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

OBJECTIVES

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

Cost Center



EXPENDITURE/APPROPRIATION SUMMARY

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

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
020000	Other Services & Charges	-	-	127,670	-	-	
030000	Supplies	-	-	20,000	-	-	
040000	Capital Outlay	-	-	2,000,000	-	-	
	Total Expenditures/Appropriations	-	-	2,147,670	-	-	
	Inc/(Dec) From Previous Year				-2,147,670	-2,147,670	
	% Inc/(Dec) From Previous Year				-100.0%	-100.0%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
	None	-	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	-	
	Inc/(Dec) From Previous Year				0	0	
	% Inc/(Dec) From Previous Year				0.0%	0.0%	
	Fund Balance Dec/(Inc)	-	-	2,147,670	-	-	
	RCRRA TAX LEVY	-	-	-	-	-	
	Inc/(Dec) From Previous Year				-	-	
	% Inc/(Dec) From Previous Year				0.0%	0.0%	

Cost Center

Ramsey County Regional Railroad Authority

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

EXPENDITURE AND REVENUE DETAIL

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
020000	OTHER SERVICES AND CHARGES						
020102	Consulting Services	-	-	10,000	-	-	
020192	Surveying	-	-	60,000	-	-	
020193	County Project Management Services	-	-	27,670	-	-	
020804	Repairs - Grounds	-	-	30,000	-	-	
	Total Other Services and Charges	-	-	127,670	-	-	

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
030000	SUPPLIES						
030507	Signs and Repairs	-	-	20,000	-	-	
	Total Supplies	-	-	20,000	-	-	

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
040000	OPERATING CAPITAL OUTLAY						
040103	Land Aquisition Right-of-Way	-	-	2,000,000	-	-	
	Total Operating Capital Outlay	-	-	2,000,000	-	-	

Total 59112-NE Corridor Beam To N Co Line	-	-	2,147,670	-	-		
---	---	---	-----------	---	---	--	--

REVENUE/ESTIMATED REVENUE

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
	None	-	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	-	

FUND BALANCE

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
399999	Fund Balance	-	-	2,147,670	-	-	
	Total Fund Balance	-	-	2,147,670	-	-	

Cost Center

Ramsey County Regional Railroad Authority

SELECTED LINE ITEM EXPLANATIONS For Expenditures and Revenues

REGIONAL RAILROAD AUTHORITY
59112 - Northeast Corridor -
Beam to N County Line

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Consulting Services	\$0	\$0	\$10,000	\$0	\$0	

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

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Surveying	\$0	\$0	\$60,000	\$0	\$0	

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

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
County Project Management Services	\$0	\$0	\$27,670	\$0	\$0	

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

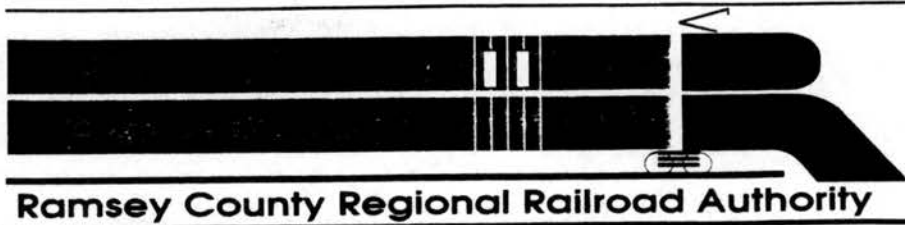
TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Repairs-Grounds	\$0	\$0	\$30,000	\$0	\$0	

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

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Land Acquisition Right of Way	\$0	\$0	\$2,000,000	\$0	\$0	

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

Cost Center



Kathryn DeSpiegelaere, Director

665 RCGC - West

266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
59113 - Commuter Rail
Demonstration Project

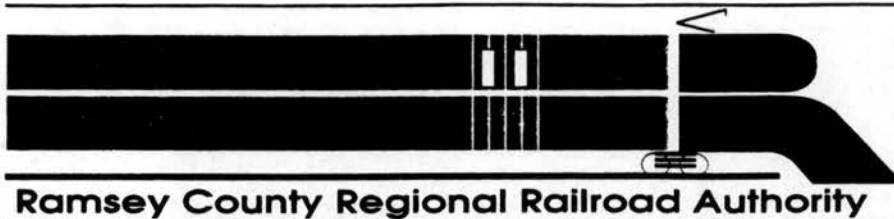
STATEMENT OF MISSION

To demonstrate the feasibility of commuter rail in the Twin Cities area.

OBJECTIVES

1. To coordinate the demonstration project on commuter rail with Anoka, Hennepin, and Washington County Regional Railroad Authorities.
2. To provide an opportunity for the general public to ride commuter rail in Ramsey County.

Cost Center



EXPENDITURE/APPROPRIATION SUMMARY

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY 59113 - COMMUTER RAIL DEMONSTRATION PROJECT

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
020000	Other Services & Charges	-	-	50,000	-	-	
	Total Expenditures/Appropriations	-	-	50,000	-	-	
	Inc/(Dec) From Previous Year				-50,000	-50,000	
	% Inc/(Dec) From Previous Year				-100.0%	-100.0%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
	None	-	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	-	
	Inc/(Dec) From Previous Year				0	0	
	% Inc/(Dec) From Previous Year				0.0%	0.0%	

Fund Balance Dec/(Inc)	-	-	50,000	-	-		
RCRRA TAX LEVY	-	-	-	-	-		
Inc/(Dec) From Previous Year				-	-		
% Inc/(Dec) From Previous Year				0.0%	0.0%		

Cost Center

Ramsey County Regional Railroad Authority

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY 59113 - COMMUTER RAIL DEMONSTRATION PROJECT

EXPENDITURE AND REVENUE DETAIL

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
020000	OTHER SERVICES AND CHARGES						
020193	County Project Management Services	-	-	5,000	-	-	
020402	Advertising & Promotion	-	-	7,000	-	-	
020611	Liability & Property Damage	-	-	1,000	-	-	
020804	Grounds-Repairs & Maintenance	-	-	500	-	-	
021151	Security Services	-	-	1,000	-	-	
021157	Food Service	-	-	2,000	-	-	
021221	Participation Fees	-	-	33,000	-	-	
021408	Volunteer/Committee Meeting Expense	-	-	500	-	-	
	Total Other Services & Charges	-	-	50,000	-	-	
	Total 59113 - Commuter Rail Demo Project	-	-	50,000	-	-	

FUND BALANCE

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
399999	Fund Balance	-	-	50,000	-	-	
	Total Fund Balance	-	-	50,000	-	-	

Cost Center



Kathryn DeSpiegelaere, Director

665 RCGC - West

266-2762

MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
59114 - Riverview Corridor
Transit Study

STATEMENT OF MISSION

To Study the feasibility of various alignments and transit alternatives in the Riverview Transit Corridor.

OBJECTIVES

1. To improve transportation in the corridor.
2. To meet local and community goals.
3. To improve the environment.
4. To improve social and economic climate.
5. To minimize cost; to maximize ridership of transit.

Cost Center

Ramsey County Regional Railroad Authority

EXPENDITURE/APPROPRIATION SUMMARY

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY 59114 - RIVERVIEW CORRIDOR TRANSIT STUDY

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
020000	Other Services & Charges	-	-	165,000	-	-	
	Total Expenditures/Appropriations	-	-	165,000	-	-	
	Inc/(Dec) From Previous Year				-165,000	-165,000	
	% Inc/(Dec) From Previous Year				-100.0%	-100.0%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
320000	Intergovernmental Revenues	-	-	50,150	-	-	
	Total Revenues/Estimated Revenues	-	-	50,150	-	-	
	Inc/(Dec) From Previous Year				-50,150	-50,150	
	% Inc/(Dec) From Previous Year				0.0%	0.0%	

Fund Balance Dec/(Inc) - - 114,850 - -

RCRRA TAX LEVY

Inc/(Dec) From Previous Year - -
% Inc/(Dec) From Previous Year 0.0% 0.0%

Cost Center

Ramsey County Regional Railroad Authority

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY 59114 - RIVERVIEW CORRIDOR TRANSIT STUDY

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
020000	OTHER SERVICES AND CHARGES						
020102	Consulting Services	-	-	115,000	-	-	
020193	County Project Management Services	-	-	45,000	-	-	
021158	Photography/Processing Services	-	-	5,000	-	-	
	Total Other Services & Charges	-	-	165,000	-	-	
Total 59114 - Riverview Transit Corridor		-	-	165,000	-	-	

REVENUE/ESTIMATED REVENUE

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
320000	INTERGOVERNMENTAL REVENUES						
320304	Other Participation - Hennepin County	-	-	10,400	-	-	
320308	Program Participation-St. Paul	-	-	15,000	-	-	
320309	Metropolitan Council	-	-	24,750	-	-	
	Total Intergovernmental Revenues	-	-	50,150	-	-	

FUND BALANCE

Code	Title	1995 Actual	1996 Actual	1997 Approved	1998 Requested	1998 Proposed	1998 Approved
399999	Fund Balance	-	-	114,850	-	-	
	Total Fund Balance	-	-	114,850	-	-	

Cost Center

Ramsey County Regional Railroad Authority

SELECTED LINE ITEM EXPLANATIONS For Expenditures and Revenues

REGIONAL RAILROAD AUTHORITY
59114 - Riverview Transit
Corridor Study

SELECTED EXPENDITURE EXPLANATIONS

TITLE	1995 ACTUAL	1996 ACTUAL	1997 APPROVED	1998 REQUESTED	1998 PROPOSED	1998 APPROVED
Consulting Services	\$0	\$0	\$115,000	\$0	\$0	

EXPLANATION: A contract with SRF to do a feasibility study of transit in the Riverview Corridor was approved in 1997. The work is funded by Ramsey County Regional Rail Authority, Hennepin County Regional Rail Authority, Metropolitan Council, City of St. Paul and the Minnesota Department of Transportation. Work continues in 1998.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

December 11, 1997

Date

Board Action Requested

A. Approve contract with Lockridge, Grindal, Nauen & Holstein in an amount not to exceed \$25,000.

B. Authorize Chair to execute the contract subject to approvals.

ACTION IS REQUESTED

Request Justification

See attached: 1. Proposed resolution
2. Draft contract

Budgeting and Accounting _____

County Attorney _____

Risk Management _____

Documentation certified complete for:

December 16, 1997

Board Date

Kristine A. Longhenry
Signature

December 16, 1997

Date

Whereas, Ramsey County Regional Railroad Authority has several important transportation-related initiatives pending at the federal level in 1998; and

Whereas, The major reauthorization bill for transportation projects is pending in Congress in 1998; and

Whereas, The Regional Railroad Authority has a request for \$12 million for the Riverview Transitway Corridor in the transportation reauthorization bill; and

Whereas, Proposals to fund welfare to work transportation initiatives are included in various versions of the transportation reauthorization bill pending before Congress and Ramsey County Regional Railroad Authority has an interest in obtaining welfare to work transportation funds to assist in access to jobs for its citizens; and

Whereas, Ramsey County Regional Railroad Authority has benefitted from a collaborative federal transportation intergovernmental process initiated by the Metro Light Rail Transit Joint Powers Board in 1997; and

Whereas, Ramsey County Regional Railroad Authority in 1997 benefitted from the performance of Ramsey County's federal legislative representative, Dennis McGrann of Lockridge, Grindal, Nauen & Holstein, 100 Washington Street S., Minneapolis, Minnesota; Now Therefore Be It

Resolved, That the Ramsey County Regional Railroad Authority hereby approves the contract with Dennis McGrann and Lockridge, Grindal, Nauen & Holstein in an amount not to exceed \$25,000 for the calendar year 1998 subject to approvals by the County Attorney, Budgeting and Accounting and Risk Management Departments; and Be It Further

Resolved, That the Authority authorizes its Chair to execute the contract subject to approvals by the previously listed departments.

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
CONSULTANT SERVICES AGREEMENT**

The following is an agreement dated December 16, 1997 between DENNIS MCGRANN and LOCKRIDGE, GRINDAL, NAUEN & HOLSTEIN, 100 WASHINGTON AVENUE SOUTH, SUITE 2200, MINNEAPOLIS, MINNESOTA 55401 (hereinafter the "CONTRACTOR") and RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, through its Administrator's Office (hereinafter the "AUTHORITY").

1. SCOPE OF SERVICES

CONTRACTOR listed above shall provide the services as outlined below:

- A. On behalf of the AUTHORITY, CONTRACTOR agrees to provide services as a federal legislative representative and consultant, to meet with federal authorities and represent the Authority's interests with particular reference to financial, programmatic, policy, and organization issues of concern to the AUTHORITY.
- B. On behalf of the AUTHORITY, CONTRACTOR will provide consultation and analysis on public relations and federal strategy, identify grant opportunities, identify and monitor federal legislation, consult with Authority representatives, and meet with federal agency and Congressional representatives on issues of importance to the Authority relating to transit, including (1) welfare reform and transit, (2) transitways and (3) funding legislation for transportation.
- C. In performing services for the AUTHORITY, the CONTRACTOR will monitor and coordinate activities with other metropolitan Regional Railroad Authorities on federal transit issues.
- D. On behalf of AUTHORITY, CONTRACTOR will be available for meetings with AUTHORITY's board members and staff as requested. The AUTHORITY's administrator will be the principal contact for the CONTRACTOR on legislative matters.
- E. On behalf of the AUTHORITY, CONTRACTOR will work with the Chair of the AUTHORITY, and the AUTHORITY's administrator to:
 - 1) Foster the growth of working relationships between members of the Minnesota Congressional delegation, the AUTHORITY, and the AUTHORITY's key staff members.

- 2) Develop and assist in implementing strategies regarding how the AUTHORITY's projects are funded at the federal level in relation to other governmental units.
 - 3) Develop and assist in implementing the AUTHORITY's overall federal legislative efforts and program with a focus on present as well as future legislative efforts.
 - 4) Develop and assist in implementing strategies to foster equitable inter-governmental funding by the federal government.
- F. CONTRACTOR will work on passage of the AUTHORITY's federal legislative initiatives and will perform other activities as desired by AUTHORITY.
- G. CONTRACTOR will communicate on a regular basis with the Authority and will furnish a written summary report of activities, results obtained and status of issues still pending quarterly to the AUTHORITY.

2. DELIVERY OF SERVICES

Services will be delivered from January 1, 1998 through December 31, 1998 unless earlier terminated as provided herein.

3. COST FOR SERVICES AND PAYMENT

CONTRACTOR shall receive the sum of Twenty five thousand dollars (\$25,000) in equal monthly installments of \$2083 to be paid within 30 days of receipt by the Authority of a monthly claims form from the contractor.

4. INDEPENDENT CONTRACTOR STATUS

It is agreed that nothing contained in this agreement is intended or should be construed as creating the relationship of

co-partners, joint venturers, or an association with the AUTHORITY and CONTRACTOR. The CONTRACTOR is an independent contractor and neither it, its employees, agents, or representatives are agents of the AUTHORITY.

5. INDEMNITY

CONTRACTOR agrees to defend and indemnify the AUTHORITY, its officials, employees, and agents from any and all liability, loss or damage they may suffer as a result of claims, demands, judgments, or costs including reasonable attorney's fees, arising out of or related to CONTRACTOR's performance of this agreement.

6. INSURANCE AND BONDING

CONTRACTOR shall purchase and maintain such insurance to protect the CONTRACTOR from claims which may arise out of, or result from the CONTRACTOR's operations under the contract.

CONTRACTOR shall provide proof of insurance in a form and limits of coverage acceptable to the Ramsey County Risk Manager.

7. AUDIT

Until the expiration of six (6) years after furnishing of services pursuant to this agreement, CONTRACTOR, upon written request, shall make available to AUTHORITY, the state auditor, or AUTHORITY's ultimate funding source, a copy of this agreement and the books, documents, records, and accounting procedures and practices of CONTRACTOR relating to this agreement.

8. NON-DISCRIMINATION

CONTRACTOR agrees that in the hiring of all labor for the performance of any work under this agreement, it will not, by reason of race, creed, color, sex, national origin, or disability, discriminate against any person who is a citizen of the United States and who is qualified and is available to perform the work to which such employment relates.

CONTRACTOR agrees to comply with all federal, state, and local non-discrimination laws and ordinances, in particular the applicable provision of the Civil Rights Act of 1964, as amended by the Equal Employment Opportunity Act of 1972. If applicable, CONTRACTOR agrees to have in effect an affirmative action program and shall furnish a certificate of compliance with this requirement to AUTHORITY upon request.

9. CONFLICT OF INTEREST

While this agreement is in force, it is understood that CONTRACTOR will discuss with AUTHORITY any new client obligations which may directly conflict with ongoing work on behalf of AUTHORITY. AUTHORITY has the right to cancel this agreement immediately if CONTRACTOR assumes a client obligation which, in AUTHORITY's estimation, conflicts with AUTHORITY's interests.

10. TERMINATION

A. With Cause

Authority reserves the right to suspend or terminate this contract if Contractor violates any of the terms or conditions of this contract or does not fulfill in a timely and proper manner its obligations under this contract as determined by Authority. In the event that Authority exercises its right of suspension or termination under this section, it shall submit written notice to Contractor specifying the extend of such suspension or termination, the reasons therefore and the date upon which such suspension or termination becomes effective. Upon receipt of such notice, Contractor shall take all actions necessary to discontinue further commitment of funds to the extent that they relate to the suspended or terminated portion of this contract.

B. Without Cause

Authority or Contractor may terminate this contract without cause and for any reason whatsoever upon giving at least thirty (30) days written notice thereof to the other party. In such event, Contractor shall be entitled to receive compensation for the services provided in a satisfactory manner up to and including the effective date of termination.

10. ENTIRE AGREEMENT

This agreement is complete and supersedes all oral agreements and negotiations between the parties as well as any previous agreements presently in effect between the parties.

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

DENNIS MCGRANN AND
LOCKRIDGE, GRINDAL, NAUEN
& HOLSTEIN

By: _____
Rafael Ortega, Chair

By: _____

Dated: _____

Dated: _____

Risk Management

APPROVED AS TO FORM:

David F. MacMillan
Assistant County Attorney

FUNDS ARE AVAILABLE: \$ _____

Account No. _____

Budgeting & Accounting

- 4 -

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

December 9, 1997

Date

Board Action Requested

- A. Authorize staff to negotiate an agreement with St. Paul to remove berm on RCRRA property in the vicinity of Johnson Parkway/Maryland Avenue/McAfee Street.
- B. Determine cost policies relating to berm removal.

ACTION IS REQUESTED

Request Justification

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

Budgeting and Accounting

Uyen Woklay 12/9/97

County Attorney

David Macmillan

Risk Management

Documentation certified complete for:

December 16, 1997
Board Date

Kristine A. Longhenry
Signature

December 9, 1997
Date

Whereas, The City of St. Paul Public Works and Planning and Economic Development Department Directors have requested that a portion of a berm on Ramsey County Regional Railroad Authority right of way be removed between 200 feet south of Johnson Parkway and the intersection of Topic and McAfee north of Maryland Avenue; and

Whereas, The request is consistent with the Phalen Village Small Area Plan adopted by the City Council of St. Paul; and

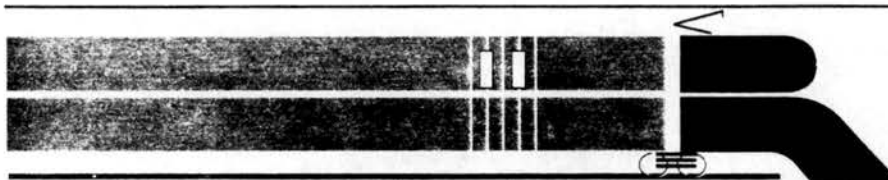
Whereas, Ramsey County Regional Railroad Authority right of way in this vicinity has been designated as a potential location for rail transit, with a potential station location at Maryland Avenue; and

Whereas, Ramsey County Regional Railroad Authority has a joint powers agreement and easement with the City of St. Paul relating to trail use of this right of way; Now Therefore Be It

Resolved, That Ramsey County Regional Railroad Authority directs staff to prepare an agreement with the following conditions to be addressed either prior to development of the agreement or in the agreement:

1. Modifications to the deed, mortgage, easement and joint powers agreement as necessitated by the berm removal will be made.
2. Neither tennis courts nor wetlands may be placed on RCRRA right of way.
3. Concurrence by Mn/DOT with the proposed berm removal must be obtained by RCRRA.
4. Removal of the berm must be accomplished in such a way that RCRRA is left in a position that it can build rail on its right of way without substantive regrading. Removal is to be accomplished between 200 feet south of Johnson Parkway and McAfee/Topic. A grading and restoration plan is to be prepared by St. Paul staff to meet approval by RCRRA and St. Paul Parks staff.
5. Signage on the right of way in the berm removal location will be placed by RCRRA. The signage will clearly indicate the potential for rail use at this location in the future.
6. Conditions established by those who lease RCRRA property, including St. Paul Parks Department and NSP, will be met by St. Paul and costs for meeting those conditions will be the responsibility of St. Paul.

7. Conditions for removal of the Johnson Parkway bridge must be agreed to by St. Paul. Those conditions have yet to be developed by RCRRA staff.
8. Cost issues relating to:
 - a. Berm removal
 - b. Value of the soil
 - c. Restoration of the area where the berm is removed
 - d. Bridge removal at Johnson Parkway
 - e. Replacement of the berm costs at some future datewill be addressed in a manner consistent with policy decisions made by RCRRA Commissioners.
9. At grade crossings of Johnson Parkway and Maryland Avenue must give first priority to rail service. If an at grade crossing is determined to be impractical when or after rail is built in this corridor, St. Paul agrees to pay all costs associated with the construction of the grade separations.
10. Approval of the St. Paul City Council for the agreement after consultation with all affected property owners will occur prior to RCRRA approval.



Ramsey County Regional Railroad Authority

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

Memorandum

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

From: Kathryn DeSpiegelaere *KD*

Subject: Phalen Berm Removal Request

Date: December 8, 1997

St. Paul Public Works and Planning and Economic Development Department Directors have requested that a portion of a berm on Ramsey County Regional Railroad Authority property be removed between 200 feet south of Johnson Parkway and the intersection of Topic and McAfee north of Maryland Avenue (Figure 1).

This subject was discussed by Ramsey County Regional Railroad Authority on November 18 and previously in 1995.

Information was requested by Commissioners on November 18 on the following subjects:

Previous planning that relates to the berm removal.

Deed, mortgage, easement and joint powers agreement restrictions or modifications needed if the berm is removed.

Rail/vehicular traffic and access impacts -- at Maryland and at Johnson Parkway if the berm is removed.

Costs/value of the soil, of replacing it -- who benefits, who pays and how is that accomplished?

Prevention of future issues relating to operation of rail transit on the right of way -- with neighbors, St. Paul, federal government, NSP.

Prior conditions of removal discussed at the 1995 Regional Railroad Authority meetings on this subject.

Coordination with affected parties -- property owners, Minnesota Department of Transportation, Ramsey County Parks and St. Paul Parks Departments.

Staff has prepared the information which follows based on the assumption that RCRRA wishes to preserve the potential for rail to be constructed in this linear corridor without disruptions in continuity from downtown St. Paul to Beam Avenue in Maplewood.

This memorandum addresses each of these issues in detail. A resolution has been prepared to (1) Authorize staff to negotiate a contract with St. Paul to discuss specific requirements relating to berm removal and (2) Provide guidance to staff on the policy issues relating to cost and value of the berm, now and in the future.

BACKGROUND

Ramsey County Regional Railroad Authority purchased 6.5 miles of right of way from Burlington Northern Railroad in 1992. The right of way is generally 100 feet in width. The purpose of the purchase was to reserve right of way for potential rail transit and joint trail use.

The purchase was consistent with recommendations in Regional Railroad Authority planning documents. In December of 1989, Ramsey County Regional Railroad Authority (RCRRA) completed a Comprehensive Light Rail Transit Plan that identified the Northeast Corridor as one of several potential corridors where LRT should be implemented within 20 years.

The Northeast Corridor Light Rail Transit Alignment Study, adopted in 1991 by the Railroad Authority, addressed the suitability of specific locations within this corridor for light rail transit. The study concluded that the BN alignment and 35E alignment had the best potential for locations for LRT within the corridor. Purchase of the abandoned BN right of way for joint LRT and trail use was recommended. The study recommended a light rail transit station at Maryland Avenue and contained prototype drawings for stations located on railroad right of way, both at grade and grade separated (Figures 2 and 3).

The right of way was purchased with a combination of funds -- 50% RCRRA levy funds and 50% Minnesota Department of Transportation State Rail Bank funds. Mn/DOT therefore has a role in the determination of how the right of way is used and what modifications are made to it.

After it acquired the right of way, RCRRA entered into a joint powers agreement with Ramsey County and the City of St.

Paul for the development and operation of the corridor for trail and future LRT use. Two segments of the regional trail corridor have been constructed, from East Seventh Street to Maryland in St. Paul and from Frost Avenue to Beam Avenue in Maplewood. Federal funding has been allocated for construction of a trail in the currently missing segment from Maryland to Frost Avenue. In addition to the joint powers agreement, RCRRA has an easement agreement in place with the City and County for the right of way.

PREVIOUS ISSUES

The issues discussed on November 18 by the RCRRA were:

1. Previous planning relating to berm removal.

Material was forwarded to RCRRA Commissioners following the November 18 meeting relating to this subject.

2. Deed, mortgage, easement and joint powers agreement restrictions or modifications needed if the berm is removed.

There is a mortgage on the property with the Minnesota Department of Transportation. A request has been submitted to the Minnesota Department of Transportation for written concurrence in the berm removal.

There are leases and easements which affect the portion of the right of way considered for berm removal. There is an easement with the City of St. Paul taken by condemnation for a bridge over Johnson Parkway. The easement has no term. St. Paul had an agreement with Northern Pacific Railway that the City would maintain the bridge and not interfere with train traffic. Research will be needed about how to maintain rights for a rail line to cross Johnson Parkway if the bridge is removed.

St. Paul, Ramsey County and RCRRA have an easement for the Parks use of the right of way for trail. This may require modification if the berm is removed.

There is a lease for a three phase high voltage power line along the east side of the right of way from Atlantic to Maryland. The lease with NSP was terminable by Northern Pacific Railroad with two months notice. The lease may not be terminable by RCRRA and further research needs to be done. Utilities have the right to be on public right of way. The poles are at the base of the berm and may not need to be moved.

The joint powers agreement with St. Paul and Ramsey County states that the Rail Authority shall be

responsible for bridge removal if any unit of federal, state or local government determines that it should be removed. This would appear to indicate that if the bridge over Johnson Parkway is removed, RCRRA would bear the cost of removal.

3. Rail/vehicular traffic and access impacts if the berm is removed.

Maryland Avenue is a county road. Current traffic volumes are 15,325 vehicles per day between Johnson Parkway and Clarence. Johnson Parkway is a city street north of its intersection with Prosperity. South of Maryland at the location where RCRRA right of way crosses Johnson Parkway, the traffic volume is 7,375 vehicles per day.

The difference in the impact on street crossings between light rail and freight rail in this corridor is the length of time of vehicular interruption and the frequency of trains. The Northeast Corridor Alignment Study estimated that the service frequency of trains on weekdays would be every 15 minutes in peak hours from 6:30 to 9:00 AM and from 3:30 PM to 6:00 PM. During other periods the frequency would generally be 30 minutes. Assuming two way traffic, during peak hour, street traffic would be required to wait for trains to clear the street every 7.5 minutes. St. Paul has indicated that this is an acceptable condition.

Gated crossings would be required where rail and streets intersect. The safety impact of at grade crossings is likely to be felt by pedestrians and vehicles, rather than by trains.

The Northeast Corridor Alignment Study indicates that a potential hazard with at grade stations on railroad right of way is pedestrian crossing of tracks. These crossings can be controlled to occur at specified locations and provided with warning lights and alarms if needed.

With a bridge over Maryland Avenue, the rail station would be two levels, with stairs, escalator or elevator required for access from the street level.

4. Costs/value of the soil and of replacing it -- who benefits, who pays, and how is the cost allocation accomplished?

St. Paul has supplied cost information only for the portion of the berm south of Maryland Avenue. RCRRA staff recommend that if the berm is removed, it be removed both north and south of Maryland, so that the

RCRRA is left in a position that rail is buildable. By taking out only a chunk of the berm south of Maryland, RCRRA is not left in a buildable position for rail.

The cost issues are:

What is the cost of removing the berm and who pays?

St. Paul estimates berm removal costs south of Maryland at \$70,000. Who pays is a policy issue for discussion by RCRRA Commissioners.

What is the value of soil in the berm and who pays the value of the soil in the berm?

The value of the soil in the berm south of Maryland has been estimated by St. Paul at \$90,000, based on a \$3 per cubic yard cost. Who pays is a policy issue for discussion by RCRRA Commissioners. Should RCRRA give the soil to St. Paul or charge for it? St. Paul and Ramsey County Public Works Department share in the cost of reconstruction of Prosperity Road and would benefit from the use of the soil.

What is the cost of restoration of the area where the berm was removed and who pays for restoration of the area where the berm is located?

The cost of restoration of the area where the berm was removed south of Maryland is estimated at \$52,000 by St. Paul. Who pays is a policy issue for discussion by RCRRA Commissioners.

What is the cost of removing the Johnson Parkway bridge and who pays the cost of removing the bridge?

The cost of removing the Johnson Parkway bridge is estimated to be \$100,000 by St. Paul staff. The Joint Powers Agreement with St. Paul and Ramsey County indicates that the bridge removal cost is to be borne by Ramsey County Regional Railroad Authority. This may be modified at the request of RCRRA Commissioners.

What if the berm is removed and at some future date there is a desire by Ramsey County Regional Railroad Authority or St. Paul to have it restored? What would that cost and who would pay?

Cost of replacement of the berm south of Maryland in 10 years assuming a 5% inflation factor, is estimated to be \$280,000. Who pays is a policy decision by RCRRA Commissioners.

5. Prevention of future issues relating to operation of

rail transit on the right of way -- with neighbors, St. Paul, federal government, NSP

The Phalen Village Plan was adopted by the St. Paul City Council in December, 1995. It recommends this strategy, "Reduce the height of the Ramsey County Regional Railroad Authority-owned berm between Johnson Parkway and Ivy Avenue to help create a stronger connection between Phalen Village and its primary asset, Phalen Park, gradually sloping the berm up from Maryland to its existing height south of McAfee Street cul-de-sac lots."

It would not be possible to prevent all future issues relating to operation of rail transit on the right of way. Does removal of the berm make rail operation more or less acceptable to adjacent property owners? Will St. Paul continue to support an at grade crossing at Maryland and at Johnson Parkway? Even though an agreement can address this topic, future Councilmembers and Commissioners may have different positions on this subject. For example, the bridge over Maryland was constructed by Northern Pacific Railway in 1922 at the request of the City of St. Paul.

6. Prior conditions relating to berm removal as discussed by RCRRA in 1995.

Some of the conditions discussed but not acted upon formally in 1995 relating to berm removal, in addition to those already mentioned are:

- o Preparation of a grading and restoration plan by St. Paul to meet approval by RCRRA.
- o Johnson Parkway bridge removal conditions.

These would need to be addressed prior to approval of an agreement by RCRRA.

7. Coordination with affected parties -- property owners, Minnesota Department of Transportation, Ramsey County Parks and St. Paul Parks Department

Information was received from St. Paul Parks Department (Attachment 1) relating to the berm removal. RCRRA recommends that St. Paul Parks issues be addressed by St. Paul staff prior to finalization of an agreement for berm removal.

Some of the adjacent property owners attended a recent meeting held by St. Paul relating to Prosperity Road realignment and the berm removal. The only property owner who addressed the berm removal topic was opposed

to its removal.

There are boundary markers at intervals along the right of way which indicate that this is a potential route for light rail transit. Commissioner Rettman has requested that a specific plan for notifying property owners be in place before the agreement is executed. Although RCRRA has sent a letter to all property owners adjacent to its right of way in the past, property ownership changes over time. Larger signs along the right of way may be one way of notification on a permanent basis.

One proposal relating to berm removal would locate tennis courts on RCRRA right of way. RCRRA staff do not support that proposal. It is recommended that St. Paul should determine if it would prefer wetlands or tennis courts on its own property near Maryland and Johnson Parkway and that RCRRA transportation right of way not be used to resolve property use constraints at this location.

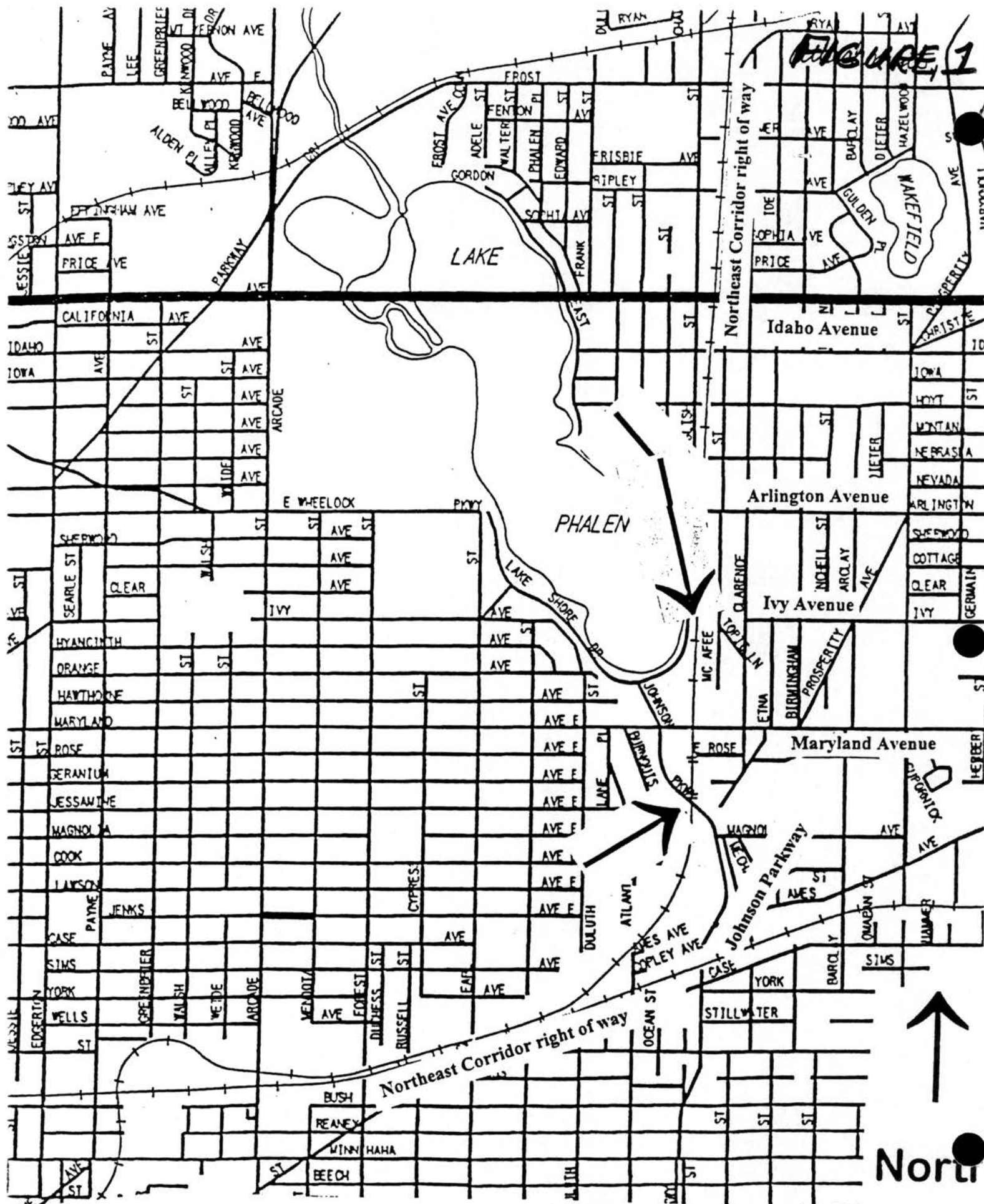
PROPOSED AGREEMENT

If it is determined that RCRRA agrees to removal in concept of the berm area, the following areas are recommended by staff to be addressed prior to or in the agreement, to be executed by St. Paul and Ramsey County Regional Railroad Authority:

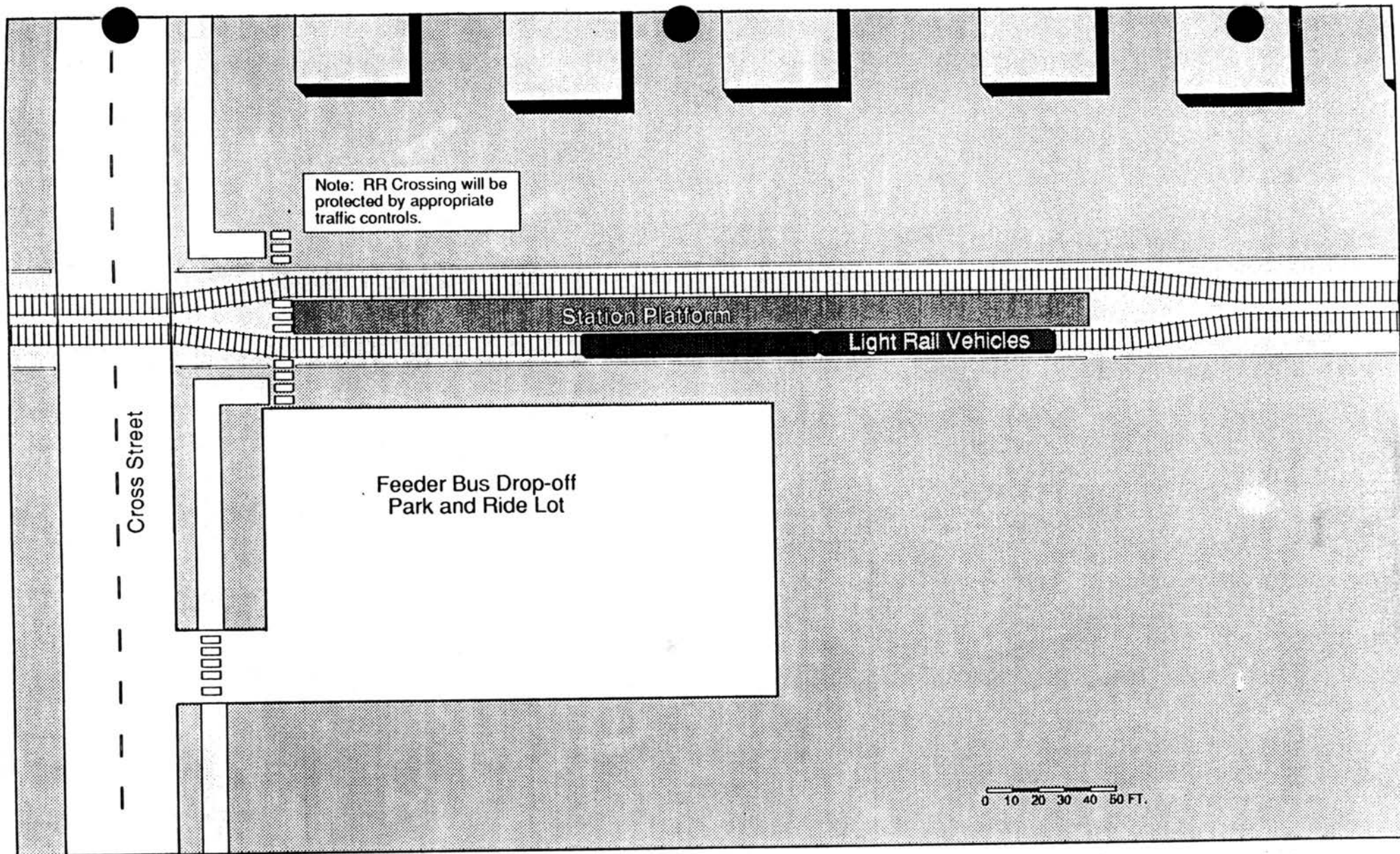
1. Modifications to the deed, mortgage, easement and joint powers agreement as necessitated by the berm removal will be made.
2. Neither tennis courts nor wetlands may be placed on Rail Authority right of way.
3. Concurrence by Mn/DOT with the proposed berm removal must be obtained.
4. Removal of the berm must be accomplished in such a way that RCRRA is left in a position that it can build rail on its right of way without substantive regrading. Removal is to be accomplished between 200 feet south of Johnson Parkway and McAfee/Topic. A grading and restoration plan is to be prepared by St. Paul staff to meet approval by RCRRA and St. Paul Parks staff.
5. Signage on the right of way in the berm removal location will be placed by RCRRA. The signage will clearly indicate the potential for rail use at this location in the future.
6. Conditions established by those who lease RCRRA

property, including St. Paul Parks Department and NSP, will be met by St. Paul and costs for those conditions will be the responsibility of St. Paul.

7. Conditions for removal of the Johnson Parkway bridge must be agreed to by St. Paul. Those conditions have yet to be developed by RCRRA staff.
8. Cost issues relating to:
 - a. Berm removal
 - b. Value of soil
 - c. Restoration of area where berm is removed
 - d. Bridge removal
 - e. Replacement of berm costs at some future datewill be addressed in a manner consistent with policy decisions made by RCRRA Commissioners.
9. At grade crossings of Johnson Parkway and Maryland Avenue must give first priority to rail service. If an at grade crossing is determined to be impractical when or after rail is built in this corridor, St. Paul agrees to pay all costs associated with the construction of the grade separations.
10. Approval of the St. Paul City Council for the agreement after consultation with affected property owners will occur prior to RCRRA approval.



**AREA OF REQUEST FOR SOIL
REMOVAL AND GRADE CHANGE**



Northeast Corridor LRT Alignment Study

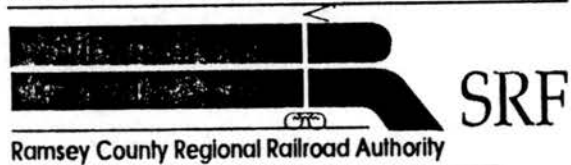
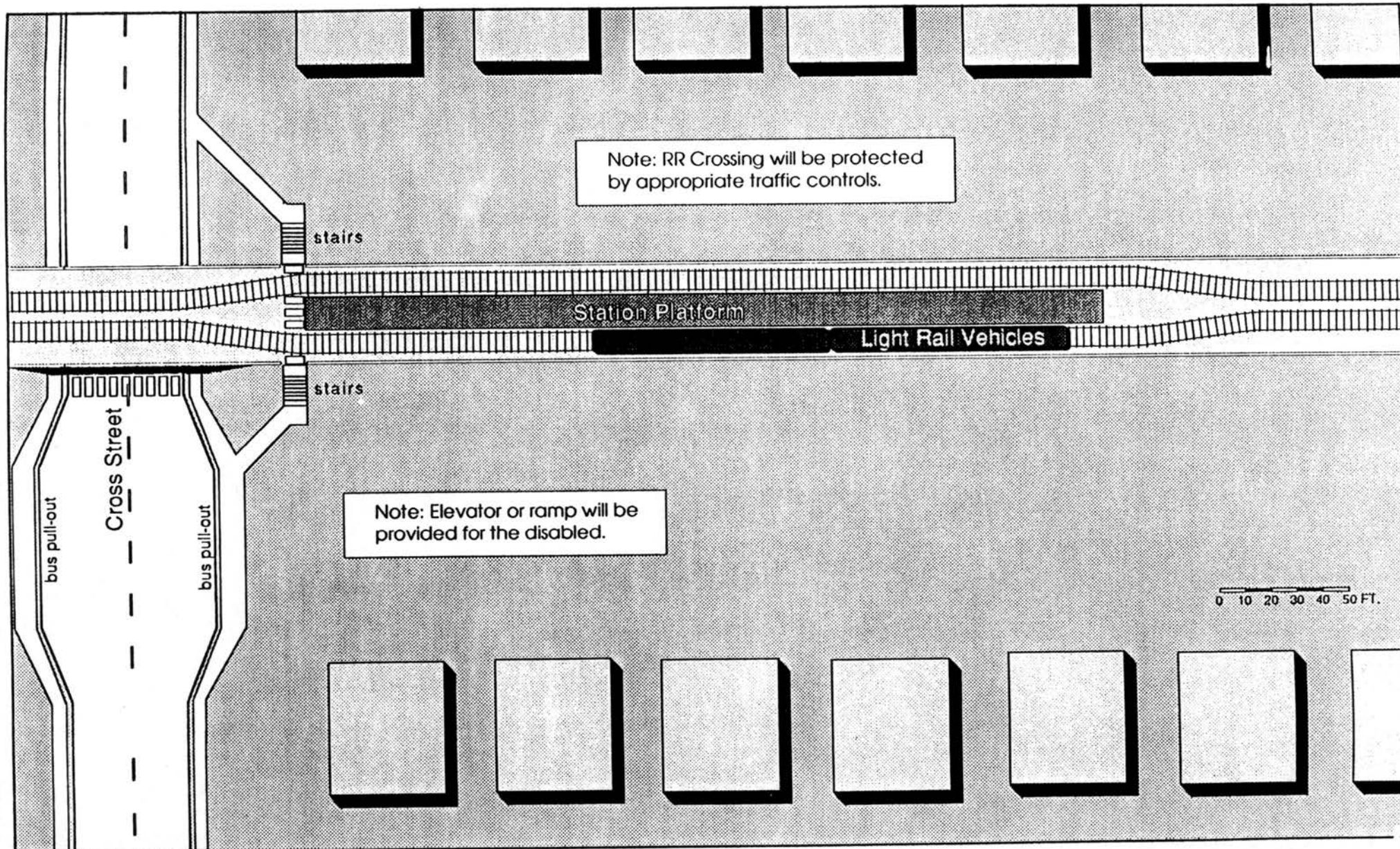


Figure 3

**At-Grade Station Prototype
on Railroad Right-of-Way**



Northeast Corridor LRT Alignment Study

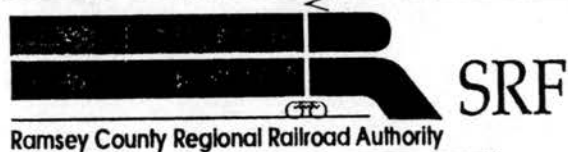


Figure 2

**Two-Level Station Prototype
on Railroad Right-of-Way**

**CITY OF SAINT PAUL***Norm Coleman, Mayor**300 City Hall Annex
25 West Fourth Street
Saint Paul, MN 55102**Telephone : 612-266-6400**Facsimile : 612-292-7405*

December 4, 1997

Kathryn DeSpiegelaere
Director of Light Rail Transit Planning
Ramsey County Regional Rail Authority
665 Ramsey County Government Center West
50 West Kellogg Boulevard
Saint Paul, Minnesota 55102

Re: RCRRA Northeast Corridor
Proposed Phalen Berm Removal

Dear Ms. DeSpiegelaere:

I am writing in response to your November 25, 1997 memo requesting information from the Division of Parks and Recreation concerning the referenced proposal.

At its November 18, 1997 meeting the RCRRA received a proposal from representatives of the Saint Paul Departments of Public Works and Planning and Economic Development requesting RCRRA approval for removal and regrading the RCRRA owned railroad berm from south of Johnson Parkway to north of Maryland Avenue in Saint Paul.

This area, along with the rest of the Northeast Corridor land in Saint Paul, is leased by RCRRA to the City for trail purposes and is under the jurisdiction of the City's Division of Parks and Recreation.

BACKGROUND

In August of 1993, following RCRRA acquisition of the Northeast Corridor, the City, County and RCRRA entered into a joint powers agreement establishing the responsibilities of each party to cooperatively plan and develop joint public transportation and trail use in the corridor. Together, the City's Division of Parks and Recreation and the County's Parks and Recreation Department prepared a master plan for the trail system in the corridor as required under the agreement and consistent with the Metropolitan Council's master planning requirements for Regional Parks and Trails. The Master Plan was approved on April 13, 1993, April 27, 1993, June 29, 1993 and September 23, 1993 by the RCRRA, the Ramsey County Board, the Saint Paul City Council, and the Metropolitan Council, respectively.

In July of 1995, the City and RCRRA executed an easement for the City's construction and maintenance of a trail system in the corridor, as stipulated in the joint powers agreement.

To develop the trail, the City successfully applied for Intermodal Surface Transportation Efficiency Act (ISTEA) funding, and for Metropolitan Parks and Open Space Grant funding to provide the required ISTEA match. The City entered into grant agreements and received a total of \$1,024,000.00 from these two programs, and the trail was built from Payne Avenue and E. 7th Street to Lake Phalen in 1995-96. Ramsey County Parks and Recreation has also received trail funding from these sources, and plans to build the section of trail from Phalen Park, near Maryland Avenue, north to meet the existing trail at Beam Avenue in 1999.

These approved plans and agreements govern our occupancy and use of the corridor.

CURRENT PLANNING

It is our understanding from the September 29, 1997 letter to Rafael Ortega, RCRR Chair, from Pamela Wheelock, Director of Planning and Economic Development and Stacy Becker, Director of Public Works, and from other information we have received in the past, that both PED and Public Works believe this is the most opportune time to remove/regrade the Phalen Berm, which, among other advantages, will ultimately serve to reinforce the connection between the Phalen Village area east of the berm and Phalen Park to the west. The material removed will be used in the realignment of Prosperity Avenue, and its removal will also facilitate an improved alignment for Johnson Parkway at its intersection with Prosperity Avenue. Further, a companion project will continue the restoration of wetlands in the Phalen Village area and in Phalen Park as well.

PHALEN PARK/JOHNSON PARKWAY ISSUES

Before outlining the park and parkway issues related to the berm proposal, I want to make it clear that the Division of Parks and Recreation supports the adopted Phalen Village Plan. We were involved at various stages in the planning process, and while we may differ on some of the details we believe the plan offers the very best opportunity to rebuild the Phalen Village area to the benefit of the immediate neighborhood and the entire City of Saint Paul.

Nonetheless, we do have several concerns that we believe must be addressed in detail prior to commencement of removal/regrading of the Phalen Berm and/or further development of wetlands in Phalen Park, as follows:

1. **Grading Plan:** Removal and regrading the berm must produce an aesthetically pleasing extension of the park area toward Phalen Village. New grades should match those on either side of the berm in a natural appearing manner. To date we have not seen a grading plan, but we know this must be done soon so that quantities of material to be removed can be accurately calculated.
2. **Existing Trees:** A tree inventory should be completed for areas on both sides of the berm, identifying type, location and condition of all trees near the areas to be graded. We do not plan to approve, nor do we foresee the need to remove any trees on park property, but at this point there is not an accurate survey. Trees which are near the construction area must be protected during grading and hauling operations.

1-3

3. **Trail Reconstruction Plan:** A plan for the realignment and reconstruction of the trail must be completed to ensure that the trail meets the standards applied in its initial construction, that provides for safe crossing of Johnson Parkway at Prosperity, and maintains or improves the recreation/transportation function of the trail.
4. **Revegetation:** In conjunction with the grading and trail plans, a landscape planting plan that revegetates the corridor and all disturbed areas to create a park-like atmosphere needs to be prepared.
5. **Fence:** We believe a fence needs to be installed along the entire eastern edge of the regraded corridor, from Johnson Parkway to Maryland, and perhaps further, until redevelopment of the adjoining areas occurs. The fence should be black-coated chain link, six feet in height with a continuous mowing strip and no openings. Vines should be planted in some areas to soften the appearance of the fence.
6. **Tennis Courts:** The four existing tennis courts nearest to the Johnson Parkway/Maryland intersection will be removed to restore wetland in this location. However, these courts, along with the four existing courts nearby (our only lighted courts), serve a large number of recreational users, plus high school teams and tournaments. As such, they cannot be removed without being replaced. The replacement plan must provide that all courts are located together, including parking and lighting.
7. **Johnson Parkway:** The alignment, width, lighting and landscaping plan for the section of Johnson Parkway to be rebuilt needs to be agreed upon. Most of this parkway is 36 ft. wide, which we believe is wider than necessary.
8. Finally, and in addition to the site issues, all of the standing agreements, lease documents, grant and master plan documents need to be reviewed and amended if necessary. It is very important to avoid any action that would violate the terms of the City's Federal ISTEA and Metropolitan Council funding agreements.

Thank you for the opportunity to contribute to the discussion of the Phalen Berm proposal. We do not present the park-related issues as obstacles to the proposal, but as issues that need to be resolved as this process moves forward, to ensure a successful project.

Sincerely,



Robert P. Piram
Superintendent of Parks & Recreation

C: Mayor Coleman
Pamela Wheelock
Stacy Becker

16

DEPARTMENT OF PUBLIC WORKS

Stacy M. Becker, Director

Thomas J. Eggum, City Engineer



CITY OF SAINT PAUL

Norm Coleman, Mayor

Larry Lueth, Street Design Engineer

700 City Hall Annex

(612) 266-6110

Saint Paul, MN 55102

FAX (612) 292-6132

December 16, 1997

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

RE: Phalen Berm Removal

Dear Mr. Ortega

The City of St. Paul Department of Public Works has reviewed the proposed resolution which will be before the Ramsey County Regional Railroad Authority. We have the following comments to the conditions listed in the resolution.

- 1) Acceptable
- 2) Acceptable
- 3) Acceptable
- 4) St. Paul Public Works staff will prepare a grading and restoration plan to be approved by RCRRA and St. Paul Parks staff. Grading south of Johnson Parkway will have to be extended to roughly 700' south of Johnson Parkway in order to meet light rail grades (2%) rather than bike trail grades (5%).
- 5) Acceptable
- 6) Acceptable depending on extent of conditions and resultant costs.
- 7) We need to have better idea of conditions. Railroad Authority should pay cost of bridge removal as per existing Joint Powers Agreement.
- 8) a) The City is willing to pay it's share of berm removal costs as part of Prosperity roadway construction project based on the City/Ramsey County Public Works cost participation split for the roadway project. This assumes that City/Ramsey County Public Works will not be charged any costs for the value of the soil.
b) Value of soil used for Prosperity project should be \$0. If Rail Authority charges City/Ramsey County Public Works for the soil, the berm removal and restoration costs should be considered when determining value of soil.
c) The City is willing to pay it's share of berm area restoration costs as part of Prosperity roadway construction project based on City/Ramsey County Public Works cost participation split for the roadway project. This assumes that City/Ramsey County Public

Works will not be charged any costs for the value of the soil and the extent and cost of the berm area restoration mandated by RCRRA and the City parks staff is reasonable.

d) Cost of bridge removal should be paid by Rail Authority as per existing joint powers agreement.

e) See comments under 9)

- 9) It is acceptable to City that the at grade rail crossings at Johnson Parkway and Maryland will be given first priority for service. It is not acceptable to City to bear costs of future reinstallation of berm/bridges. The Rail Authority should make the final decision in regard to an at grade vs. separated grade crossing of Johnson Parkway and Maryland and any agreement for the berm removal should be based on that final decision. In all cases, the City should not pay for Maryland Avenue grade separation bridge, which does not currently exist.
- 10) Acceptable - The city will offer the affected property owners opportunities to comment on the berm removal.

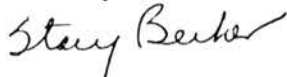
We believe that the removal of the berm would result in many benefits to the Phalen Village community, but we can not move forward on the berm removal unless our comments listed above are addressed.

Public Works is under a tight time schedule to complete the Prosperity roadway construction. If the Rail Authority approves a Resolution, we would like to have an agreement finalized by February 15, 1998 in order to keep on our current schedule.

If the Ramsey County Regional Railroad Authority does not approve the removal of the berm, we would like to have further discussions with the RCRRA staff and Ramsey County Public Works staff in regard to the existing bridge over Johnson Parkway. We are very concerned about the existing bridge's effect on the sight distance, which negatively impacts the safety of the proposed Johnson Parkway/Prosperity intersection.

Thank you for consideration is this matter.

Sincerely



Stacy Becker
Director of Public Works

cc: Mayor Norm Coleman
Councilmember Dan Bostrom
Councilmember Gladys Morton
Pam Wheelock, PED
Robert Piram, Parks

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

December 9, 1997
Date

Board Action Requested

Ramsey County Comprehensive Transportation Plan.

DISCUSSION ONLY

Request Justification

See attached Memorandum from P. Kirkwold with attachment.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

December 16, 1997

Board Date

Kristine A. Longhenry
Signature

December 9, 1997

Date



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 (255-6640).

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:

Sup 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.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

December 9, 1997

Date

Board Action Requested

Ratify Partial Payment No. 3 in the amount of \$25,661.84 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 \$25,661.84 for the period ending October 31, 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. 3
3. SRF Consulting Group, Inc. Invoice No. 2765-3 and attachments

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

December 16, 1997

Board Date

Kristine A. Longhenry
Signature

December 9, 1997

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of 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 October 31, 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. 2765-3, Partial Payment No. 3, and attachments thereto, provide the correct documentation of payments due SRF Consulting Group, Inc. through October 31, 1997; and

RESOLVED, Payment to SRF Consulting Group, Inc. in the amount of \$25,661.84 for services rendered through October 31, 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: 12/09/1997
Time: 10:14

Warrant No: _____

[illegible]

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

Check Stub: | INVOICE NO. 2765-3, DATED 10/31/97
| FILE NO. 0972765 RIVERVIEW/HIAWATHA TRANSITWAYS
|
|

Risk Mgmt: Claim No: | Name: | Type: |

Send To Address: |
|

Kristine A. Longhenry

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 Kathryn Desjardens

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Partial Payment No. 3

Prepared By: _____

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: 36.5%

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

\$ 41,972.82

Less 5% Retainage

\$ 2,098.64

Amount Due

\$ 39,874.18

Less Previously Approved Payments:

\$ 14,212.34

Allowable Payment for this Partial:

\$ 25,661.84

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.

11/26/97
Date

K. L. Spiegolauer
Director, RC Regional Railroad Planning

Date

Consultant

Previous Partials:	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	\$ 21,026.96	\$ 4,634.88	\$ 25,661.84
Partial Payment No. 4		\$ -	\$ -
Partial Payment No. 5		\$ -	\$ -
Partial Payment No. 6		\$ -	\$ -
Partial Payment Total:	\$ 31,599.78	\$ 8,274.40	\$ 39,874.18

Summary of Agreement

Original Agreement Amount:	\$ 115,000.00
Less Total Partial Payments (Including this payment)	\$ 39,874.18
Amount Remaining on Agreement	<u>\$ 75,125.82</u>

SRF Summary of Billings

	This Billing	Past Billing	Total to Date
HCRRA Cost Share	\$ 4,878.82	\$ 3,831.08	\$ 8,709.90
5% Retainage	\$ 243.94	\$ 191.55	\$ 435.49
Amount Due	\$ 4,634.88	\$ 3,639.53	\$ 8,274.41
<u>RCRRA, Saint Paul, MN Dot</u>			
& Met Council Share	\$ 22,133.64	\$ 11,129.28	\$ 33,262.92
5% Retainage	\$ 1,106.68	\$ 556.47	\$ 1,663.15
Amount Due	\$ 21,026.96	\$ 10,572.81	\$ 31,599.77
<u>Total Billing</u>			
5% Retainage	\$ 1,350.62	\$ 748.02	\$ 2,098.64
Amount Due	\$ 25,661.84	\$ 14,212.34	\$ 39,874.18

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

Details

	Budget Hours	Budget Dollars	Hours Billed 8/31/97	Dollars Billed 8/31/97	Hours Billed 9/30/97	Dollars Billed 9/30/97	Hours Billed 10/31/97	Dollars Billed 10/31/97	Hours Billed 11/30/97	Dollars Billed 11/30/97	Hours Billed 12/31/97	Dollars Billed 12/31/97
1. Project Initiation/Data Collection/Basemapping	45.0	3,440	8.0	880.00	15.3	1,525.59	13.0	986.69	0.0	-	0.0	-
2. Develop Objectives/Evaluation Criteria	15.0	1,130	0.0	-	10.0	632.36	9.5	379.82	0.0	-	0.0	-
3. Feasibility of Alignment Alternatives	265.0	19,050	0.0	-	55.0	3,911.93	136.5	11,142.97	0.0	-	0.0	-
4. Define Transit Service Characteristics	235.0	16,685	1.5	124.97	123.0	7,010.92	84.0	7,960.34	0.0	-	0.0	-
5. Hiawatha Corridor Forecasts	195.0	14,120	0.5	55.00	8.5	677.27	38.0	1,846.03	0.0	-	0.0	-
6. Riverview Corridor Forecasts	440.0	28,900	0.5	55.00	0.0	-	64.5	4,421.60	0.0	-	0.0	-
7. Cost Estimates	50.0	3,980	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
8. Evaluate Alternatives	140.0	10,215	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
9. Determine Next Steps	35.0	2,850	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
10. Draft & Final Reports	180.0	12,630	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
SUBTOTAL - SRF Labor	1600.0	113,000	10.5	1,114.97	211.8	13,758.07	345.5	26,737.45	0.0	-	0.0	-

Direct Expenses

2,000 35.90 51.42 275.01

Totals

115,000 1,150.87 13,809.49 27,012.46 - -

Hiawatha Costs:

Task 1 - 25%	860	220.00	381.40	246.67	-	-
Task 4 - 35%	5,820	43.59	2,453.82	2,786.12	-	-
Task 5 - 100%	14,120	55.00	677.27	1,846.03	-	-
Totals	<u>20,800</u>	<u>318.59</u>	<u>3,512.49</u>	<u>4,878.82</u>	<u>-</u>	<u>-</u>

6

.....

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

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

(612) 475-0010
(612) 475-2429 FAXRefer to File: 0972765
Invoice No: 2765-3
Invoice Date: 10/31/97
Period Ending: 10/31/97Ms. 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)	26,737.45	41,610.48
Total Direct Non-Salary Costs (See Attached)	275.01	362.33
SUBTOTAL	27,012.46	41,972.81
Less Retainage 5%	1,350.62	2,098.63
NET TOTAL	25,661.84	39,874.18
TOTAL AMOUNT DUE THIS INVOICE	25,661.84	
	=====	

COMMISSION # 972765.01
RIVERVIEW/HIAWATHA-INITIATION/BASE MAP
PERIOD ENDING: OCTOBER 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	110.00	1.5	165.00
M. Cote	Associate	78.15	6.5	507.98
M. Iisakka	Principal Technician	63.03	2.0	126.06
B. Doyle	Principal Technician	62.55	3.0	187.65
----- SUB-TOTAL -----			13.0	986.69

COMMISSION # 972765.02
RIVERVIEW/HIAWATHA-OBJECTIVE/EVALUATION
PERIOD ENDING: OCTOBER 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
M. Gallagher	Trans. Planner	44.37	7.0	310.59
T. Welch	Clerical	27.69	2.5	69.23
----- SUB-TOTAL -----			9.5	379.82

COMMISSION # 972765.03
 RIVERVIEW/HIAWATHA-FEASIBILITY ALTER.
 PERIOD ENDING: OCTOBER 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
G. Seger	Principal	110.00	18.0	1980.00
R. Geerdes	Principal	110.00	7.5	825.00
C. Zimmer	Principal	110.00	19.0	2090.00
L. Erickson	Sr. Associate	100.00	1.0	100.00
A. Hopkins	Sr. Associate	94.53	1.5	141.80
J. Thiesse	Associate	88.68	21.5	1906.62
M. Cote	Associate	78.15	18.5	1445.78
S. Wilson	Sr. Engineer	83.31	4.0	333.24
A. Manlapaz	Engineer	59.40	0.5	29.70
C. Jones	Engineer	48.93	6.5	318.05
D. Roscoe	Planner	40.95	10.5	429.98
S. Martins	Principal Technician	58.77	5.5	323.24
D. Paulu	Project Designer	54.36	21.0	1141.56
B. Bersie-Ashfeld	Word Processor	52.00	1.5	78.00
----- SUB-TOTAL -----			136.5	11142.97

COMMISSION # 972765.04
RIVERVIEW/HIAWATHA-DEFINE TRANSIT SER
PERIOD ENDING: OCTOBER 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	110.00	11.5	1265.00
J. Kern	Sr. Associate	100.00	54.0	5400.00
M. Cote	Associate	78.15	13.5	1055.03
P. Zager	Engineer	55.17	2.5	137.93
J. Monahan	Planner	40.95	2.5	102.38
----- SUB-TOTAL -----			84.0	7960.34

COMMISSION # 972765.05
RIVERVIEW/HIAWATHA-HIAWATHA FORECASTS
PERIOD ENDING: OCTOBER 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Zager	Engineer	55.17	20.0	1103.40
J. Monahan	Planner	40.95	17.5	716.63
B. Bersie-Ashfeld	Word Processor	52.00	0.5	26.00
----- SUB-TOTAL -----			38.0	1846.03

COMMISSION # 972765.06
RIVERVIEW/HIAWATHA-RIVERVIEW FORECASTS
PERIOD ENDING: OCTOBER 31, 1997

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
S. Wilson	Sr. Engineer	83.31	38.0	3165.78
P. Zager	Engineer	55.17	12.0	662.04
J. Monahan	Planner	40.95	14.5	593.78
----- SUB-TOTAL -----			64.5	4421.60

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING: OCTOBER 31, 1997

RIVERVIEW/HIAWATHA TRANSITWAYS

CAT. #	CATEGORY	
1	MILEAGE AT 0.31/MILE	136.40
2	PARKING	25.00
9	SPECIAL DELIVERY	81.20
13	IN-HOUSE COPY DUPLICATION	20.00
21	FILM & DEVELOPING	4.25
94	DIESUBLIMAT. 550 8.5X11-PAPER	8.16
TOTAL DIRECT EXPENSES		----- 275.01

NOTE: Sales tax is included in costs of in-house copies, prints, and stats.

DIRECT NON-SALARY COSTS (DETAILS)
PERIOD ENDING: OCTOBER 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	G Seger								70.0		21.70
972765.00	1	31	R Geerdes								42.0		13.02
972765.00	1	31	C Zimmer								180.0		55.80
972765.00	1	31	J Kern								90.0		27.90
972765.00	1	31	M Cote								42.0		13.02
972765.00	1	31	T Welch								16.0		4.96
972765.00	2	31	R Geerdes									5.00	5.00
972765.00	2	31	C Zimmer									10.00	10.00
972765.00	2	31	J Kern									5.00	5.00
972765.00	2	31	M Cote									5.00	5.00
972765.00	9	23	Accounts Payable									63.40	63.40
972765.00	9	30	Accounts Payable									17.80	17.80
972765.00	13	21	In-House	4	50			200					20.00
972765.00	21	29	In-House									4.25	4.25
972765.00	94	14	In-House	1	16			16					8.16