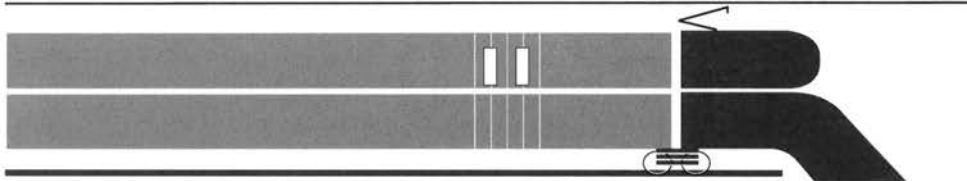




Ramsey County Regional Railroad Authority.
Records.

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Ramsey County Regional Railroad Authority

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

Agenda

Ramsey County Regional Railroad Authority

Tuesday, January 6, 1998

(Immediately following 9:00 a.m. County Board Meeting)

COUNCIL CHAMBERS -- 3RD FLOOR COURT HOUSE

1. * Appoint Officers for 1998 Ramsey County Regional Railroad Authority and Metropolitan Light Rail Transit Joint Powers Board.

* Action is requested

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Walpurgelauer
Authorized Signature

12/26/97
Date

Board Action Requested

Appoint officers for 1998 for Ramsey County Regional Railroad Authority and Metropolitan Light Rail Transit Joint Powers Board.

ACTION IS REQUESTED

Request Justification

See attached proposed resolution.

Budgeting and Accounting

Kern Wollagen 12/29/97

County Attorney

Bill Mahill

Risk Management

Documentation certified complete for:

January 6, 1997

Board Date

Kristine A. Longhenry
Signature

December 29, 1997

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, The Board of Ramsey County Commissioners organized a regional railroad authority pursuant to Minnesota Statutes Chapter 398A by Resolution 87-230 in April, 1987; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 1998:

Rafael Ortega, Chair
Tony Bennett, Vice Chair
Jan Wiessner, Secretary
Victoria Reinhardt, Treasurer

and Be It Further

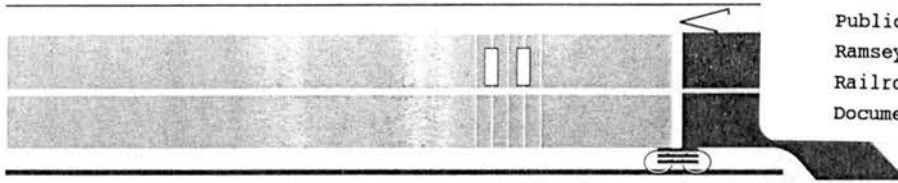
RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Metropolitan Light Rail Transit Joint Powers Board for 1998:

Rafael Ortega (member)
Tony Bennett (alternate)

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: _____
Jan Wiessner, Secretary



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

Tuesday, January 6, 1998

(Immediately following 9:00 a.m. County Board Meeting)

COUNCIL CHAMBERS -- 3RD FLOOR COURT HOUSE

1. * Appoint Officers for 1998 Ramsey County Regional Railroad Authority and Metropolitan Light Rail Transit Joint Powers Board.

* Action is requested



RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, The Board of Ramsey County Commissioners organized a regional railroad authority pursuant to Minnesota Statutes Chapter 398A by Resolution 87-230 in April, 1987; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 1998:

Rafael Ortega, Chair
Tony Bennett, Vice Chair
Jan Wiessner, Secretary
Victoria Reinhardt, Treasurer

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Metropolitan Light Rail Transit Joint Powers Board for 1998:

Rafael Ortega (member)
Tony Bennett (alternate)

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: _____
Jan Wiessner, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

F. W. Spigelman
Authorized Signature

12/26/97
Date

Board Action Requested

Appoint officers for 1998 for Ramsey County Regional Railroad Authority and Metropolitan Light Rail Transit Joint Powers Board.

ACTION IS REQUESTED

Request Justification

See attached proposed resolution.

Budgeting and Accounting

Ken Wallace *12-29-97*

County Attorney

Bill Mahill

Risk Management

Documentation certified complete for:

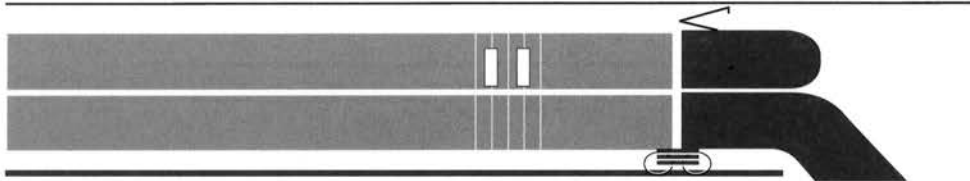
January 6, 1997

Board Date

Kristine A. Longhenry
Signature

December 29, 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

Agenda

Ramsey County Regional Railroad Authority Meeting

January 13, 1998

(2:00 p.m. or immediately following the Administrative Board Meeting)

COUNCIL CHAMBERS - 3RD FLOOR COURTHOUSE

1. * Approve Minutes of meeting of December 16, 1997
 2. * Approve Minutes of meeting of January 6, 1998
 3. Mn/DOT Commuter Rail Study -- Phase I
 4. Comprehensive Transportation Plan
 5. * Status of right of way from Beam Avenue to Bald Eagle Junction
 6. * a) Approve the easement to Rod and Carol Klindworth for the continued location of a portion of a building on the RCRRA Northeast Corridor right of way adjacent to the property of 658 Bush Avenue, St. Paul
 - * b) Authorize the Chairman of Ramsey County Regional Railroad Authority to sign the Easements on behalf of RCRRA.
- * Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY BOARD MEETING

December 16, 1997

The Ramsey County Regional Railroad Authority met on Tuesday, December 16, 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
(entered during item #4)
Commissioner Jan Wiessner

MEMBERS ABSENT: None

OTHERS PRESENT: David MacMillan, Terry Schutten, Kathy DeSpiegelaere, Paul Kirkwold, Karen Tero, Dennis Bodin, Gary Peltier, Mike Kassan, Paul St. Martin, Robert Clarkson, Allan Torstenson, Paul Gilland, Karen Swenson, Lisa Lee, Vern Wehlage, Jim Van Houdt, Denise Kapler, Jim Tolaas, Kris Longhenry

Chairman Ortega called the meeting to order at 4:05 p.m.

1. Approve Minutes of the Ramsey County Regional Railroad Authority Board Meeting of November 18, 1997.

Motion by Commissioner Bennett, seconded by Commissioner Reinhardt, to accept the minutes from the November 18, 1997 RCRA meeting.

Ayes - 6, Nays - 0
Motion accepted.

2. Approve the Proposed 1998 Budget for the Ramsey County Regional Railroad Authority in the Amount of \$350,000.

Motion by Commissioner Bennett, seconded by Commissioner Reinhardt, to approve the proposed 1998 budget for the RCRA in the amount of \$350,000.

Ayes - 6, Nays - 0
Motion accepted.

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	<u>\$ 350,000</u>
Tax levy	<u>\$ -0-</u>

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.

3. Approve Contract with Lockridge, Grindal, Nauen & Holstein in an Amount not to Exceed \$25,000, and Authorize Chair to Execute the Contract Subject to Approvals.

Commissioner Ortega commented that Dennis McGrann did a lot of work for the RCRRA through the contract for ISTEA authorization and there is a positive effect from his work on transitways.

Commissioner Wiessner asked why the contract with Lockridge, Grindal Nauen & Holstein that was approved at the earlier County Board meeting doesn't apply to the RCRRA.

Commissioner Ortega responded that the contract with the County deals with welfare reform issues and not transit issues.

Commissioner Guerin motioned approval of the contract, seconded by Commissioner Haigh.

Ayes - 6, Nays - 0
Motion accepted.

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.

4. Authorize Staff to Negotiate an Agreement with St. Paul to Remove Berm on RCRRA Property in the Vicinity of Johnson Parkway/Maryland/McAfee Street and Determine Cost Policies Relating to the Berm Removal.

Commissioner Bennett said that he had some serious reservations but they probably have nothing to do with the berm removal. He stated that the larger portion of the RCRRA right of way runs through his and Commissioner Reinhardt's districts and in the future, there will be more demands for similar types of concessions. He feels that at some point in time, it will be impossible to get right of way back to be used as a transit corridor. Once tennis courts and trails encroach it, and an at-grade intersection is installed, the public will be up in arms if we try and take it back. He commented that if it looks like this is going to happen, then the RCRRA should consider eliminating its investment of the the right of way in the future.

Commissioner Ortega emphasized that it is clear to the City of St. Paul, local elected officials, and citizens that this corridor is for future transit. He said the the RCRRA needs to move on this in order for the City of St. Paul to move on their economic development. Commissioner Ortega stated that there are many issues that need to be worked out and there is still time for that. Cost issues are still questionable but can be worked out.

Commissioner Reinhardt added that along with the cost issues, Mn/DOT had listed some issues that need to be worked out also. She felt that all these were workable. She also commended Commissioner Guerin on all the work and information he has brought forth. Commissioner Reinhardt raised the point that neighborhood needs need to be addressed and they need to balance with RCRRA transit plans.

Commissioner Guerin reinforced that the community understands that this is a corridor and until transit is built, the area should be used to benefit the community. He also stated that he supported the berm removal as long as it is believed that the berm will not be needed for transit and the final grade would be compatible with rail. He commented that it should be addressed that the City will pay for landscaping and whatever landscaping used would be compatible with rail. Commissioner Guerin said that Representative Trimble would like to see a bridge for pedestrian crossings. Commissioner Guerin felt that details can be worked out as long as RCRRA still has control over this area.

Commissioner Ortega asked Paul Kirkwold if any requirements or issues are still questionable. Paul responded that the one issue that seems to have been resolved is what happens if the berm is needed for later. The issue surrounding restoration cost is no different than how other construction projects are approached.

Commissioner Reinhardt commented that the City of White Bear Lake has a federal grant for a trail and the City always has had the intention that the trail would be compatible with transit. The RCRRA will need to look at this for the City of White Bear Lake to move forward on its planning for the trail. Commissioner Reinhardt also added that she agreed that the requesting agency bear the cost of removing the berm.

Commissioner Wiessner stated that she had no problem with berm removal but had some questions on the cost policy.

Commissioner Ortega explained that his intentions were to pass the resolution as it stands so the City of St. Paul can move forward in its plans and then staff would iron out details to be presented at the January meeting.

Commissioner Wiessner asked what Mn/DOT's interest is in the berm removal and would they share in any profit from the soil.

Kathy DeSpiegelaere answered that Mn/DOT does have a stake in the berm removal. The purchase of the corridor was made with 50% railbank funds and would expect 50% reimbursement from any profit made.

David MacMillan said that he wasn't convinced that Mn/DOT would receive any proceeds. He stated that Mn/DOT is a mortgagee and not an owner and have a security interest in the property but that's it.

Commissioner Bennett asked if Mn/DOT had any right of refusal on this.

David MacMillan restated that Mn/DOT is a mortgagee and have financial security in the property and are not an owner. There is an agreement with them if part or all of the property is sold or leased. In this case, part of the property is not being sold or leased.

Commissioner Haigh stated that she is comfortable with the berm removal but wanted to make sure that there is direction in resolving the cost issues stated in subparagraphs 8 and 9 of the letter from Stacy Becker before an agreement with the City of St. Paul is executed.

Paul Kirkwold explained that the County's Public Works Department participates in the purchase of the dirt. The Public Works Department will end up paying about 2/3 of the cost. Paul stated that if 50% of the money was going to the State, the Public Works Department would lose money.

Commissioner Ortega commented that if the County contributed the soil to the City of St. Paul, the County wouldn't incur cost of taking down the bridge and then money would not need to be sent to the State.

Commissioner Rettman stated that the signage language in the resolution is very clear and the resolution gives good indication that the City Council is required to approve the agreement before RCRRA does.

Commissioner Reinhardt commented that the trail would be designed to coexist with the rail and only minor adjustments would need to be made for this to happen when rail comes in. She also stated that she would be against any cost incurred by removing the bridge because it isn't RCRRA choice to remove the bridge.

Commissioner Wiessner said that she believed any revenue generated from the berm removal should end up back to the RCRRA.

Kathy DeSpiegelaere explained some of the cost issues. The cost of berm removal and restoration would be split between the City of St. Paul and Ramsey County Public Works. The cost of removal of the bridge at Johnson Parkway would be the City of St. Paul's responsibility. The future berm replacement or bridge replacement at either Johnson Parkway or at Maryland Avenue would be the responsibility of whichever agency is unwilling to accept an at-grade crossing. This could be the RCRRA, the City of St. Paul, or the transit construction agency.

The motion was proposed to 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 and to determine cost policies relating to the berm removal.

Ayes - 7, Nays - 0
Motion accepted.

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 from a point south of Johnson Parkway to 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. This includes indemnification of Mn/DOT and Ramsey County if environmental issues arise that need to be mitigated as a result of berm removal.

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 the following issues will be addressed as indicated:
 - a. Berm removal -- responsibility of St. Paul
 - b. Value of the soil -- no charge will be made to St. Paul for soil used for Prosperity Road construction
 - c. Restoration of the area where the berm is removed will be the responsibility of St. Paul
 - d. Bridge removal at Johnson Parkway will be the responsibility of St. Paul
 - e. Replacement of the berm costs at some future date -- whichever agency -- St. Paul, Ramsey County Regional Railroad Authority, the transit construction agency, or any other agency, requests a grade separated crossing at Maryland or at Johnson Parkway will bear the cost of constructing the grade separation.
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.

5. Comprehensive Transportation Plan for Ramsey County

Paul Kirkwold distributed a packet on comprehensive planning.

Paul explained some history behind the County's comprehensive transportation plan. MN Statutes 176 was first adopted in December 1980 and required the County Board to approve a comprehensive plan. Because the current comprehensive plan is 17 years old, there are some

sections that should be reviewed and updated. The original plan was put together by the Public Works Department, the Public Health Department and the Parks and Recreation Department and was done as a cooperative venture. An offshoot of the comprehensive plan is the three-year transportation improvement program. This is looked at by the County Board every year. This lays out a list of projects in the program that the Public Works Department works on developing. Another plan that exists at the County level is the comprehensive plan for light rail transit.

Paul summarized the pages in the handout. The first page is the whole plan process. The idea around this is to move from the present condition to sometime in the future. A vision for the future needs to be established. The County has worked on this through the strategic plan visioning process.

Paul explained that the comprehensive plan is nothing more than combining several plans together so they work together to achieve a common goal.

The third page in the packet shows how other counties have approached the planning process and how that relates to Ramsey County's current plan.

Paul stated that the first task is to decide what elements should be included in the update. There are only six elements that the Metropolitan Council requires. This needs to be addressed in the next few meetings.

Commissioner Guerin suggested looking at all the municipalities plans and go from there. Paul Kirkwold agreed and said that the Department of Public Works is trying to do that but it is difficult because everyone's plan is due at the same time.

Commissioner Rettman asked Paul Kirkwold how often the current plan is looked at, if the county's and the municipalities plans are due on the same date, and if we have drafts of the municipalities plans.

Paul responded that it is looked at everytime federal funds are being applied for because that has to be included in a plan, the policies are used, and the section on the major street plan is used. The County's and the municipalities plans are due on the same day and Paul has about half of the municipalities draft plans.

Paul commented that at one of the next meetings, how to approach detail and what is the value of detail will be discussed. Deciding what pieces of the plan to be included is the first step and then how to approach those pieces and what level of detail comes after that.

Commissioner Wiessner commented that gaps should be addressed and an explanation of an intermodal system explained.

Kathy DeSpiegelaere stated that the Joint Powers Board requested staff to do a plan on access to employment. Originally, as it came to the Board, the suggestion was to do a plan about transportation for welfare to work. The seven county metro area in cooperation with the Metropolitan Council will be doing this plan. Transportation staff, human services staff and jobs and training staff will be included in the group preparing the plan.

Kathy also wanted to emphasize that public involvement with the comprehensive planning process is necessary and the RCRRA needs to think about how this will be obtained.

Commissioner Reinhardt said that there is a list of 41 projects being recommended regarding ISTEA funding, which runs through the Metropolitan Council through the Transportation Advisory Board, and nine of these projects are in Ramsey County. These projects are a good mix.

Commissioner Rettman commented that two of the five elements (waste management and parks and open space) have already been updated and approved by the Board. Paul Kirkwold explained that only three more elements really need to be updated in order to comply with the law.

6. Ratify Partial Payment No. 3 in the Amount of \$25,661.84 to SRF Consulting Group for Professional Engineering Services for the Riverview/Hiawatha Transitways.

Motion by Commissioner Bennett, seconded by Commissioner Haigh, to ratify Partial Payment No. 3 in the amount of \$25,661.84 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 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.

Commissioner Ortega thanked Jim Van Houdt, Vern Wehlage and Kris Longhenry for working on the RCRRA budget.

The meeting adjourned at 4:52 p.m.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY ANNUAL ORGANIZATIONAL MEETING

January 6, 1997

The Ramsey County Regional Railroad Authority met on Tuesday, January 6, 1998, 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: Terry Schutten, Kathy DeSpiegelaere, Darwin Lookingbill, Jim Van Houdt, Karen Tero

Chairman Ortega called the meeting to order at 11:15 a.m.

1. Appoint Officers for 1998 Ramsey County Regional Railroad Authority and Metropolitan Light Rail Transit Joint Powers Board.

Motion by Commissioner Haigh, seconded by Commissioner Wiessner, to approve the resolution appointing officers for 1998 Ramsey County Regional Railroad Authority and Metropolitan Light Rail Transit Joint Powers Board.

Ayes - 7, Nays - 0
 Motion accepted.

WHEREAS, The Board of Ramsey County Commissioners organized a regional railroad authority pursuant to Minnesota Statutes Chapter 398A by Resolution 87-230 in April, 1987; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 1998:

Rafael Ortega, Chair
 Tony Bennett, Vice Chair
 Jan Wiessner, Secretary
 Victoria Reinhardt, Treasurer

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Metropolitan Light Rail Transit Joint Powers Board for 1998:

Rafael Ortega (member)
 Tony Bennett (alternate)

Commissioner Reinhardt asked if the White Bear Lake trail issue would be on the next meeting's agenda because there is a time constraint related to the City's funding for this project.

The meeting adjourned at 11:17 a.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

January 6, 1998
Date

Board Action Requested

Mn/DOT Commuter Rail Study - Phase I.

DISCUSSION ONLY

Request Justification

Commuter rail relates to Ramsey County's Comprehensive Transportation Plan. Al Vogel, Director of the Office of Railroads and Waterways of the Minnesota Department of Transportation will attend the meeting. Phase I of a study examining commuter rail lines in the seven county metro area has been completed and information relating to the study is attached.

Budgeting and Accounting

County Attorney

Risk Management

Kern Wohlgast 1/6/98
D. MacIntyre

Documentation certified complete for:

January 13, 1998
Board Date

Kristine A. Longhenry
Signature

January 6, 1998
Date



Study Objectives:

The Minnesota Department of Transportation (Mn/DOT) is studying the feasibility of commuter rail passenger service in the Metro Area. The primary goal of this study is to determine if commuter rail can provide a viable transportation option for the Twin Cities. Mn/DOT will be looking at all existing freight corridors to determine which corridors may demonstrate the potential for commuter rail service. The study will be conducted in two phases. Phase one will assess current freight operations, identify institutional opportunities/barriers and conduct a market analysis to determine the public's likelihood of using such a service. Phase two will determine economic, financial, social and environmental effects, infrastructure needs, transportation impacts and a potential operating plan for rail service.



What is Commuter Rail?

Commuter rail passenger service is generally defined as passenger train service that operates on existing freight railroad tracks. Commuter rail service primarily operates during "peak" travel times, usually the hours of 6:00 a.m. to 9:00 a.m. and again from 3:00 p.m. to 6:00 p.m. Trains run inbound to the city center in the morning and run outbound service to suburban areas in the evening. Commuter rail can also accommodate reverse commuters and other travel times, such as midday, evening and weekend hours. Most commuter rail systems are integrated with other transit services, such as bus systems, to encourage transfers throughout the region.



Study Time Line

Request For Proposals Issued	July 28, 1997
Steering Committee Selects Consultant	August 29, 1997
Consultant Under Contract	September 8, 1997
Consultant Progress Reports	Oct. 16, Nov. 20, Dec. 18, 1997
First Progress Report To State Legislature	January 15, 1998
Final Report To State Legislature	February 1, 1999



Stay Involved!

There are many ways to stay involved and share your ideas with us. If you have Internet access, check out our web site at <http://www.dot.state.mn.us/ofrw>. We'll post news releases, study progress reports and give you the opportunity to express your thoughts and ideas regarding commuter rail. If you would like to schedule a speaker at your local school, community/professional organization, or private/public agency, contact Sam Khan at 612.296.4888 for arrangements. Sending us a letter? Please use the address on the back of this brochure.



Have Any Questions? Contact Us!

Al Vogel, Director
612.296.1613
Gabe Guevara, Project Engineer
612.296.7547
Sam Khan, Transportation Planner
612.296.4888

Visit Us At Our Web Site:
<http://www.dot.state.mn.us/ofrw>



This publication is available in alternative formats upon requests.



Other Mn/DOT Passenger Rail Studies

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Wisconsin-Minnesota High-Speed Rail Corridor Feasibility Study

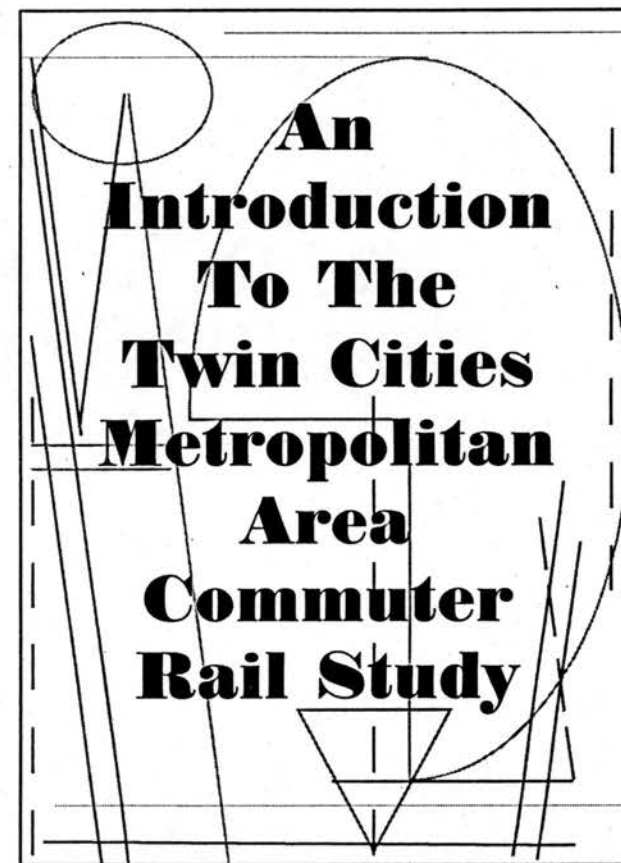
The States of Wisconsin, Illinois and Minnesota are conducting a detailed high speed rail corridor feasibility study as recommended in the *1991 Tri-State High Speed Rail Study*. The purpose of this study is to evaluate the feasibility of implementing high speed rail service between the Twin Cities, Milwaukee and Chicago. A final report is due February of 1999.

Midwest Rail Initiative (MRI)

Minnesota and eight other Midwest states are currently working with Amtrak officials to develop a blueprint for preserving, improving and expanding Chicago-hubbed rail passenger services. The MRI is following a dual-track approach of identifying short-range service improvement opportunities and long range regional network development strategies with a focus on business travel and an eventual high speed component. A final report is due February of 1998.

For more information on these studies
contact:
Dan Krom, Principal Planner
612.296.1611

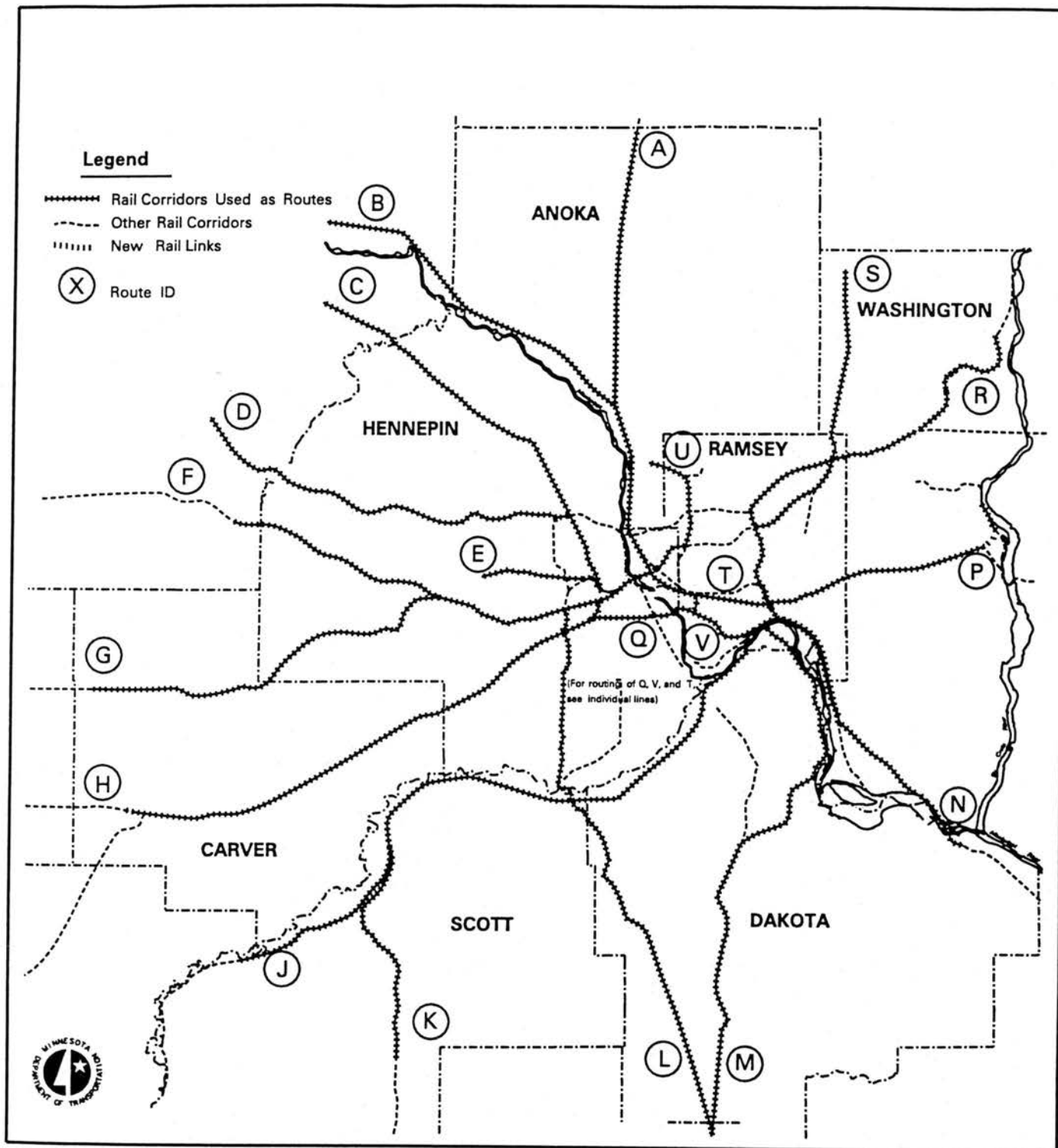
Minnesota Department of Transportation
Office of Freight, Railroads and Waterways
395 John Ireland Boulevard, MS 470
Saint Paul, MN 55155-1899



An Introduction To The Twin Cities Metropolitan Area Commuter Rail Study

Minnesota Department of Transportation
Office of Freight, Railroads and Waterways
395 John Ireland Boulevard, MS 470
Saint Paul, MN 55155-1899
612.296.0355

MnDOT Twin Cities Metropolitan Commuter Rail Study Route Locations



Twin Cities Commuter Rail Matrix Analysis

ROUTE	EST. RIDERSHIP	PASS./MILE	O&M COST/MILE	CAPITAL COST	COST/PASS. MILE	OPPORT & BARRIERS	OVERALL
A	 <i>Bethel</i>						
B	 <i>Elk River</i>						
C	 <i>Rogers</i>						
D	 <i>Rockford</i>						
E	 <i>Plymouth</i>						
F	 <i>Maple Plain</i>						
G	 <i>New Germany</i>						
H	 <i>Young America</i>						
J	 <i>Bellevue</i>						
K	 <i>New Prague</i>						
L	 <i>Lakewood</i>						
M	 <i>Farmington</i>						
N	 <i>Hastings</i>						
P	 <i>St. Cloud</i>						
R	 <i>Marine on St. Croix</i>						
S	 <i>Forest Lake</i>						
U	 <i>Brainerd</i>						

○ = high
ranking

◐ = medium
ranking

● = low
ranking

Mn/DOT - Twin Cities Metropolitan Commuter Rail Study

ROUTE EVALUATION MATRIX

		Route Alternatives																																											
		A					B					C				D					E				F				G																
		Bethel - Anoka					Elk River - Anoka					Rogers - Hennepin				Rockford - Hennepin					Plymouth - Hennepin				Maple Plain - Hennepin				New Germany - Carver																
Outlying Terminals and Counties Traversed		Minneapolis - Hennepin					Minneapolis - Hennepin					Minneapolis - Hennepin				Minneapolis - Hennepin					Minneapolis - Hennepin				Minneapolis - Hennepin				Minneapolis - Hennepin																
Downtown Terminal(s)		1	51	52	53	54*	2	51	52	53	54*	3	58	55	54*	4	84	58	55	54*	5	55	54*	6	64	65	54*	7	84	65	54*														
Link No's		BNSF					BNSF					BNSF				CP					BNSF					UP/CP				BNSF				BNSF				DR				BNSF			
Owner(s)/Operator(s)		6					8					5				7					3				6				8				49.3												
No. of Intermediate Stations		39.4					42.3					31.4				40.0					20.1				40.1				108 min.																
Length (Route Miles)		50	60 / 75	70	25	25	75 / 79	60 / 75	70	25	25	10 / 25	25	25	25	25 / 40	20	25	25	25	10	25	25	40	25 / 40	25	25	10	25 / 40	25	25														
Range of Current Speeds		93 min.					102 min.					72 min.				94 min.					49 min.				94 min.				66 crossings																
Est. Travel Time		33 crossings					25 crossings					39 crossings				39 crossings					28 crossings				15 crossings				66 crossings																
No of Grade Crossings																																													
Estimated Ridership (Total Daily Trips)		1266					1552					950				788					611				926				1071																
Passengers per Route-Mile		32.13					38.69					30.25				19.65					30.40				23.09				21.72																
Operations (and Maint.) Cost per Pax.		\$20.77					\$18.19					\$22.06				\$33.96					\$21.06				\$28.90				\$30.72																
Capital Costs (Alignment Upgrades only; 2003 Million \$)		\$135.2					\$143.0					\$109.8				\$180.6					\$82.0				\$140.3				\$173.8																
Total Cost per Pax.-Mile		\$2.38					\$2.06					\$3.35				\$5.38					\$3.91				\$3.94				\$3.70																
Perceived Opportunities and Barriers to Implementation																																													
Potential Land Use Impacts		Hi: 3, Mod: 2, Lo: 3					Hi: 5, Mod: 2, Lo: 1					Hi: 5, Mod: 2, Lo: 2				Hi: 5, Mod: 3, Lo: 2					Hi: 1, Mod: 2, Lo: 2				Hi: 5, Mod: 1, Lo: 2				Hi: 2, Mod: 5, Lo: 3																
Potential Environmental Impacts		--					--					--				New 84/58, Crystal Jct.					--				--				--																
Highway/Grade Crossing Impacts		1.5 m					4.9 m					.035 m				.58 m					.032 m				.23 m				32 m																
Number of Freight Rail Carriers		1					1					1				2					3				1				2																

BNSF (or BNS) - Burlington Northern & Santa Fe Railway
 CP - Canadian Pacific Rail System
 DR - Dakota Rail
 HCRRA - Hennepin Co. Regional Railroad Authority

MNRR - Minnesota Commercial Railway
 TC&W - Twin Cities & Western Railroad
 UP - Union Pacific Railroad
 WC - Wisconsin Central, Ltd.

* - Only part of the link is used.

Note: all routes identifying Minneapolis as the end terminus have been extended to Saint Paul and all routes identifying Saint Paul as the end terminus have been extended to Minneapolis.

Mn/DOT - Twin Cities Metropolitan Commuter Rail Study

ROUTE EVALUATION MATRIX

Outlying Terminals and Counties Traversed		Route Alternatives																																
		H Young America - Carver					J Belle Plaine - Scott				K New Prague - Scott				L Lakeville - Dakota - Scott					M Farmington - Dakota			N Hastings - Dakota - Washington				P Stillwater - Washington							
		Minneapolis - Hennepin					St. Paul - Ramsey				St. Paul - Ramsey				Minneapolis - Hennepin					St. Paul - Ramsey			St. Paul - Ramsey				St. Paul - Ramsey							
		8	61	59	65	54*	9	66	70*	10	9*	66	70*	11	60	59	65	54*	12	85*	70*	13	70	89	70*	86	14	71	70*					
		Owner(s)/Operator(s)		TC&	CP	BNSF		UP		CP	UP		CP	CP		BNSF		CP	UP	CP	CP		UP/NEW		UP	BNSF	CP							
		No. of Intermediate Stations					7				7				7					4			10				4							
		Length (Route Miles)					49.5				57.8				60.8				58.2					48.1			29.9				30.5			
		Range of Current Speeds					30	25	25		25	10 / 30	30	10 / 30	10 / 30	10 / 30	30	10 / 30	10 / 25	10	10	25	25	40	30 / 40	10 / 30	50 / 70	10 / 30	10	10 / 30	10 / --	10 / 40	30	10 / 30
Est. Travel Time					114 min.					124 min.				128 min.				129 min.					102 min.			71 min.				73 min.				
No of Grade Crossings					41 crossings					77 crossings				104 crossings				58 crossings					46 crossings			27 crossings				40 crossings				
Estimated Ridership (Total Daily Trips)		870					1125				1127				1547					896			933				1072							
Passengers per Route-Mile		17.58					19.46				18.54				26.58					18.63			31.20				35.15							
Operations (and Maint.) Cost per Pax.		\$37.97					\$34.29				\$36.00				\$25.11					\$35.83			\$21.39				\$18.99							
Capital Costs (Alignment Upgrades only; 2003 Million \$)		\$199.0					\$197.4				\$210.6				\$181.5					\$119.6			\$108.8				\$132.9							
Total Cost per Pax.-Mile		\$4.87					\$4.35				\$4.57				\$2.68					\$4.22			\$3.04				\$2.71							
Perceived Opportunities and Barriers to Implementation		Hi: 6, Mod: 1, Lo: 2					Hi: 3, Mod: 5, Lo: 1				Hi: 3, Mod: 5, Lo: 1				Hi: 7, Mod: 1, Lo: 1					Hi: 6, Mod: 2, Lo: 0			Hi: 2, Mod: 1, Lo: 1				Hi: 4, Mod: 1, Lo: 1							
Potential Land Use Impacts		New: 61/63, (5+per Fund Site)					--				--				--					--			--				New: 86, Stillwater-Siegel							
Potential Environmental Impacts		75 m					74 m				86 m				84 m					19 m			1.4 m				48 m							
Highway/Grade Crossing Impacts		3					2				2				2					2			1				3							
Number of Freight Rail Carriers																																		

* - Only part of the link is used.

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UP - Union Pacific Railroad
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Mn/DOT - Twin Cities Metropolitan Commuter Rail Study

ROUTE EVALUATION MATRIX

	Route Alternatives																							
	R						S					T				U				V				
Outlying Terminals and Counties Traversed Downtown Terminal(s) Link No's. Owner(s)/Operator(s) No. of Intermediate Stations Length (Route Miles) Range of Current Speeds Est. Travel Time No of Grade Crossings	Marine on St. Croix - Washington						Forest Lake - Washington					--				Fridley - Anoka				--				
	St. Paul - Ramsey						St. Paul - Ramsey					Minneapolis - Hennepin St. Paul - Ramsey				Minneapolis - Hennepin				Minneapolis - Hennepin St. Paul - Ramsey				
	15	78	79	80	71	70*	16	77	80	71	70*	54	72	71	70*	75	74	87	54*	54*	72*	88	69*	70*
	WC	CP		BNS		CP	New	BNSF	CP	BNSF	CP	BNSF		CP	MC	BNSF	New	BNSF	BNSF		MNR	CP		
	5						6					4				3				6				
	41.0						36.3					9.9				22.1				11.5				
	40	40	10	10	30	10 / 30	10	10	10	30	10 / 30	25	20 / 30	30	10 / 30	10	10	--	25	25	20 / 30	15	25 / 30	10 / 30
	95 min						88 min					23 min.				63 min.				30 min				
	45 crossings						34 crossings					3 crossings				36 crossings				7 crossings				
Estimated Ridership (Total Daily Trips)	1063						1247					481				626				605				
Passengers per Route-Mile	36.03						50.28					48.59				59.06				52.61				
Operations (and Maint.) Cost per Pax.	\$25.74						\$19.43					\$29.69				\$23.56				\$23.60				
Capital Costs (Alignment Upgrades only, 2003 Million \$)	\$123.1						\$142.6					\$26.5				\$135.4				\$50.9				
Total Cost per Pax.-Mile	\$3.95						\$2.79					\$4.95				\$5.35				\$4.67				
Perceived Opportunities and Barriers to Implementation																								
Potential Land Use Impacts	Hi: 3, Mod: 3, Lo: 1						Hi: 5, Mod: 2, Lo: 1					Hi: 4, Mod: 2, Lo: 0				Hi: 2, Mod: 2, Lo: 1				Hi: 6, Mod: 2, Lo: 0				
Potential Environmental Impacts	--						New: 77/80, Ltl Canada Jct.					--				New: 87, 75/74, Belt Ln Jct.:				--				
Highway/Grade Crossing Impacts	56 m						35 m					.03 m				.33 m				.15 m				
Number of Freight Rail Carriers	3						2					2				2				3				

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MNRR - Minnesota Commercial Railway
 TC&W - Twin Cities & Western Railroad
 UP - Union Pacific Railroad
 WC - Wisconsin Central, Ltd.

* - Only part of the link is used.



Other Mn/DOT Passenger Rail Studies

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Wisconsin-Minnesota High-Speed Rail Corridor Feasibility Study

The States of Wisconsin, Illinois and Minnesota are conducting a detailed high speed rail corridor feasibility study as recommended in the *1991 Tri-State High Speed Rail Study*. The purpose of this study is to evaluate the feasibility of implementing high speed rail service between the Twin Cities, Milwaukee and Chicago. A final report is due February of 1999.

Midwest Rail Initiative (MRI)

Minnesota and eight other Midwest states are currently working with Amtrak officials to develop a blueprint for preserving, improving and expanding Chicago-hubbed rail passenger services. The MRI is following a dual-track approach of identifying short-range service improvement opportunities and long range regional network development strategies with a focus on business travel and an eventual high speed component. A final report is due February of 1998.

For more information on these studies
contact:

Dan Krom, Principal Planner
612.296.1611

Minnesota Department of Transportation
Office of Freight, Railroads and Waterways
395 John Ireland Boulevard, MS 470
Saint Paul, MN 55155-1899

An Introduction To The Twin Cities Metropolitan Area Commuter Rail Study

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612.296.0355



Study Objectives:

The Minnesota Department of Transportation (Mn/DOT) is studying the feasibility of commuter rail passenger service in the Metro Area. The primary goal of this study is to determine if commuter rail can provide a viable transportation option for the Twin Cities. Mn/DOT will be looking at all existing freight corridors to determine which corridors may demonstrate the potential for commuter rail service. The study will be conducted in two phases. Phase one will assess current freight operations, identify institutional opportunities/barriers and conduct a market analysis to determine the public's likelihood of using such a service. Phase two will determine economic, financial, social and environmental effects, infrastructure needs, transportation impacts and a potential operating plan for rail service.



What is Commuter Rail?

Commuter rail passenger service is generally defined as passenger train service that operates on existing freight railroad tracks. Commuter rail service primarily operates during "peak" travel times, usually the hours of 6:00 a.m. to 9:00 a.m. and again from 3:00 p.m. to 6:00 p.m. Trains run inbound to the city center in the morning and run outbound service to suburban areas in the evening. Commuter rail can also accommodate reverse commuters and other travel times, such as midday, evening and weekend hours. Most commuter rail systems are integrated with other transit services, such as bus systems, to encourage transfers throughout the region.



Study Time Line

Request For Proposals Issued	July 28, 1997
Steering Committee Selects Consultant	August 29, 1997
Consultant Under Contract	September 8, 1997
Consultant Progress Reports	Oct. 16, Nov. 20, Dec. 18, 1997
First Progress Report To State Legislature	January 15, 1998
Final Report To State Legislature	February 1, 1999



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There are many ways to stay involved and share your ideas with us. If you have Internet access, check out our web site at <http://www.dot.state.mn.us/ofrw>. We'll post news releases, study progress reports and give you the opportunity to express your thoughts and ideas regarding commuter rail. If you would like to schedule a speaker at your local school, community/professional organization, or private/public agency, contact Sam Khan at 612.296.4888 for arrangements. Sending us a letter? Please use the address on the back of this brochure.



Have Any Questions? Contact Us!

Al Vogel, Director
612.296.1613
Gabe Guevara, Project Engineer
612.296.7547
Sam Khan, Transportation Planner
612.296.4888

Visit Us At Our Web Site:
<http://www.dot.state.mn.us/ofrw>



This publication is available in alternative formats upon requests.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

January 6, 1998
Date

Board Action Requested

Comprehensive Transportation Plan

DISCUSSION ONLY

Request Justification

See attached memorandum from Paul Kirkwold.

Budgeting and Accounting

County Attorney

Risk Management

Vern Wohlschlag 1/6/98
Tim MacIsaac

Documentation certified complete for:

January 13, 1998

Board Date

Kristine A. Longhenry
Signature

January 6, 1998
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: January 2, 1998
Subject: Ramsey County Comprehensive Plan

At the December 16, 1997 Regional Rail Authority meeting we discussed the history of the current Ramsey County Comprehensive Plan; how it was developed and the public process used prior to approval by the County Board on December 8, 1980. The discussion included the State Legislative requirement for metropolitan counties to review and, if necessary, update their comprehensive plans by December 31, 1998 and that the County Board allocated \$100,000 to update the comprehensive plan.

At this meeting, the Department of Public Works will present the five elements of the comprehensive planning process and how they relate to detail, cost and public involvement. The five planning elements are:

- o vision - a description of the future which a plan is designed to create.

- o policy - a prescribed course of action in response to certain future conditions.

- o program - a broad plan to be followed to address future needs guided by established policies.

- o project - a series of decisions and actions to accomplish a specific portion of a program.

- o outcome - a performance based measure for determining how well a project is being performed and its impact.

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

- 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?

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

January 6, 1998
Date

Board Action Requested

Burlington Northern right of way - Beam
Avenue to Bald Eagle Junction.

ACTION MAY BE TAKEN

Request Justification

See attached memorandum from K. DeSpiegelaere.

Budgeting and Accounting

Vern Wohlapp 1/6/98

County Attorney

W. M. M. M.

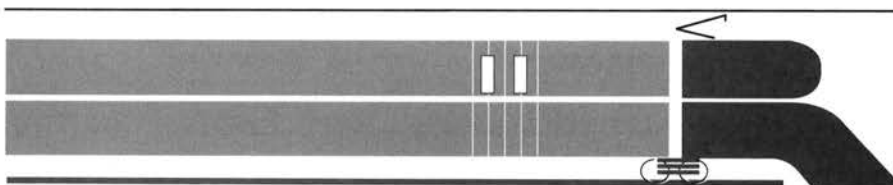
Risk Management

Documentation certified complete for:

January 13, 1998
Board Date

Kristine A. Longhenry
Signature

January 6, 1998
Date



Ramsey County Regional Railroad Authority

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

Memorandum

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

From: Kathryn DeSpiegelaere *KD*

Subject: Burlington Northern Right of Way Acquisition, Beam
Avenue to Bald Eagle Junction

Date: January 2, 1998

Commissioner Reinhardt has requested that issues relating to the Burlington Northern/Santa Fe rail line in White Bear Lake be discussed at the Regional Railroad Authority meeting on January 13, 1998 (see Attachment 1).

BACKGROUND

Ramsey County Regional Railroad Authority's Comprehensive LRT Plan and Northeast Corridor Alignment Study identified the potential for rail transit from downtown St. Paul to the Northeast portion of the County (see map, Attachment 2). The Northeast Corridor Alignment Study further recommended purchase of right of way that had been abandoned by Burlington Northern from Downtown St. Paul to Beam Avenue in Maplewood. Ramsey County Regional Railroad Authority purchased the right of way from downtown St. Paul to Beam Avenue in 1992.

In 1994 the City of White Bear Lake applied for and was awarded an ISTEA grant in the amount of \$620,000 to construct a trail on Burlington Northern right of way from Beam Avenue to the City's north boundary. This right of way was owned by Burlington Northern Santa Fe Railroad and trains were and continue to operate on a portion of the right of way where White Bear Lake proposed to build a trail. White Bear Lake worked with the City of Hugo to attempt to divert train traffic to another location that would remove trains from downtown White Bear Lake. To date the diversion has not occurred.

Ramsey County Regional Railroad Authority in September, 1995, authorized its staff to negotiate for purchase of the right of way. Negotiations have been ongoing, and are complicated by the following factors:

- o The right of way is in use for freight operations by Minnesota Commercial, which has a lease with Burlington Northern Santa Fe
- o White Bear Lake's timeline for expending its grant
- o NSP substation near County Road D/TH 61 -- access was preferred by rail to move heavy transformers

Ramsey County Regional Railroad Authority has conducted a land survey and is conducting a Phase I Environmental Assessment of the right of way. Issues with NSP appear to be resolved so that transformers can be moved over roadways.

An appraisal of the 5.26 miles of property was prepared for Ramsey County Regional Railroad Authority in 1997 and an assessment of the track conditions for suitability for commuter rail was made the summer of 1997.

Burlington Northern meanwhile was responsible for negotiating with Minnesota Commercial and at the Rail Authority's request began abandonment proceedings in mid 1997. If a line is abandoned, the Railroad Authority is eligible for a grant for part of the purchase price from state rail bank funds. Burlington Northern felt that Minnesota Commercial would be able to serve its customers by using a CP rail track that intersects Bald Eagle Junction.

White Bear Lake was informed by Railroad Authority staff in October, 1997, that a purchase offer was being made to Burlington Northern Santa Fe that left the tracks in place because of the potential for commuter rail traffic on this right of way. There are locations elsewhere in Minnesota where trails and tracks with operating trains coexist on rights of way.

Status of purchase negotiations and timeline

A purchase offer was made by Ramsey County Regional Railroad Authority on October 24, 1997 to Burlington Northern. The offer was consistent with the appraised value and consistent with the price per acre paid for the right of way previously purchased from BN by Ramsey County Regional Railroad Authority. It was considerably higher than the price paid by Wahington and Chisago Counties for extensions of this right of way in their counties. Burlington Northern, after receiving the offer, indicated verbally that the offer was too low and was requested to make a written counter offer. That has not been received.

The timeline for negotiations is dependent upon Burlington Northern Santa Fe. They are fully aware of White Bear Lake's timeline for its federal grant. Once an offer has been agreed upon, the actual purchase can happen in a matter of a month. The right of way from Kellogg to Beam was abandoned in 1987 and purchased in 1992. Negotiations took five years to complete, which is not inconsistent with purchases elsewhere in the state from railroads.

Discussion of the tracks, including economics, future use for commuter rail and results of Mn/DOT study on tracks in the metropolitan area

The tracks were assessed in order to evaluate if leaving them in place or removing them would be more beneficial in the event commuter rail operated along them. Current train speed on the line is 10 mph because of overall track conditions. The assessment was made of upgrading to 60 mph conditions. Even though the tracks and ties need upgrading for commuter rail operations, the assessment indicated that it was financially beneficial to leave them in place if commuter rail is to operate in this location, rather than remove them. The estimated savings is \$1.5 million between Beam Avenue and Bald Eagle Junction.

The Mn/DOT Phase I commuter rail study due to the Legislature January 15, 1998, ranks the corridor that uses tracks in this location in the highest priority category for commuter rail in comparison to other corridors in the region.

Most of the right of way is at least 100 feet wide. There are some areas of the right of way that are too narrow to accommodate both active rail use and trail. These areas are in downtown White Bear Lake, near the City Hall. There are bridges at I-694, County Road E and TH 61.

Options that could be pursued should the right of way purchase not be concluded by early 1998 including: leasing with the option to purchase and the County Parks Department taking over the ISTEA grant from the City of White Bear Lake

Lease options are addressed in the attached memo from David MacMillan (Attachment 3).

The County Parks option was addressed by Greg Mack in the following manner:

In 1994, the City of White Bear lake was awarded an ISTEA grant in the amount of \$620,000 to construct a trail on the Burlington Northern right of way from Beam Avenue to the City of White Bear Lake's north city line. The grant requires a local match of \$155,000, plus the full cost of design and engineering services. This trail segment is included in

the master plan for the Burlington Northern Regional Trail Corridor. Accordingly, Ramsey County, as the implementing agency for regional park and trail projects, would be eligible to receive regional funding for the local match and design and engineering services. However, the project is not currently included in the Metropolitan Council's 1998-99 legislative request. Pursuant to Metropolitan Council policy, the local share, as well as the design and engineering services, are eligible for reimbursement.

City and county staff have been working cooperatively to design and implement the project. Because of the number of different municipalities involved (Maplewood, White Bear Township, Gem Lake and White Bear Lake), it is logical that Ramsey County take the lead role in implementing the project.

ISTEA projects require a substantial amount of design and engineering in order to obtain the state and federal approvals. The ISTEA grant sunsets December 31, 1998. In order to maintain the grant, the project must be let by that time.



Attachment 1

Victoria A. Reinhardt

BOARD OF RAMSEY COUNTY COMMISSIONERS

DISTRICT 7

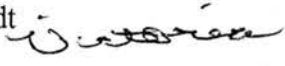
PAMELA A. PONTZER
ASSISTANT TO COMMISSIONER

220 COURT HOUSE
SAINT PAUL, MINNESOTA 55102
TEL. (612) 266-8350
FAX (612) 266-8370

MEMORANDUM

DATE: December 17, 1997

TO: Commissioner Susan Haigh, Chair
Commissioner Tony Bennett
Commissioner Dino Guerin
Commissioner Rafael Ortega
Commissioner Janice Rettman
Commissioner Jan Wiessner

FROM: Commissioner Victoria Reinhardt 

RE: Burlington Northern Railroad Right of Way Acquisition - Ramsey County
Burlington Northern Railroad Bike-Way/Walk-Way Trail - City of White Bear Lake

As mentioned at the Regional Railroad Authority (RRA) meeting on December 16, 1997, there are a number of issues that need to be addressed regarding the proposed Burlington Northern (BN) Regional Bike-Way/Walk-Way trail. The proposed trail is to be located within the BN railroad right of way that the RRA is currently negotiating to purchase. Serious negotiations regarding this purchase have been in progress for over one year with no final agreement to this point.

The Bike-Way/Walk-Way Trail is being funded through the federal ISTEA (Intermodal Surface Transportation Efficiency Act of 1991) program. The total grant amount awarded to the City of White Bear Lake is \$750,000.00. The trail will run through Vadnais Heights, Maplewood, White Bear Lake, and White Bear Township. The sunset date to use these funds is December 31, 1998. This timeline includes a three (3) month review of any contract by MnDOT.

Minnesota's First Home Rule County

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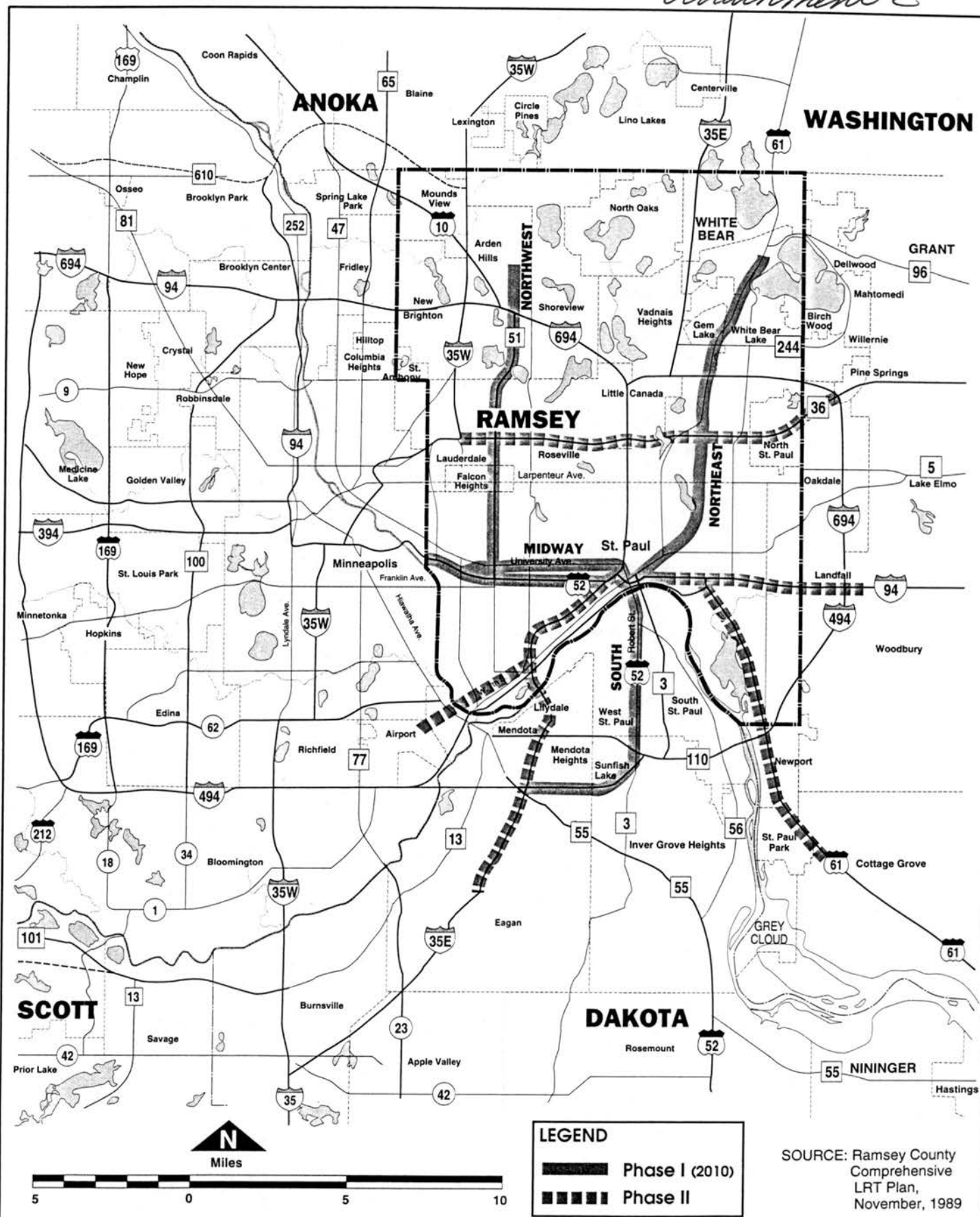
Memorandum to Commissioners
December 17, 1997
Page 2

The latest offer to BN from the RRA was made one month ago and proposes leaving the tracks in place. The City of White Bear Lake is opposed to leaving the tracks in place because of additional costs that will be incurred when constructing the Bike-Way/Walk-Way Trail. According to Mark Sather, White Bear Lake City Manager, the city will be required to build and pay for two bridges, one across Beam Avenue and one across the freeway, if the tracks are not removed. This cost was not anticipated and thus not included in the ISTEA grant award to the city.

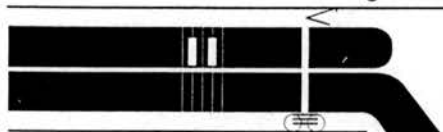
I would like the following issues discussed at the next RRA meeting:

- 1) Status of purchase negotiations with a timeline.
- 2) Discussion of the tracks (i.e. removed, left in place) including economics, future use for commuter rail, and results of MnDOT Study on tracks in the metropolitan area.
- 3) Options that could be pursued should the ROW purchase not be concluded by early 1998 including: leasing with the option to purchase and the County Parks Department taking over the ISTEA grant from the City of White Bear Lake.

cc: Kathy DeSpiegelaere
Greg Mack
Mark Sather



Northeast Corridor LRT Alignment Study



Ramsey County Regional Railroad Authority

SRF

Figure 4

Ramsey County Comprehensive LRT Plan Proposed Phase I and Phase II Corridors



OFFICE OF THE RAMSEY COUNTY ATTORNEY

SUITE 315
50 WEST KELLOGG BOULEVARD
ST. PAUL, MINNESOTA 55102-1657

SUSAN GAERTNER
County Attorney

MEMORANDUM

TO: Kathy DeSpiegelaere
Ramsey County Regional Railroad Authority
665 RCGC-West

FROM: David MacMillan 
Assistant Ramsey County Attorney
560 RCGC-West

DATE: January 2, 1998

SUBJECT: BN North of Beam - Non Purchase Options

As you know, at present time there is a substantial difference between the BN Railroad appraisal for its line north of Beam and our appraisal, and, as a result, negotiations for the Rail Authority to purchase the line have slowed considerably.

As there is some urgency with respect to the White Bear Lake Trail/ISTEA funds, you have asked for options which might enable the construction of the trail pending purchase of the line.

I discussed this with Greg Mack, and he seems to believe that if we obtain a right to build and operate the trail which will be good for a least twenty years the County can still use the ISTEAFunds and will feel that their right to use the property would be long enough to make the project worthwhile.

The only practical way to obtain durable rights without purchasing the property would be to enter into a long term lease, e.g., twenty years, lease with the BN.

I have no assurance the BN will want to do this, but if they are agreeable to discussing this the following issues would need to be addressed:

- 1) Term
- 2) Rental payment
- 3) Liability if the BN continues to let the Minnesota Commercial RR operate.
- 4) Lease with option to purchase?
- 5) Lease with right of first refusal?
- 6) Lease payments to apply to purchase price?

A long term lease, as opposed to a license or permit, would be the only mechanism which would secure a right to occupy the premises. The option to purchase, right of first refusal, and application of lease payments to a purchase price are all negotiable and are ideas, which have NOT, at this time been broached to the BN.

/dm

6

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

January 6, 1998
Date

Board Action Requested

- A. Approve the Easement to Rod and Carol Klindworth for the continued location of a portion of a building on the RCRRA Northeast Corridor right of way adjacent to the property at 658 Bush Avenue, St. Paul.
- B. Authorize the Chairman of Ramsey County Regional Railroad Authority to sign the Easement on behalf of RCRRA.

ACTION IS REQUESTED

Request Justification

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

Budgeting and Accounting

Vern Wallay 1/6/98

County Attorney

W. J. M. L. L.

Risk Management

Documentation certified complete for:

January 13, 1998
Board Date

Kristine A. Longhenry
Signature

January 6, 1998
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, The tax-forfeited property identified as PID 29-29-22-43-0019, located at approximately 664 Bush Avenue, St. Paul, was acquired by the Ramsey County Regional Rail Authority on December 6, 1995; and

WHEREAS, The tax-forfeited property was purchased for the purpose of widening the right of way of the northeast corridor at this location; and

WHEREAS, At the time of acquisition, a portion of a building identified as 658 Bush Avenue, in St. Paul, encroached upon the RCRRRA property; and

WHEREAS, Rod and Carol Klindworth, owners of the encroaching building, have requested the continued use of this portion of the RCRRRA property; and

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

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

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

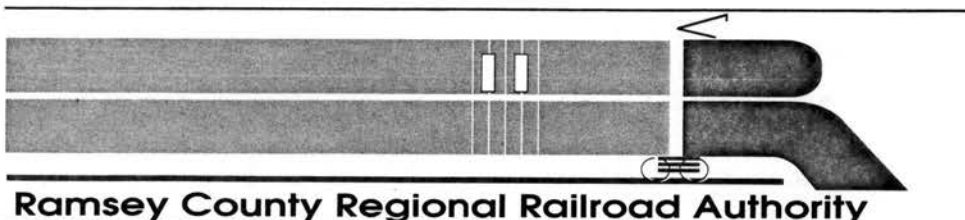
RESOLVED, That the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the easement on behalf of Ramsey County Regional Railroad Authority.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Dino Guerin	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Rafael E. Ortega, Chairman

By: _____
Tony Bennett, Secretary



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

From: Kathryn DeSpiegelaere, Director of LRT Planning

Subj: Easement agreement, 658 Bush Avenue, St. Paul
Rod and Carol Klindworth

Date: January 5, 1998

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

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

On December 6, 1995, the RCRRA acquired a tax-forfeited parcel located at approximately 664 Bush Avenue, St. Paul, to widen the right of way in this location.

The property at 658 Bush Avenue adjoins the RCRRA parcel on its westerly side. At the time of acquisition, there was a building encroaching onto the RCRRA parcel. The owners of 658 Bush Avenue and the encroaching building are Rod and Carol Klindworth. They have requested an agreement for the continued use of the RCRRA property.

Because this encroachment is not of a temporary nature, an easement agreement has been negotiated with Rod and Carol Klindworth. The term of the easement is tied to the life of the encroachment, and at the time the building is removed or destroyed, the easement will revert to RCRRA. The building is located at the top of a steep slope, which drops down to the grade of the roadbed, and is unlikely to be utilized in the construction of the trackway. The remainder of the parcel can be used by RCRRA for any purpose not inconsistent with the use thereof for the location of the building encroachment.

The easement encompasses the area of the building only, and encumbers an area of 86 square feet.

The consideration for this easement is \$100.00, which is the minimum charge for a negotiated agreement prescribed by policy for the Northeast Corridor.

Recommendation:

Approve the easement to Rod and Carol Klindworth for the continued location of a portion of a building on the RCRRA Northeast Corridor adjacent to the property at approximately 664 Bush Avenue, St. Paul,

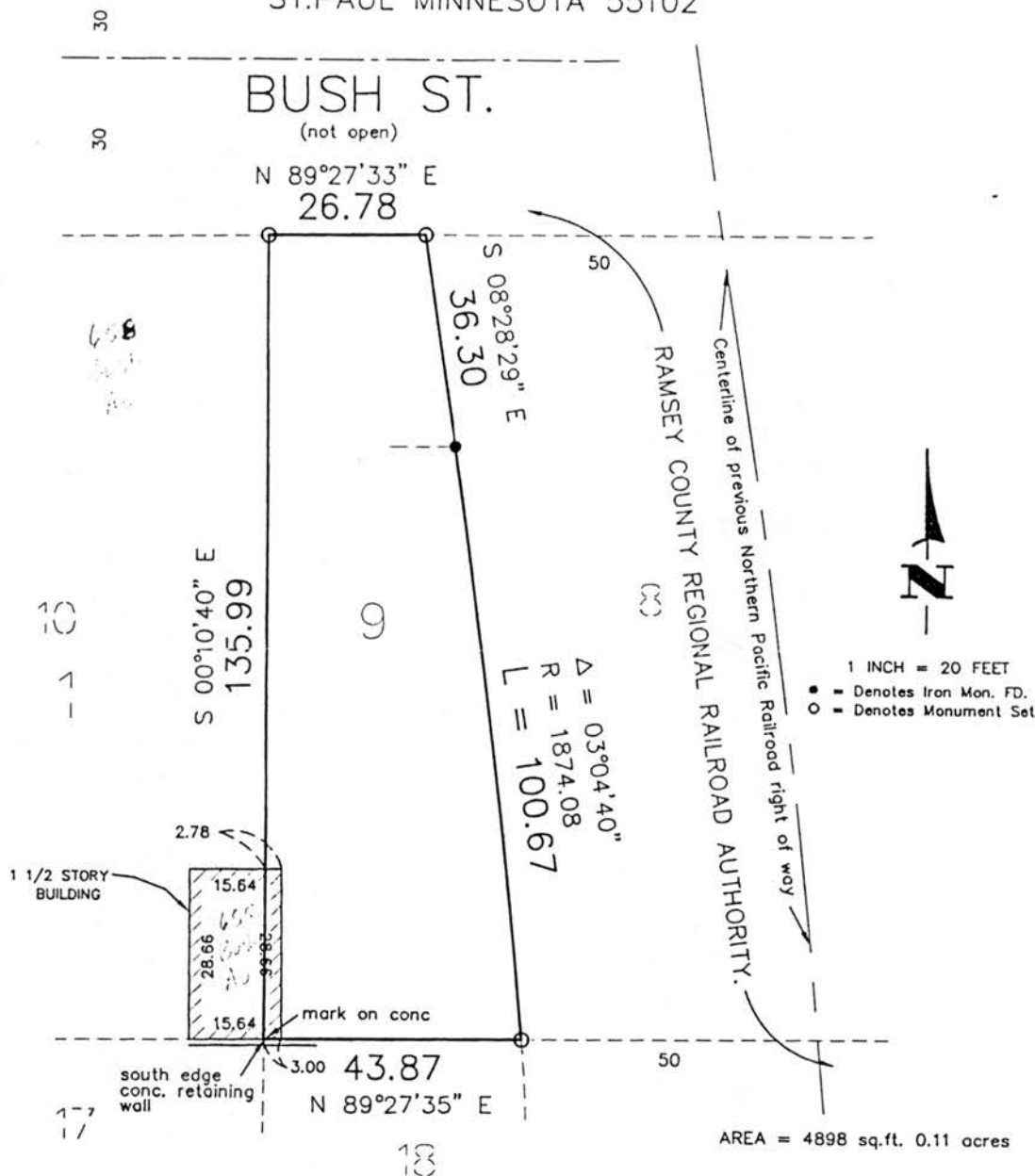
Authorize the Chairman of the Regional Railroad Authority to execute the easement on behalf of the Authority.

Attachments

Certificate of Survey

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

665 RAMSEY COUNTY GOVERNMENT CENTER—WEST
50 WEST KELLOGG BLVD
ST. PAUL MINNESOTA 55102



PROPERTY DESCRIPTION

That part lying Westerly of a line 50 feet from and parallel with the center line of the Northern Pacific Railway right of way of Lot 9, Block 1, Borup and Payne's Addition to St. Paul.

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

Charles R. Christopherson, MN License No. 18420

09/19/96
Date

BOOK 341 PAGE 1-2

**Hakanson
Anderson
Assoc., Inc.**
Engineers, Surveyors & Landscape Architects
3601 Thurston Ave. Andover, Minnesota 55003
612-427-5860 FAX 612-427-0320
103 Pine St. N. Monticello, Minnesota 55362
612-295-5800 FAX 612-295-4488

Job No.: 2275.02

Dwgs No.: 227502.DWG

EASEMENT

THIS EASEMENT, made this _____ day of _____, 1997, is by and between Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, party of the first part (hereinafter referred to as "RCRRA"), and Roderick A. Klindworth and Carol A. Klindworth, husband and wife, as joint tenants, parties of the second part (hereinafter collectively referred to as the "Grantee").

WITNESSETH:

WHEREAS, RCRRA is the owner of the following described property located in the City of Saint Paul, Minnesota, as evidenced by the instrument on file and of record in the office of the Ramsey County Recorder as document number 2923730:

That part lying Westerly of a line 50 feet Westerly from and parallel with the center line of the Northern Pacific Railway right of way of Lot 9, Block 1, Borup and Payne's Addition to St. Paul,

(hereinafter the "RCRRA property"); and

WHEREAS, the Grantee is the owner of the following described property which lies adjacent to and westerly of the RCRRA property, as evidenced by Warranty Deed on file and of record in the office of the Ramsey County Recorder as document number 2783426:

Lot 10, Block 1, Borup and Payne's Addition to St. Paul,

upon which a structure presently identified as 658 Bush Avenue (hereinafter the "building") has been constructed; and

WHEREAS, the building partially encroaches onto and above the RCRRA property,

NOW THEREFORE, for and in consideration of One Hundred Dollars (\$100.00) and other good and valuable consideration, the receipt of which is hereby acknowledged, along with the promises and covenants herein contained, RCRRA does hereby grant and convey unto the Grantee an easement for the encroachment of a building upon and above the property legally described as follows:

The southerly 28.66 feet of the westerly 3.00 feet of the following-described property: That part lying Westerly of a line 50 feet Westerly from and parallel with the center line of the Northern Pacific Railway right of way of Lot 9, Block 1, Borup and Payne's Addition to St. Paul,

(hereinafter the "premises");

SUBJECT to the following express conditions:

1. RCRRA hereby reserves the right to construct, maintain, use, operate, relocate, reconstruct, and renew such facilities as it may desire at any time, and from time to time, within the premises, including the right and privilege to use the premises for any and all purposes not inconsistent with the use thereof for the location of the building.
2. The Grantee hereby covenants and agrees not to construct any additional structures on or within the premises or the RCRRA property, and further agrees that if the present building located upon and above the premises is at any time in the future removed, razed, relocated, or destroyed, by act of nature or otherwise, no new structure shall be built on the premises, and the easement herein granted shall immediately cease and terminate and without notice or other proceedings on the part of RCRRA, the premises shall, without compensation to the Grantee, revert to RCRRA.
3. The Grantee hereby agrees to defend and does hereby indemnify and hold harmless RCRRA, its commissioners, officers, agents, and employees from and against any and all claims, proceedings, actions or causes of action, lawsuits, judgments, losses, damages, whether direct, indirect, or otherwise, costs, and expenses, including attorney's fees, related to or arising out of the Grantee's use of the premises pursuant to this easement.
4. The Grantee shall pay any and all taxes, special assessments, or other charges which may be levied against the premises during the term of this easement.
5. This easement is non-exclusive and is granted subject to the outstanding rights of others to occupy the premises. RCRRA does not warrant its title to the premises nor undertake to defend the Grantee in the peaceable possession, use or enjoyment thereof.

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

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

Approved as to form and execution:

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

David F. MacMillan 11/20/97
David F. MacMillan Date
Assistant Ramsey County Attorney

By _____
Raphael E. Ortega
Chair

Recommended:

Kathryn DeSpiegelaere
Kathryn DeSpiegelaere Date
Director of LRT Planning

GRANTEE:

Roderick A. Klindworth
Roderick A. Klindworth

Carol A. Klindworth
Carol A. Klindworth

STATE OF MINNESOTA)
) ss.
COUNTY OF RAMSEY)

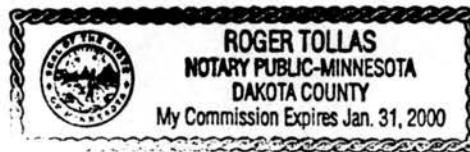
The foregoing was acknowledged before me on this _____ day of _____, 1997, by Raphael E. Ortega, Chair of Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, on behalf of Ramsey County Regional Railroad Authority.

Notary Public

STATE OF MINNESOTA)
) ss.
COUNTY OF RAMSEY)

The foregoing was acknowledged before me on this 24TH day of JAN, 1997, by Roderick A. Klindworth and Carol A. Klindworth, husband and wife.

Roger Tollas
Notary Public

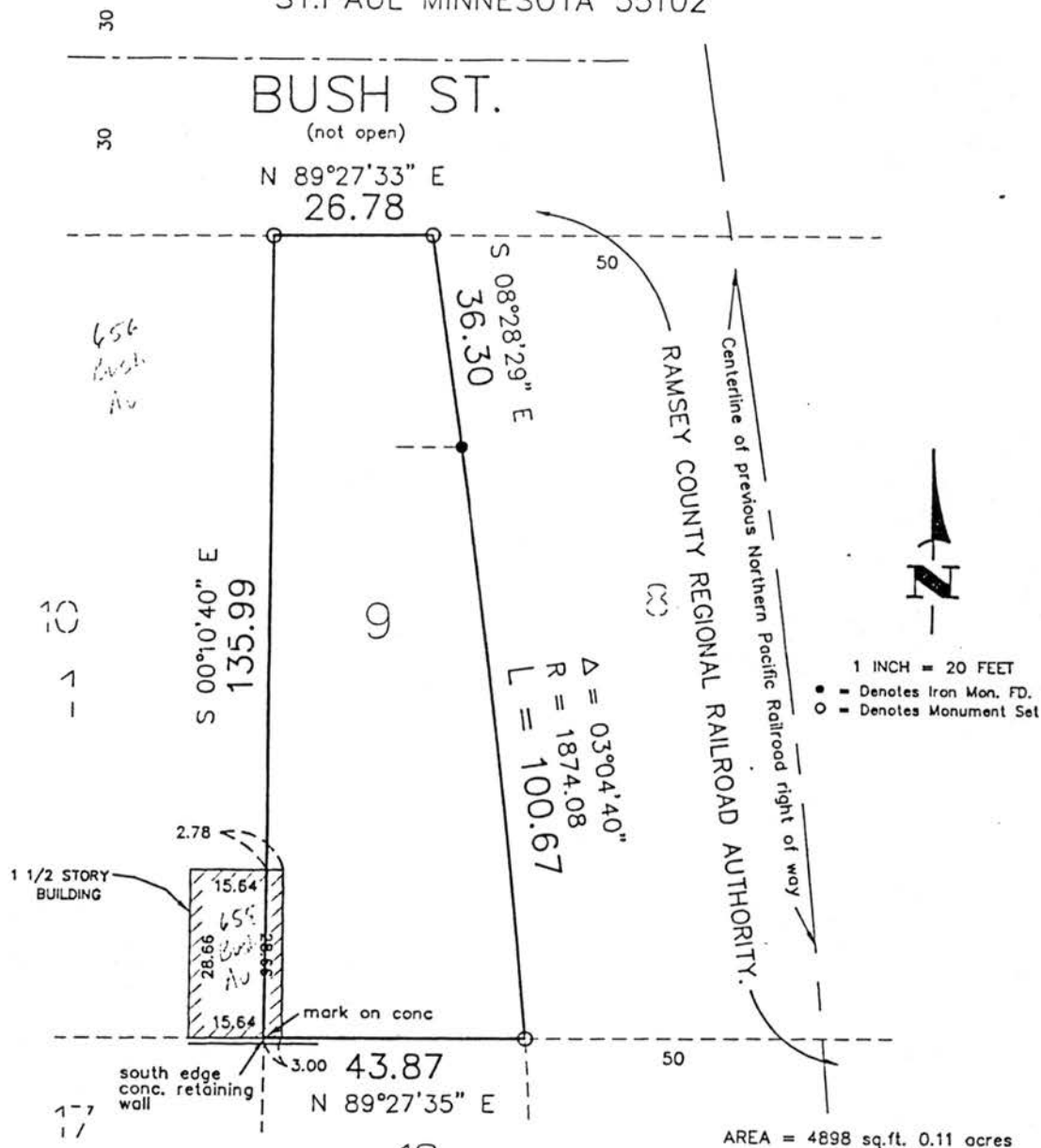


This instrument was drafted by:
Ramsey Grantee Regional Railroad Authority
Ramsey Grantee Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
(612) 266-2764
RE: ENE047

Certificate of Survey

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

665 RAMSEY COUNTY GOVERNMENT CENTER-WEST
50 WEST KELLOGG BLVD
ST. PAUL MINNESOTA 55102



PROPERTY DESCRIPTION

That part lying Westerly of a line 50 feet from and parallel with the center line of the Northern Pacific Railway right of way of Lot 9, Block 1, Borup and Payne's Addition to St. Paul.

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

Charles R. Christopherson
Charles R. Christopherson, MN License No. 18420

09/19/96
Date

BOOK 341 PAGE 1-2

**Hakanson
Anderson
Assoc., Inc.**

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612-427-5860 FAX 612-427-1520
153 Pw St. N. Monticello Minnesota 55362
612-295-5800 FAX 612-295-4488

Job No.: 2275.02

Dwg No.: 227502.DWG



Other Mn/DOT Passenger Rail Studies

Wisconsin-Minnesota High-Speed Rail Corridor Feasibility Study

The States of Wisconsin, Illinois and Minnesota are conducting a detailed high speed rail corridor feasibility study as recommended in the *1991 Tri-State High Speed Rail Study*. The purpose of this study is to evaluate the feasibility of implementing high speed rail service between the Twin Cities, Milwaukee and Chicago. A final report is due February of 1999.

Midwest Rail Initiative (MRI)

Minnesota and eight other Midwest states are currently working with Amtrak officials to develop a blueprint for preserving, improving and expanding Chicago-hubbed rail passenger services. The MRI is following a dual-track approach of identifying short-range service improvement opportunities and long range regional network development strategies with a focus on business travel and an eventual high speed component. A final report is due February of 1998.

For more information on these studies
contact:

Dan Krom, Principal Planner
612.296.1611

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Minnesota Department of Transportation
Office of Freight, Railroads and Waterways
395 John Ireland Boulevard, MS 470
Saint Paul, MN 55155-1899

An Introduction To The Twin Cities Metropolitan Area Commuter Rail Study

Minnesota Department of Transportation
Office of Freight, Railroads and Waterways
395 John Ireland Boulevard, MS 470
Saint Paul, MN 55155-1899
612.296.0355



Study Objectives:

The Minnesota Department of Transportation (Mn/DOT) is studying the feasibility of commuter rail passenger service in the Metro Area. The primary goal of this study is to determine if commuter rail can provide a viable transportation option for the Twin Cities. Mn/DOT will be looking at all existing freight corridors to determine which corridors may demonstrate the potential for commuter rail service. The study will be conducted in two phases. Phase one will assess current freight operations, identify institutional opportunities/barriers and conduct a market analysis to determine the public's likelihood of using such a service. Phase two will determine economic, financial, social and environmental effects, infrastructure needs, transportation impacts and a potential operating plan for rail service.



What is Commuter Rail?

Commuter rail passenger service is generally defined as passenger train service that operates on existing freight railroad tracks. Commuter rail service primarily operates during "peak" travel times, usually the hours of 6:00 a.m. to 9:00 a.m. and again from 3:00 p.m. to 6:00 p.m. Trains run inbound to the city center in the morning and run outbound service to suburban areas in the evening. Commuter rail can also accommodate reverse commuters and other travel times, such as midday, evening and weekend hours. Most commuter rail systems are integrated with other transit services, such as bus systems, to encourage transfers throughout the region.



Study Time Line

Request For Proposals Issued	July 28, 1997
Steering Committee Selects Consultant	August 29, 1997
Consultant Under Contract	September 8, 1997
Consultant Progress Reports	Oct. 16, Nov. 20, Dec. 18, 1997
First Progress Report To State Legislature	January 15, 1998
Final Report To State Legislature	February 1, 1999



Stay Involved!

There are many ways to stay involved and share your ideas with us. If you have Internet access, check out our web site at <http://www.dot.state.mn.us/ofrw>. We'll post news releases, study progress reports and give you the opportunity to express your thoughts and ideas regarding commuter rail. If you would like to schedule a speaker at your local school, community/professional organization, or private/public agency, contact Sam Khan at 612.296.4888 for arrangements. Sending us a letter? Please use the address on the back of this brochure.



Have Any Questions? Contact Us!

Al Vogel, Director
612.296.1613

Gabe Guevara, Project Engineer
612.296.7547

Sam Khan, Transportation Planner
612.296.4888

Visit Us At Our Web Site:
<http://www.dot.state.mn.us/ofrw>



This publication is available in alternative formats upon requests.

A Feasibility Study of Commuter Rail Services in the Twin Cities

Study Process

- Structure
 - ▲ Steering Committee
 - ▲ Advisory Committee
- Open
- Objective
- Informed

- Structure
 - ▲ Steering Committee
 - ▲ Advisory Committee
- Open
- Objective
- Informed

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Steering Committee Members

- | | |
|------------------------------------|---------------------------------|
| ■ Ken Stevens
Hennepin RRA | ■ Jim Barton
Met Council |
| ■ Sandy Cullen
Washington RRA | ■ David Simpson
CP Rail |
| ■ Lynn Moratzka
Dakota RRA | ■ John Caroon
Metro District |
| ■ Donna Allan
Office of Transit | ■ Al Vogel, Chair
OFRW |
| ■ Kathy DeSpeiglaere
Ramsey RRA | ■ Tim Yantos
Anoka RRA |

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Advisory Committee

- Gerard McCullough
Chair, CTS
- Cities of Minneapolis &
St. Paul
- League of MN Cities
- Metro Transit
- Railroads
- Mn Senate
- Met Council
- Metro County
Regional Rail
Authorities
- Dept. of Trade and
Economic
Development
- Opt-Out Transit
System
- Mn House of
Representatives

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Study Time Line

RFP Issued	July 28, 1997
Proposals Due	August 21, 1997
Steering Committee Selects Consultant	August 22-29, 1997
Consultant Under Contract	September 8, 1997
Interim Reporting To Advisory and Steering Committees	Oct 16, Nov 20, Dec 18
Phase I Report to Legislature	January 15, 1998
Final Report to Legislature	February 1, 1999

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

PHASE I

- 1.1 Rail Corridor Assessment
- 1.2 Commuter Market Analysis
- 1.3 Institutional Issues Identification
- 1.4 Phase I Summary Report

PHASE 2

- 2.1 Technology Equipment Assessment
- 2.2 Capital/Infrastructure Needs Determination
- 2.3 Economic, Environmental, Social and Financial Analysis
- 2.4 Transportation Systems Impacts
- 2.5 Implementation Strategy
- 2.6 Final Report

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Evaluation Criteria

- Estimated Ridership (Total Daily Trips)
- Passengers per Route Mile
- Operation and Maintenance Cost per Passenger
- Capital Costs
- Total Cost per Passenger Mile
- Institutional Issues
(Potential Land Use Impacts, Potential Environmental Impacts,
Highway/Grade Crossing Impacts, Number of Freight Rail Corridors)

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper appears slightly aged or off-white. There is no handwriting or other markings on the page.

Twin Cities Commuter Rail Matrix Analysis

ROUTE	EST. RIDERSHIP	PASS./MILE	O&M COST/MILE	CAPITAL COST	COST/PASS. MILE	OPPORT & BARRIERS	OVERALL
A	◐	◐	○	●	○	◐	○
B	○	◐	○	●	○	◐	○
C	◐	◐	○	○	◐	○	◐
D	●	●	●	●	●	◐	●
E	●	◐	○	○	◐	◐	◐
F	◐	◐	◐	●	◐	○	◐
G	◐	●	◐	●	◐	◐	◐
H	◐	●	●	●	●	●	●
J	◐	●	●	●	◐	◐	●
K	◐	●	●	●	●	◐	●
L	○	◐	◐	●	○	◐	◐
M	◐	●	●	◐	◐	◐	◐
N	◐	◐	○	○	◐	◐	○
P	◐	◐	○	●	○	●	◐
R	◐	◐	◐	◐	◐	●	◐
S	◐	○	○	●	○	◐	○
U	●	○	◐	●	●	●	●

○ = high
ranking

◐ = medium
ranking

● = low
ranking

Mn/DOT Twin Cities Metropolitan Commuter Rail Study Route Locations

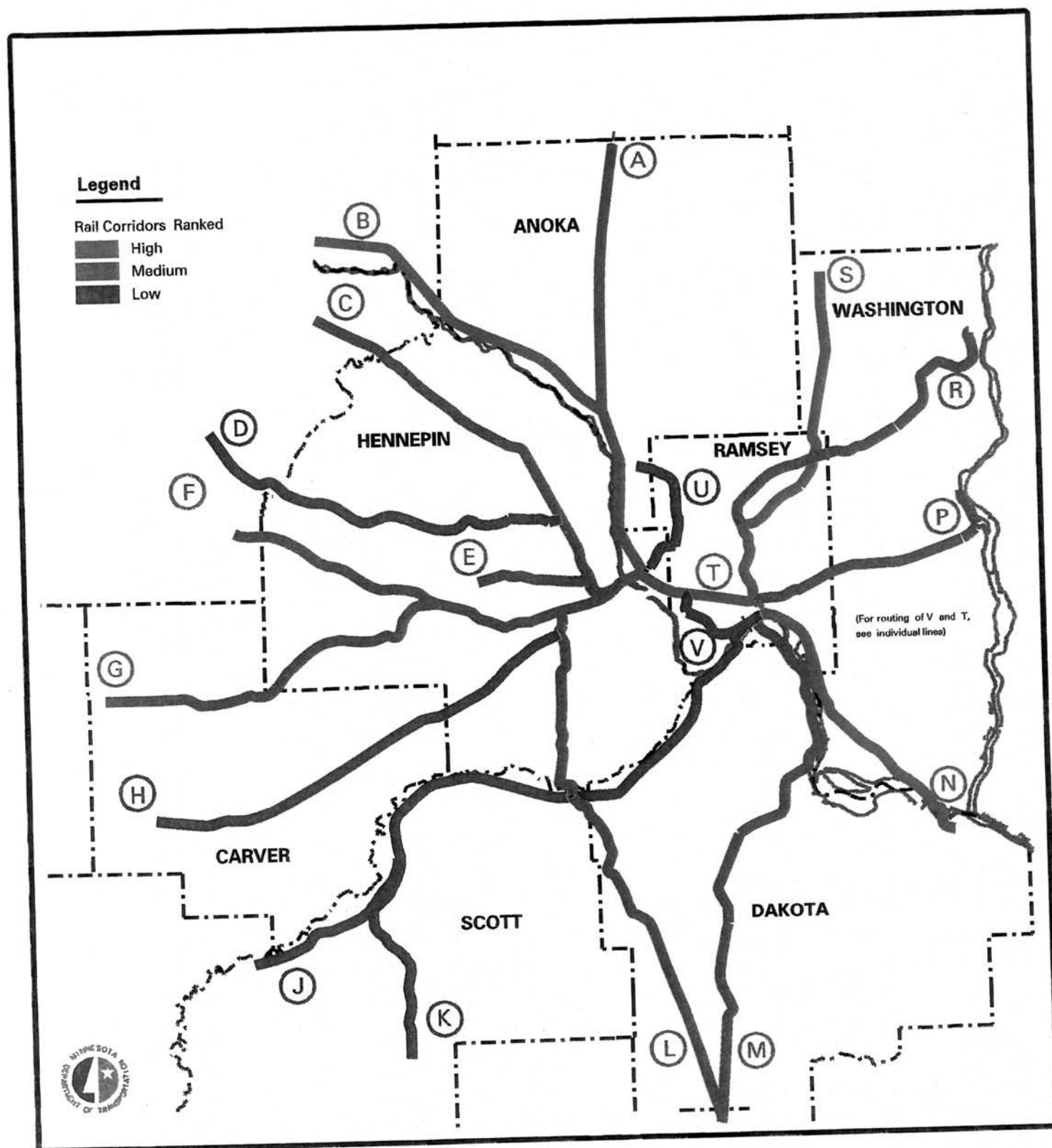


Table 1 - Commuter Rail - Comparative Operating Cost Data

			1995 Operating Cost Data				
Property	Metropolitan Area	Service Start-up	Per Train-Mile	Per Vehicle Mile	Per Passenger Mile	Number of Lines	Remarks
MTA - LIRR	New York	Mature	\$37.52	\$10.01	\$0.29	10	predominantly electrified lines
MTA - MNCR	New York	Mature	\$38.33	\$10.22	\$0.23	5	predominantly electrified lines
NJT	New York/New Jersey	Mature	\$41.27	\$7.46	\$0.28	10	predominantly electrified lines
SEPTA	Philadelphia	Mature	\$64.31	\$10.72	\$0.43	7	all services are electrified
NICTD	NW Indiana/Chicago	Mature	\$61.88	\$9.63	\$0.29	1	line is electrified
CalTrain	San Francisco	Mature	\$42.60	\$10.31	\$0.31	1	diesel-hauled gallery cars
MARC	Baltimore/Washington DC	Mature	\$40.78	\$6.93	\$0.26	3	one line electrified; the other two use diesel-hauled cars
MBTA	Boston	Mature	\$47.46	\$6.96	\$0.23	9	diesel-hauled cars
Metra - owned and operated lines	Chicago	Mature	\$46.89	\$9.91	\$0.29	8	5 lines use diesel-hauled gallery cars; the other 3 are electrified
Metra - BNSF	Chicago	Mature	\$39.45	\$6.36	\$0.13	1	diesel-hauled gallery cars
Metra - UP	Chicago	Mature	\$42.70	\$7.41	\$0.18	3	diesel-hauled gallery cars
NCTD "Coaster"	San Diego	1995	\$46.56	\$12.34	\$0.37	1	diesel-hauled double-deck cars
MetroLink	Los Angeles	1992	\$61.92	\$12.02	\$0.34	7	diesel-hauled double-deck cars
Shore Line East	New Haven	1990	\$44.83	\$8.97	\$0.98	1	diesel-hauled cars
Tri-Rail	Miami	1994	\$34.63	\$8.66	\$0.25	1	diesel-hauled double-deck cars
Virginia Railway Express	Washington DC	1992	\$68.63	\$11.66	\$0.22	2	diesel-hauled cars

Average of all 16 listed operations: \$47.49 \$9.35 \$0.32

Average excluding the electrified operations: \$46.95 \$9.23 \$0.32

Average of the 5 recent start operations: \$51.31 \$10.73 \$0.43

Table 2 - Commuter Rail: Comparative System Data

System	Route Miles	Number of Routes	Passenger Trains	Passengers Per Year	Passengers Per Workday (220 days/year)	Passengers Per Workday Per Route Mile
Chicago (Metra)	952	13	665	65,200,000	250,769	263
Boston	574	11	397	26,900,000	103,462	180
Philadelphia	443	7	735	25,600,000	98,462	222
Washington/ Baltimore	373	3	77	4,700,000	18,077	48
Virginia	175	2	16	1,900,000	7,308	42
San Francisco/ San Jose	154	1	60	6,200,000	23,846	155
Los Angeles	728	5	75	5,400,000	20,769	29
Miami	133	1	30	2,300,000	8,846	67
San Diego	86	1	30	1,100,000	4,231	49
Dallas	20	1	16	375,000	1,442	72
Twin Cities (Typical)	35	1	8	338,000	1,300	37

Source: APTA/Star Tribune

Next Steps

- **Finalize Phase I Summary Report**
- **Recommend To Legislature Detailed Study of High Priority Corridors**
- **Manage Phase II Study Process**
- **Submit Phase II Report on February 1, 1999**

- Finalize Phase I Summary Report
- Recommend To Legislature Detailed Study of High Priority Corridors
- Manage Phase II Study Process
- Submit Phase II Report on February 1, 1999

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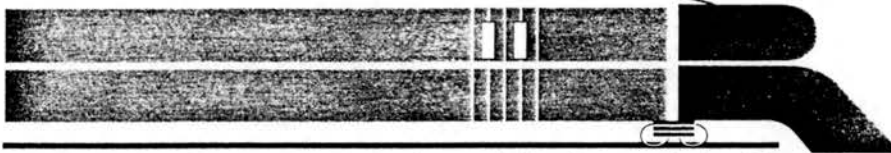
Twin Cities Commuter Rail Legislation

(Laws of MN for 1997, Chapter 159, S.F. No. 1881, Article 2, Section 51)

- The commissioner of transportation, through the divisions of railroads and waterways shall conduct a study of the potential of utilizing freight rail corridors in the Twin Cities metropolitan area for commuter rail service. The commissioner shall perform the study in coordination with regional rail authorities and shall consider, among other things, the positive and negative effects of commuter rail service on surrounding neighborhoods.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

■ The commissioner shall report the findings and recommendations of the study to the governor and legislature by January 15, 1998, and February 1, 1999. If in the report required by January 15, 1998, the commissioner identifies one or more rail corridors that have the potential for a commuter rail demonstration project, the commissioner, alone or in cooperation with the metropolitan council and one or more metropolitan regional rail authorities, may propose legislation to the 1998 legislation session that provides for acquisition or lease of the corridors, improvements necessary for their use for commuter rail purposes, acquisition of commuter rail rolling stock, and operation of commuter rail services.



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

January 13, 1998

(2:00 p.m. or immediately following the Administrative Board Meeting)

COUNCIL CHAMBERS - 3RD FLOOR COURTHOUSE

1. * Approve Minutes of meeting of December 16, 1997
2. * Approve Minutes of meeting of January 6, 1998
3. Mn/DOT Commuter Rail Study -- Phase I
4. Comprehensive Transportation Plan
5. * Status of right of way from Beam Avenue to Bald Eagle Junction
6. *
 - a) Approve the easement to Rod and Carol Klindworth for the continued location of a portion of a building on the RCRRA Northeast Corridor right of way adjacent to the property of 658 Bush Avenue, St. Paul
 - b) Authorize the Chairman of Ramsey County Regional Railroad Authority to sign the Easements on behalf of RCRRA.

* Action is requested



Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY BOARD MEETING

December 16, 1997

The Ramsey County Regional Railroad Authority met on Tuesday, December 16, 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
(entered during item #4)
Commissioner Jan Wiessner

MEMBERS ABSENT: None

OTHERS PRESENT: David MacMillan, Terry Schutten, Kathy DeSpiegelaere, Paul Kirkwold, Karen Tero, Dennis Bodin, Gary Peltier, Mike Kassan, Paul St. Martin, Robert Clarkson, Allan Torstenson, Paul Gilland, Karen Swenson, Lisa Lee, Vern Wehlage, Jim Van Houdt, Denise Kapler, Jim Tolaas, Kris Longhenry

Chairman Ortega called the meeting to order at 4:05 p.m.

1. Approve Minutes of the Ramsey County Regional Railroad Authority Board Meeting of November 18, 1997.

Motion by Commissioner Bennett, seconded by Commissioner Reinhardt, to accept the minutes from the November 18, 1997 RCRRA meeting.

Ayes - 6, Nays - 0

Motion accepted.

2. Approve the Proposed 1998 Budget for the Ramsey County Regional Railroad Authority in the Amount of \$350,000.

Motion by Commissioner Bennett, seconded by Commissioner Reinhardt, to approve the proposed 1998 budget for the RCRRA in the amount of \$350,000.

Ayes - 6, Nays - 0

Motion accepted.

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	<u>\$ 350,000</u>
Tax levy	<u>\$ -0-</u>

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.

3. Approve Contract with Lockridge, Grindal, Nauen & Holstein in an Amount not to Exceed \$25,000, and Authorize Chair to Execute the Contract Subject to Approvals.

Commissioner Ortega commented that Dennis McGrann did a lot of work for the RCRRA through the contract for ISTEA authorization and there is a positive effect from his work on transitways.

Commissioner Wiessner asked why the contract with Lockridge, Grindal Nauen & Holstein that was approved at the earlier County Board meeting doesn't apply to the RCRRA.

Commissioner Ortega responded that the contract with the County deals with welfare reform issues and not transit issues.

Commissioner Guerin motioned approval of the contract, seconded by Commissioner Haigh.

Ayes - 6, Nays - 0
Motion accepted.

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.

4. Authorize Staff to Negotiate an Agreement with St. Paul to Remove Berm on RCRRA Property in the Vicinity of Johnson Parkway/Maryland/McAfee Street and Determine Cost Policies Relating to the Berm Removal.

Commissioner Bennett said that he had some serious reservations but they probably have nothing to do with the berm removal. He stated that the larger portion of the RCRRA right of way runs through his and Commissioner Reinhardt's districts and in the future, there will be more demands for similar types of concessions. He feels that at some point in time, it will be impossible to get right of way back to be used as a transit corridor. Once tennis courts and trails encroach it, and an at-grade intersection is installed, the public will be up in arms if we try and take it back. He commented that if it looks like this is going to happen, then the RCRRA should consider eliminating its investment of the the right of way in the future.

Commissioner Ortega emphasized that it is clear to the City of St. Paul, local elected officials, and citizens that this corridor is for future transit. He said the the RCRRA needs to move on this in order for the City of St. Paul to move on their economic development. Commissioner Ortega stated that there are many issues that need to be worked out and there is still time for that. Cost issues are still questionable but can be worked out.

Commissioner Reinhardt added that along with the cost issues, Mn/DOT had listed some issues that need to be worked out also. She felt that all these were workable. She also commended Commissioner Guerin on all the work and information he has brought forth. Commissioner Reinhardt raised the point that neighborhood needs need to be addressed and they need to balance with RCRRA transit plans.

Commissioner Guerin reinforced that the community understands that this is a corridor and until transit is built, the area should be used to benefit the community. He also stated that he supported the berm removal as long as it is believed that the berm will not be needed for transit and the final grade would be compatible with rail. He commented that it should be addressed that the City will pay for landscaping and whatever landscaping used would be compatible with rail. Commissioner Guerin said that Representative Trimble would like to see a bridge for pedestrian crossings. Commissioner Guerin felt that details can be worked out as long as RCRRA still has control over this area.

Commissioner Ortega asked Paul Kirkwold if any requirements or issues are still questionable. Paul responded that the one issue that seems to have been resolved is what happens if the berm is needed for later. The issue surrounding restoration cost is no different than how other construction projects are approached.

Commissioner Reinhardt commented that the City of White Bear Lake has a federal grant for a trail and the City always has had the intention that the trail would be compatible with transit. The RCRRA will need to look at this for the City of White Bear Lake to move forward on its planning for the trail. Commissioner Reinhardt also added that she agreed that the requesting agency bear the cost of removing the berm.

Commissioner Wiessner stated that she had no problem with berm removal but had some questions on the cost policy.

Commissioner Ortega explained that his intentions were to pass the resolution as it stands so the City of St. Paul can move forward in its plans and then staff would iron out details to be presented at the January meeting.

Commissioner Wiessner asked what Mn/DOT's interest is in the berm removal and would they share in any profit from the soil.

Kathy DeSpiegelaere answered that Mn/DOT does have a stake in the berm removal. The purchase of the corridor was made with 50% railbank funds and would expect 50% reimbursement from any profit made.

David MacMillan said that he wasn't convinced that Mn/DOT would receive any proceeds. He stated that Mn/DOT is a mortgagee and not an owner and have a security interest in the property but that's it.

Commissioner Bennett asked if Mn/DOT had any right of refusal on this.

David MacMillan restated that Mn/DOT is a mortgagee and have financial security in the property and are not an owner. There is an agreement with them if part or all of the property is sold or leased. In this case, part of the property is not being sold or leased.

Commissioner Haigh stated that she is comfortable with the berm removal but wanted to make sure that there is direction in resolving the cost issues stated in subparagraphs 8 and 9 of the letter from Stacy Becker before an agreement with the City of St. Paul is executed.

Paul Kirkwold explained that the County's Public Works Department participates in the purchase of the dirt. The Public Works Department will end up paying about 2/3 of the cost. Paul stated that if 50% of the money was going to the State, the Public Works Department would lose money.

Commissioner Ortega commented that if the County contributed the soil to the City of St. Paul, the County wouldn't incur cost of taking down the bridge and then money would not need to be sent to the State.

Commissioner Rettman stated that the signage language in the resolution is very clear and the resolution gives good indication that the City Council is required to approve the agreement before RCRRA does.

Commissioner Reinhardt commented that the trail would be designed to coexist with the rail and only minor adjustments would need to be made for this to happen when rail comes in. She also stated that she would be against any cost incurred by removing the bridge because it isn't RCRRA choice to remove the bridge.

Commissioner Wiessner said that she believed any revenue generated from the berm removal should end up back to the RCRRA.

Kathy DeSpiegelaere explained some of the cost issues. The cost of berm removal and restoration would be split between the City of St. Paul and Ramsey County Public Works. The cost of removal of the bridge at Johnson Parkway would be the City of St. Paul's responsibility. The future berm replacement or bridge replacement at either Johnson Parkway or at Maryland Avenue would be the responsibility of whichever agency is unwilling to accept an at-grade crossing. This could be the RCRRA, the City of St. Paul, or the transit construction agency.

The motion was proposed to 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 and to determine cost policies relating to the berm removal.

Ayes - 7, Nays - 0
Motion accepted.

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 from a point south of Johnson Parkway to 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. This includes indemnification of Mn/DOT and Ramsey County if environmental issues arise that need to be mitigated as a result of berm removal.

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 the following issues will be addressed as indicated:
 - a. Berm removal -- responsibility of St. Paul
 - b. Value of the soil -- no charge will be made to St. Paul for soil used for Prosperity Road construction
 - c. Restoration of the area where the berm is removed will be the responsibility of St. Paul
 - d. Bridge removal at Johnson Parkway will be the responsibility of St. Paul
 - e. Replacement of the berm costs at some future date -- whichever agency -- St. Paul, Ramsey County Regional Railroad Authority, the transit construction agency, or any other agency, requests a grade separated crossing at Maryland or at Johnson Parkway will bear the cost of constructing the grade separation.
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.

5. Comprehensive Transportation Plan for Ramsey County

Paul Kirkwold distributed a packet on comprehensive planning.

Paul explained some history behind the County's comprehensive transportation plan. MN Statutes 176 was first adopted in December 1980 and required the County Board to approve a comprehensive plan. Because the current comprehensive plan is 17 years old, there are some

sections that should be reviewed and updated. The original plan was put together by the Public Works Department, the Public Health Department and the Parks and Recreation Department and was done as a cooperative venture. An offshoot of the comprehensive plan is the three-year transportation improvement program. This is looked at by the County Board every year. This lays out a list of projects in the program that the Public Works Department works on developing. Another plan that exists at the County level is the comprehensive plan for light rail transit.

Paul summarized the pages in the handout. The first page is the whole plan process. The idea around this is to move from the present condition to sometime in the future. A vision for the future needs to be established. The County has worked on this through the strategic plan visioning process.

Paul explained that the comprehensive plan is nothing more than combining several plans together so they work together to achieve a common goal.

The third page in the packet shows how other counties have approached the planning process and how that relates to Ramsey County's current plan.

Paul stated that the first task is to decide what elements should be included in the update. There are only six elements that the Metropolitan Council requires. This needs to be addressed in the next few meetings.

Commissioner Guerin suggested looking at all the municipalities plans and go from there. Paul Kirkwold agreed and said that the Department of Public Works is trying to do that but it is difficult because everyone's plan is due at the same time.

Commissioner Rettman asked Paul Kirkwold how often the current plan is looked at, if the county's and the municipalities plans are due on the same date, and if we have drafts of the municipalities plans.

Paul responded that it is looked at everytime federal funds are being applied for because that has to be included in a plan, the policies are used, and the section on the major street plan is used. The County's and the municipalities plans are due on the same day and Paul has about half of the municipalities draft plans.

Paul commented that at one of the next meetings, how to approach detail and what is the value of detail will be discussed. Deciding what pieces of the plan to be included is the first step and then how to approach those pieces and what level of detail comes after that.

Commissioner Wiessner commented that gaps should be addressed and an explanation of an intermodal system explained.

Kathy DeSpiegelaere stated that the Joint Powers Board requested staff to do a plan on access to employment. Originally, as it came to the Board, the suggestion was to do a plan about transportation for welfare to work. The seven county metro area in cooperation with the Metropolitan Council will be doing this plan. Transportation staff, human services staff and jobs and training staff will be included in the group preparing the plan.

Kathy also wanted to emphasize that public involvement with the comprehensive planning process is necessary and the RCRRA needs to think about how this will be obtained.

Commissioner Reinhardt said that there is a list of 41 projects being recommended regarding ISTEA funding, which runs through the Metropolitan Council through the Transportation Advisory Board, and nine of these projects are in Ramsey County. These projects are a good mix.

Commissioner Rettman commented that two of the five elements (waste management and parks and open space) have already been updated and approved by the Board. Paul Kirkwold explained that only three more elements really need to be updated in order to comply with the law.

6. Ratify Partial Payment No. 3 in the Amount of \$25,661.84 to SRF Consulting Group for Professional Engineering Services for the Riverview/Hiawatha Transitways.

Motion by Commissioner Bennett, seconded by Commissioner Haigh, to ratify Partial Payment No. 3 in the amount of \$25,661.84 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 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.

Commissioner Ortega thanked Jim Van Houdt, Vern Wehlage and Kris Longhenry for working on the RCRRA budget.

The meeting adjourned at 4:52 p.m.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY ANNUAL ORGANIZATIONAL MEETING

January 6, 1997

The Ramsey County Regional Railroad Authority met on Tuesday, January 6, 1998, 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: Terry Schutten, Kathy DeSpiegelaere, Darwin Lookingbill, Jim Van Houdt, Karen Tero

Chairman Ortega called the meeting to order at 11:15 a.m.

1. Appoint Officers for 1998 Ramsey County Regional Railroad Authority and Metropolitan Light Rail Transit Joint Powers Board.

Motion by Commissioner Haigh, seconded by Commissioner Wiessner, to approve the resolution appointing officers for 1998 Ramsey County Regional Railroad Authority and Metropolitan Light Rail Transit Joint Powers Board.

Ayes - 7, Nays - 0
 Motion accepted.

WHEREAS, The Board of Ramsey County Commissioners organized a regional railroad authority pursuant to Minnesota Statutes Chapter 398A by Resolution 87-230 in April, 1987; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 1998:

Rafael Ortega, Chair
 Tony Bennett, Vice Chair
 Jan Wiessner, Secretary
 Victoria Reinhardt, Treasurer

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Metropolitan Light Rail Transit Joint Powers Board for 1998:

Rafael Ortega (member)
 Tony Bennett (alternate)

Commissioner Reinhardt asked if the White Bear Lake trail issue would be on the next meeting's agenda because there is a time constraint related to the City's funding for this project.

The meeting adjourned at 11:17 a.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

January 6, 1998
Date

Board Action Requested

Mn/DOT Commuter Rail Study - Phase I.

DISCUSSION ONLY

Request Justification

Commuter rail relates to Ramsey County's Comprehensive Transportation Plan. Al Vogel, Director of the Office of Railroads and Waterways of the Minnesota Department of Transportation will attend the meeting. Phase I of a study examining commuter rail lines in the seven county metro area has been completed and information relating to the study is attached.

Budgeting and Accounting

County Attorney

Risk Management

Kern Wohlgast 1/6/98
D. MacIntosh

Documentation certified complete for:

January 13, 1998
Board Date

Kristine A. Longhenry
Signature

January 6, 1998
Date



Study Objectives:

The Minnesota Department of Transportation (Mn/DOT) is studying the feasibility of commuter rail passenger service in the Metro Area. The primary goal of this study is to determine if commuter rail can provide a viable transportation option for the Twin Cities. Mn/DOT will be looking at all existing freight corridors to determine which corridors may demonstrate the potential for commuter rail service. The study will be conducted in two phases. Phase one will assess current freight operations, identify institutional opportunities/barriers and conduct a market analysis to determine the public's likelihood of using such a service. Phase two will determine economic, financial, social and environmental effects, infrastructure needs, transportation impacts and a potential operating plan for rail service.



What is Commuter Rail?

Commuter rail passenger service is generally defined as passenger train service that operates on existing freight railroad tracks. Commuter rail service primarily operates during "peak" travel times, usually the hours of 6:00 a.m. to 9:00 a.m. and again from 3:00 p.m. to 6:00 p.m. Trains run inbound to the city center in the morning and run outbound service to suburban areas in the evening. Commuter rail can also accommodate reverse commuters and other travel times, such as midday, evening and weekend hours. Most commuter rail systems are integrated with other transit services, such as bus systems, to encourage transfers throughout the region.



Study Time Line

Request For Proposals Issued
Steering Committee Selects Consultant
Consultant Under Contract
Consultant Progress Reports
First Progress Report To State Legislature
Final Report To State Legislature

July 28, 1997
August 29, 1997
September 8, 1997
Oct. 16, Nov. 20, Dec. 18, 1997
January 15, 1998
February 1, 1999



Stay Involved!

There are many ways to stay involved and share your ideas with us. If you have Internet access, check out our web site at <http://www.dot.state.mn.us/ofrw>. We'll post news releases, study progress reports and give you the opportunity to express your thoughts and ideas regarding commuter rail. If you would like to schedule a speaker at your local school, community/professional organization, or private/public agency, contact Sam Khan at 612.296.4888 for arrangements. Sending us a letter? Please use the address on the back of this brochure.



Have Any Questions? Contact Us!

Al Vogel, Director
612.296.1613
Gabe Guevara, Project Engineer
612.296.7547
Sam Khan, Transportation Planner
612.296.4888

Visit Us At Our Web Site:
<http://www.dot.state.mn.us/ofrw>



This publication is available in alternative formats upon requests.



Other Mn/DOT Passenger Rail Studies

Wisconsin-Minnesota High-Speed Rail Corridor Feasibility Study

The States of Wisconsin, Illinois and Minnesota are conducting a detailed high speed rail corridor feasibility study as recommended in the *1991 Tri-State High Speed Rail Study*. The purpose of this study is to evaluate the feasibility of implementing high speed rail service between the Twin Cities, Milwaukee and Chicago. A final report is due February of 1999.

Midwest Rail Initiative (MRI)

Minnesota and eight other Midwest states are currently working with Amtrak officials to develop a blueprint for preserving, improving and expanding Chicago-hubbed rail passenger services. The MRI is following a dual-track approach of identifying short-range service improvement opportunities and long range regional network development strategies with a focus on business travel and an eventual high speed component. A final report is due February of 1998.

For more information on these studies
contact:

Dan Krom, Principal Planner
612.296.1611

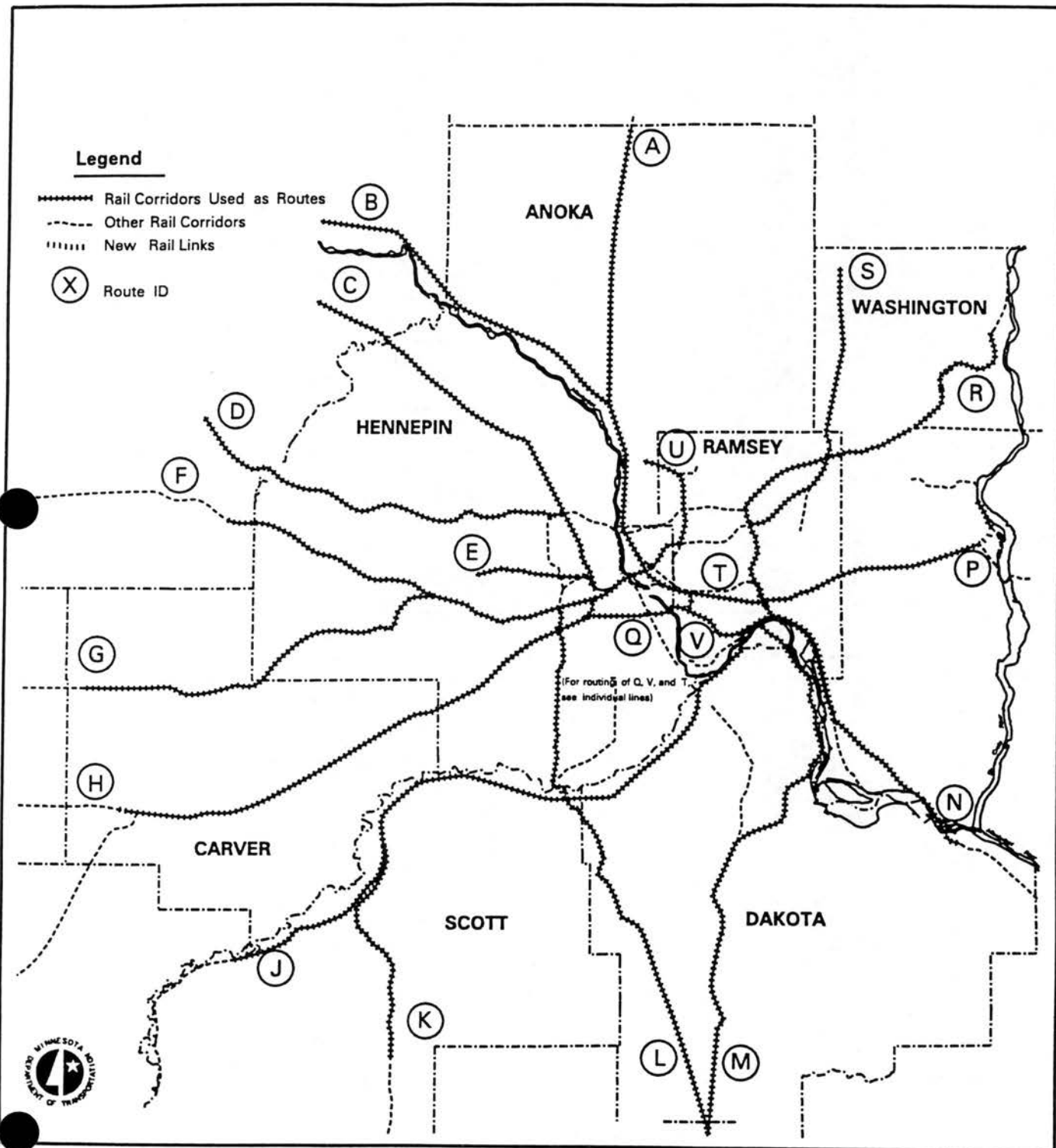
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St. Paul, MN

Minnesota Department of Transportation
Office of Freight, Railroads and Waterways
395 John Ireland Boulevard, MS 470
Saint Paul, MN 55155-1899

An Introduction To The Twin Cities Metropolitan Area Commuter Rail Study

Minnesota Department of Transportation
Office of Freight, Railroads and Waterways
395 John Ireland Boulevard, MS 470
Saint Paul, MN 55155-1899
612.296.0355

MnDOT Twin Cities Metropolitan Commuter Rail Study Route Locations



Twin Cities Commuter Rail Matrix Analysis

ROUTE	EST. RIDERSHIP	PASS./MILE	O&M COST/MILE	CAPITAL COST	COST/PASS. MILE	OPPORT & BARRIERS	OVERALL
A	 <i>Bellevue</i>						
B	 <i>Elk River</i>						
C	 <i>Rogers</i>						
D	 <i>Rockford</i>						
E	 <i>Plymouth</i>						
F	 <i>Maple Plain</i>						
G	 <i>New Germany</i>						
H	 <i>Young America</i>						
J	 <i>Becker</i>						
K	 <i>New Prague</i>						
L	 <i>Lakewood</i>						
M	 <i>Farmington</i>						
N	 <i>Hastings</i>						
P	 <i>St. Cloud</i>						
R	 <i>Marathon St. Cloud</i>						
S	 <i>Forest Lake</i>						
U	 <i>Brainerd</i>						

○ = high
ranking

◐ = medium
ranking

● = low
ranking

Mn/DOT - Twin Cities Metropolitan Commuter Rail Study

ROUTE EVALUATION MATRIX

Outlying Terminals and Counties Traversed Downtown Terminal(s) Link No's Owner(s)/Operator(s) No. of Intermediate Stations Length (Route Miles) Range of Current Speeds Est. Travel Time No of Grade Crossings	Route Alternatives																																		
	A					B					C					D					E					F					G				
	Bethel - Anoka					Elk River - Anoka					Rogers - Hennepin					Rockford - Hennepin					Plymouth - Hennepin					Maple Plain - Hennepin					New Germany - Carver				
	Minneapolis - Hennepin					Minneapolis - Hennepin					Minneapolis - Hennepin					Minneapolis - Hennepin					Minneapolis - Hennepin					Minneapolis - Hennepin					Minneapolis - Hennepin				
	1	51	52	53	54*	2	51	52	53	54*	3	58	55	54*	4	84	56	55	54*	5	55	54*	6	84	65	54*	7	84	65	54*					
	BNSF					BNSF					BNSF					CP BNSF					UP/CP BNSF					BNSF					DR BNSF				
	6					6					5					7					3					6					8				
	39.4					42.3					31.4					40.0					20.1					40.1					49.3				
	50	60 / 75	70	25	25	75 / 79	60 / 75	70	25	25	10 / 25	25	25	25	25 / 40	20	25	25	25	10	25	25	40	25 / 40	25	25	10	25 / 40	25	25					
	93 min.					102 min.					72 min.					94 min.					49 min.					94 min.					108 min.				
33 crossings					25 crossings					39 crossings					39 crossings					28 crossings					15 crossings					66 crossings					
Estimated Ridership (Total Daily Trips)	1266					1552					950					786					611					826					1071				
Passengers per Route-Mile	32.13					36.69					30.25					19.65					30.40					23.09					21.72				
Operations (and Maint.) Cost per Pax.	\$20.77					\$18.19					\$22.06					\$33.96					\$21.06					\$28.90					\$30.72				
Capital Costs (Alignment Upgrades only, 2003 Million \$)	\$135.2					\$143.0					\$109.8					\$180.6					\$82.0					\$140.3					\$173.8				
Total Cost per Pax.-Mile	\$2.38					\$2.06					\$3.35					\$5.38					\$3.91					\$3.94					\$3.70				
Perceived Opportunities and Barriers to Implementation	Hi: 3, Mod: 2, Lo: 3					Hi: 5, Mod: 2, Lo: 1					Hi: 5, Mod: 2, Lo: 2					Hi: 5, Mod: 3, Lo: 2					Hi: 1, Mod: 2, Lo: 2					Hi: 5, Mod: 1, Lo: 2					Hi: 2, Mod: 5, Lo: 3				
Potential Land Use Impacts	--					--					--					New 84/58, Crystal Jct.					--					--					--				
Potential Environmental Impacts	1.5 m					4.9 m					.035 m					.58 m					.032 m					.23 m					.32 m				
Highway/Grade Crossing Impacts	1					1					1					2					3					1					2				
Number of Freight Rail Carriers	1					1					1					2					3					1					2				

BNSF (or BNS) - Burlington Northern & Santa Fe Railway
 CP - Canadian Pacific Rail System
 DR - Dakota Rail
 HCRRA - Hennepin Co. Regional Railroad Authority

MNRR - Minnesota Commercial Railway
 TC&W - Twin Cities & Western Railroad
 UP - Union Pacific Railroad
 WC - Wisconsin Central, Ltd.

* - Only part of the link is used.

Note: all routes identifying Minneapolis as the end terminus have been extended to Saint Paul and all routes identifying Saint Paul as the end terminus have been extended to Minneapolis.

Mn/DOT - Twin Cities Metropolitan Commuter Rail Study

ROUTE EVALUATION MATRIX

Outlying Terminals and Counties Traversed	Route Alternatives																																			
	H Young America - Carver					J Belle Plaine - Scott			K New Prague - Scott				L Lakeville - Dakota - Scott					M Farmington - Dakota			N Hastings - Dakota - Washington				P Stillwater - Washington											
	Minneapolis - Hennepin					St. Paul - Ramsey			St. Paul - Ramsey				Minneapolis - Hennepin					St. Paul - Ramsey			St. Paul - Ramsey				St. Paul - Ramsey											
	8	61	59	65	54*	9	66	70*	10	9*	66	70*	11	60	59	65	54*	12	85*	70*	13	70	89	70*	86	14	71	70*								
	Owner(s)/Operator(s)		TC&	CP	BNSF	UP		CP	UP		CP	CP	BNSF	CP	UP	CP	CP		UP		CP	CP		UP	BNSF	CP										
	8					7			7				7					4			10				4											
	No. of Intermediate Stations					49.5			57.8			60.8				58.2					48.1			29.9				30.5								
	Length (Route Miles)					49.5			57.8			60.8				58.2					48.1			29.9				30.5								
	Range of Current Speeds					30	25	25	25	10/30	30	10/30	10/30	10/30	30	10/30	10/25	10	10	25	25	40	30/40	10/30	50/70	10/30	10	10/30	10/30	10/30	10/40	30	10/30			
Est. Travel Time					114 min.				124 min.				128 min.				129 min.					102 min.			71 min.				73 min.				40 crossings			
No of Grade Crossings					41 crossings				77 crossings				104 crossings				58 crossings					46 crossings			27 crossings				40 crossings							
Estimated Ridership (Total Daily Trips)					870				1125				1127				1547					896			933				1072							
Passengers per Route-Mile					17.58				19.46				18.54				26.58					18.63			31.20				35.15							
Operations (and Maint.) Cost per Pax.					\$37.97				\$34.29				\$36.00				\$25.11					\$35.83			\$21.39				\$18.99							
Capital Costs (Alignment Upgrades only; 2003 Million \$)					\$199.0				\$197.4				\$210.6				\$181.5					\$119.6			\$108.8				\$132.9							
Total Cost per Pax.-Mile					\$4.87				\$4.35				\$4.57				\$2.68					\$4.22			\$3.04				\$2.71							
Perceived Opportunities and Barriers to Implementation																																				
Potential Land Use Impacts					Hi: 6, Mod: 1, Lo: 2				Hi: 3, Mod: 5, Lo: 1				Hi: 3, Mod: 5, Lo: 1				Hi: 7, Mod: 1, Lo: 1					Hi: 6, Mod: 2, Lo: 0			Hi: 2, Mod: 1, Lo: 1				Hi: 4, Mod: 1, Lo: 1							
Potential Environmental Impacts					New 81/63, (Super Fund Site)				--				--				--					--			--				New 86, Stillwater-Siegel							
Highway/Grade Crossing Impacts					75 m				74 m				86 m				84 m					19 m			14 m				48 m							
Number of Freight Rail Carriers					3				2				2				2					2			1				3							

BNSF (or BNS) - Burlington Northern & Santa Fe Railway
 CP - Canadian Pacific Rail System
 DR - Dakota Rail
 HCRRA - Hennepin Co. Regional Railroad Authority

MNRR - Minnesota Commercial Railway
 TC&W - Twin Cities & Western Railroad
 UP - Union Pacific Railroad
 WC - Wisconsin Central, Ltd.

* - Only part of the link is used.

Mn/DOT - Twin Cities Metropolitan Commuter Rail Study

ROUTE EVALUATION MATRIX

Outlying Terminals and Counties Traversed Downtown Terminal(s) Link No's. Owner(s)/Operator(s) No. of Intermediate Stations Length (Route Miles) Range of Current Speeds Est. Travel Time No. of Grade Crossings	Route Alternatives																							
	R						S					T				U				V				
	Marine on St. Croix - Washington						Forest Lake - Washington					--				Fridley - Anoka				--				
	St. Paul - Ramsey						St. Paul - Ramsey					Minneapolis - Hennepin St. Paul - Ramsey				Minneapolis - Hennepin				Minneapolis - Hennepin St. Paul - Ramsey				
	15	78	79	80	71	70*	16	77	80	71	70*	54	72	71	70*	75	74	87	54*	54*	72*	88	69*	70*
	WC	CP		BNS		CP	New	BNSF	CP	BNSF	CP	BNSF		CP	MC	BNSF	New	BNSF	BNSF		MNR	CP		
	5						8					4				3				6				
	41.0						38.3					9.9				22.1				11.5				
	40	40	10	10	30	10 / 30	10	10	10	30	10 / 30	25	20 / 30	30	10 / 30	10	10	--	25	25	20 / 30	15	25 / 30	10 / 30
	95 min	88 min						23 min.				63 min.				30 min.								
45 crossings						34 crossings					3 crossings				36 crossings				7 crossings					
Estimated Ridership (Total Daily Trips)	1063						1247					481				628				605				
Passengers per Route-Mile	38.03						50.28					48.59				59.06				52.81				
Operations (and Maint.) Cost per Pax.	\$25.74						\$19.43					\$29.69				\$23.56				\$23.60				
Capital Costs (Alignment Upgrades only, 2003 Million \$)	\$123.1						\$142.6					\$26.5				\$135.4				\$50.9				
Total Cost per Pax.-Mile	\$3.95						\$2.79					\$4.95				\$5.35				\$4.67				
Perceived Opportunities and Barriers to Implementation	Hi 3, Mod. 3, Lo. 1						Hi 5, Mod. 2, Lo. 1					Hi 4, Mod. 2, Lo. 0				Hi 2, Mod. 2, Lo. 1				Hi 6, Mod. 2, Lo. 0				
Potential Land Use Impacts	--						New 77/80, Ltl Canada Jct.					--				New 87, 75/74, Belt Ln Jct.				--				
Potential Environmental Impacts	58 m						35 m					.03 m				.33 m				15 m				
Highway/Grade Crossing Impacts	3						2					2				2				3				
Number of Freight Rail Carriers																								

BNSF (or BNS) - Burlington Northern & Santa Fe Railway
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 DR - Dakota Rail
 HCRRA - Hennepin Co. Regional Railroad Authority

MNRR - Minnesota Commercial Railway
 TC&W - Twin Cities & Western Railroad
 UP - Union Pacific Railroad
 WC - Wisconsin Central, Ltd.

* - Only part of the link is used.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

January 6, 1998
Date

Board Action Requested

Comprehensive Transportation Plan

DISCUSSION ONLY

Request Justification

See attached memorandum from Paul Kirkwold.

Budgeting and Accounting

County Attorney

Risk Management

Vern Wohlschlag 1/6/98
W. Mac Millan

Documentation certified complete for:

January 13, 1998

Board Date

Kristine A. Longhenry
Signature

January 6, 1998
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: January 2, 1998
Subject: Ramsey County Comprehensive Plan

At the December 16, 1997 Regional Rail Authority meeting we discussed the history of the current Ramsey County Comprehensive Plan; how it was developed and the public process used prior to approval by the County Board on December 8, 1980. The discussion included the State Legislative requirement for metropolitan counties to review and, if necessary, update their comprehensive plans by December 31, 1998 and that the County Board allocated \$100,000 to update the comprehensive plan.

At this meeting, the Department of Public Works will present the five elements of the comprehensive planning process and how they relate to detail, cost and public involvement. The five planning elements are:

- o vision - a description of the future which a plan is designed to create.

- o policy - a prescribed course of action in response to certain future conditions.

- o program - a broad plan to be followed to address future needs guided by established policies.

- o project - a series of decisions and actions to accomplish a specific portion of a program.

- o outcome - a performance based measure for determining how well a project is being performed and its impact.

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

- 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?

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

January 6, 1998
Date

Board Action Requested

Burlington Northern right of way - Beam
Avenue to Bald Eagle Junction.

ACTION MAY BE TAKEN

Request Justification

See attached memorandum from K. DeSpiegelaere.

Budgeting and Accounting

Van Wallaer 1/6/98

County Attorney

W. Marshall

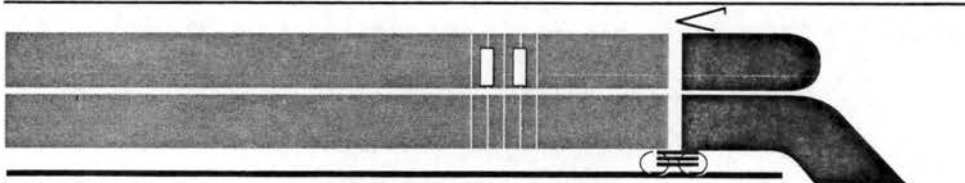
Risk Management

Documentation certified complete for:

January 13, 1998
Board Date

Kristine A. Longhenry
Signature

January 6, 1998
Date



Ramsey County Regional Railroad Authority

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

Memorandum

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

From: Kathryn DeSpiegelaere *KD*

Subject: Burlington Northern Right of Way Acquisition, Beam
Avenue to Bald Eagle Junction

Date: January 2, 1998

Commissioner Reinhardt has requested that issues relating to the Burlington Northern/Santa Fe rail line in White Bear Lake be discussed at the Regional Railroad Authority meeting on January 13, 1998 (see Attachment 1).

BACKGROUND

Ramsey County Regional Railroad Authority's Comprehensive LRT Plan and Northeast Corridor Alignment Study identified the potential for rail transit from downtown St. Paul to the Northeast portion of the County (see map, Attachment 2). The Northeast Corridor Alignment Study further recommended purchase of right of way that had been abandoned by Burlington Northern from Downtown St. Paul to Beam Avenue in Maplewood. Ramsey County Regional Railroad Authority purchased the right of way from downtown St. Paul to Beam Avenue in 1992.

In 1994 the City of White Bear Lake applied for and was awarded an ISTEA grant in the amount of \$620,000 to construct a trail on Burlington Northern right of way from Beam Avenue to the City's north boundary. This right of way was owned by Burlington Northern Santa Fe Railroad and trains were and continue to operate on a portion of the right of way where White Bear Lake proposed to build a trail. White Bear Lake worked with the City of Hugo to attempt to divert train traffic to another location that would remove trains from downtown White Bear Lake. To date the diversion has not occurred.

Ramsey County Regional Railroad Authority in September, 1995, authorized its staff to negotiate for purchase of the right of way. Negotiations have been ongoing, and are complicated by the following factors:

- o The right of way is in use for freight operations by Minnesota Commercial, which has a lease with Burlington Northern Santa Fe
- o White Bear Lake's timeline for expending its grant
- o NSP substation near County Road D/TH 61 -- access was preferred by rail to move heavy transformers

Ramsey County Regional Railroad Authority has conducted a land survey and is conducting a Phase I Environmental Assessment of the right of way. Issues with NSP appear to be resolved so that transformers can be moved over roadways.

An appraisal of the 5.26 miles of property was prepared for Ramsey County Regional Railroad Authority in 1997 and an assessment of the track conditions for suitability for commuter rail was made the summer of 1997.

Burlington Northern meanwhile was responsible for negotiating with Minnesota Commercial and at the Rail Authority's request began abandonment proceedings in mid 1997. If a line is abandoned, the Railroad Authority is eligible for a grant for part of the purchase price from state rail bank funds. Burlington Northern felt that Minnesota Commercial would be able to serve its customers by using a CP rail track that intersects Bald Eagle Junction.

White Bear Lake was informed by Railroad Authority staff in October, 1997, that a purchase offer was being made to Burlington Northern Santa Fe that left the tracks in place because of the potential for commuter rail traffic on this right of way. There are locations elsewhere in Minnesota where trails and tracks with operating trains coexist on rights of way.

Status of purchase negotiations and timeline

A purchase offer was made by Ramsey County Regional Railroad Authority on October 24, 1997 to Burlington Northern. The offer was consistent with the appraised value and consistent with the price per acre paid for the right of way previously purchased from BN by Ramsey County Regional Railroad Authority. It was considerably higher than the price paid by Wahington and Chisago Counties for extensions of this right of way in their counties. Burlington Northern, after receiving the offer, indicated verbally that the offer was too low and was requested to make a written counter offer. That has not been received.

The timeline for negotiations is dependent upon Burlington Northern Santa Fe. They are fully aware of White Bear Lake's timeline for its federal grant. Once an offer has been agreed upon, the actual purchase can happen in a matter of a month. The right of way from Kellogg to Beam was abandoned in 1987 and purchased in 1992. Negotiations took five years to complete, which is not inconsistent with purchases elsewhere in the state from railroads.

Discussion of the tracks, including economics, future use for commuter rail and results of Mn/DOT study on tracks in the metropolitan area

The tracks were assessed in order to evaluate if leaving them in place or removing them would be more beneficial in the event commuter rail operated along them. Current train speed on the line is 10 mph because of overall track conditions. The assessment was made of upgrading to 60 mph conditions. Even though the tracks and ties need upgrading for commuter rail operations, the assessment indicated that it was financially beneficial to leave them in place if commuter rail is to operate in this location, rather than remove them. The estimated savings is \$1.5 million between Beam Avenue and Bald Eagle Junction.

The Mn/DOT Phase I commuter rail study due to the Legislature January 15, 1998, ranks the corridor that uses tracks in this location in the highest priority category for commuter rail in comparison to other corridors in the region.

Most of the right of way is at least 100 feet wide. There are some areas of the right of way that are too narrow to accommodate both active rail use and trail. These areas are in downtown White Bear Lake, near the City Hall. There are bridges at I-694, County Road E and TH 61.

Options that could be pursued should the right of way purchase not be concluded by early 1998 including: leasing with the option to purchase and the County Parks Department taking over the ISTEA grant from the City of White Bear Lake

Lease options are addressed in the attached memo from David MacMillan (Attachment 3).

The County Parks option was addressed by Greg Mack in the following manner:

In 1994, the City of White Bear lake was awarded an ISTEA grant in the amount of \$620,000 to construct a trail on the Burlington Northern right of way from Beam Avenue to the City of White Bear Lake's north city line. The grant requires a local match of \$155,000, plus the full cost of design and engineering services. This trail segment is included in

the master plan for the Burlington Northern Regional Trail Corridor. Accordingly, Ramsey County, as the implementing agency for regional park and trail projects, would be eligible to receive regional funding for the local match and design and engineering services. However, the project is not currently included in the Metropolitan Council's 1998-99 legislative request. Pursuant to Metropolitan Council policy, the local share, as well as the design and engineering services, are eligible for reimbursement.

City and county staff have been working cooperatively to design and implement the project. Because of the number of different municipalities involved (Maplewood, White Bear Township, Gem Lake and White Bear Lake), it is logical that Ramsey County take the lead role in implementing the project.

ISTEA projects require a substantial amount of design and engineering in order to obtain the state and federal approvals. The ISTEA grant sunsets December 31, 1998. In order to maintain the grant, the project must be let by that time.



Attachment 1

Victoria A. Reinhardt

BOARD OF RAMSEY COUNTY COMMISSIONERS
DISTRICT 7

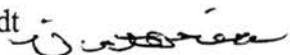
PAMELA A. PONTZER
ASSISTANT TO COMMISSIONER

220 COURT HOUSE
SAINT PAUL, MINNESOTA 55102
TEL. (612) 266-8350
FAX (612) 266-8370

MEMORANDUM

DATE: December 17, 1997

TO: Commissioner Susan Haigh, Chair
Commissioner Tony Bennett
Commissioner Dino Guerin
Commissioner Rafael Ortega
Commissioner Janice Rettman
Commissioner Jan Wiessner

FROM: Commissioner Victoria Reinhardt 

RE: Burlington Northern Railroad Right of Way Acquisition - Ramsey County
Burlington Northern Railroad Bike-Way/Walk-Way Trail - City of White Bear Lake

As mentioned at the Regional Railroad Authority (RRA) meeting on December 16, 1997, there are a number of issues that need to be addressed regarding the proposed Burlington Northern (BN) Regional Bike-Way/Walk-Way trail. The proposed trail is to be located within the BN railroad right of way that the RRA is currently negotiating to purchase. Serious negotiations regarding this purchase have been in progress for over one year with no final agreement to this point.

The Bike-Way/Walk-Way Trail is being funded through the federal ISTEA (Intermodal Surface Transportation Efficiency Act of 1991) program. The total grant amount awarded to the City of White Bear Lake is \$750,000.00. The trail will run through Vadnais Heights, Maplewood, White Bear Lake, and White Bear Township. The sunset date to use these funds is December 31, 1998. This timeline includes a three (3) month review of any contract by MnDOT.



Memorandum to Commissioners
December 17, 1997
Page 2

The latest offer to BN from the RRA was made one month ago and proposes leaving the tracks in place. The City of White Bear Lake is opposed to leaving the tracks in place because of additional costs that will be incurred when constructing the Bike-Way/Walk-Way Trail. According to Mark Sather, White Bear Lake City Manager, the city will be required to build and pay for two bridges, one across Beam Avenue and one across the freeway, if the tracks are not removed. This cost was not anticipated and thus not included in the ISTEA grant award to the city.

I would like the following issues discussed at the next RRA meeting:

- 1) Status of purchase negotiations with a timeline.
- 2) Discussion of the tracks (i.e. removed, left in place) including economics, future use for commuter rail, and results of MnDOT Study on tracks in the metropolitan area.
- 3) Options that could be pursued should the ROW purchase not be concluded by early 1998 including: leasing with the option to purchase and the County Parks Department taking over the ISTEA grant from the City of White Bear Lake.

cc: Kathy DeSpiegelaere
Greg Mack
Mark Sather



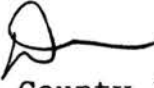
OFFICE OF THE RAMSEY COUNTY ATTORNEY

SUITE 315
50 WEST KELLOGG BOULEVARD
ST. PAUL, MINNESOTA 55102-1657

SUSAN GAERTNER
County Attorney

MEMORANDUM

TO: Kathy DeSpiegelaere
Ramsey County Regional Railroad Authority
665 RCGC-West

FROM: David MacMillan 
Assistant Ramsey County Attorney
560 RCGC-West

DATE: January 2, 1998

SUBJECT: BN North of Beam - Non Purchase Options

As you know, at present time there is a substantial difference between the BN Railroad appraisal for its line north of Beam and our appraisal, and, as a result, negotiations for the Rail Authority to purchase the line have slowed considerably.

As there is some urgency with respect to the White Bear Lake Trail/ISTEA funds, you have asked for options which might enable the construction of the trail pending purchase of the line.

I discussed this with Greg Mack, and he seems to believe that if we obtain a right to build and operate the trail which will be good for a least twenty years the County can still use the ISTEA funds and will feel that their right to use the property would be long enough to make the project worthwhile.

The only practical way to obtain durable rights without purchasing the property would be to enter into a long term lease, e.g., twenty years, lease with the BN.

I have no assurance the BN will want to do this, but if they are agreeable to discussing this the following issues would need to be addressed:

- 1) Term
- 2) Rental payment
- 3) Liability if the BN continues to let the Minnesota Commercial RR operate.
- 4) Lease with option to purchase?
- 5) Lease with right of first refusal?
- 6) Lease payments to apply to purchase price?

A long term lease, as opposed to a license or permit, would be the only mechanism which would secure a right to occupy the premises. The option to purchase, right of first refusal, and application of lease payments to a purchase price are all negotiable and are ideas, which have NOT, at this time been broached to the BN.

/dm

6

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

January 6, 1998
Date

Board Action Requested

- A. Approve the Easement to Rod and Carol Klindworth for the continued location of a portion of a building on the RCRRA Northeast Corridor right of way adjacent to the property at 658 Bush Avenue, St. Paul.
- B. Authorize the Chairman of Ramsey County Regional Railroad Authority to sign the Easement on behalf of RCRRA.

ACTION IS REQUESTED

Request Justification

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

Budgeting and Accounting

Vern Waller 1/6/98

County Attorney

W. M. M. M.

Risk Management

Documentation certified complete for:

January 13, 1998

Board Date

Kristine A. Longhenry
Signature

January 6, 1998
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, The tax-forfeited property identified as PID 29-29-22-43-0019, located at approximately 664 Bush Avenue, St. Paul, was acquired by the Ramsey County Regional Rail Authority on December 6, 1995; and

WHEREAS, The tax-forfeited property was purchased for the purpose of widening the right of way of the northeast corridor at this location; and

WHEREAS, At the time of acquisition, a portion of a building identified as 658 Bush Avenue, in St. Paul, encroached upon the RCRRA property; and

WHEREAS, Rod and Carol Klindworth, owners of the encroaching building, have requested the continued use of this portion of the RCRRA property; and

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

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

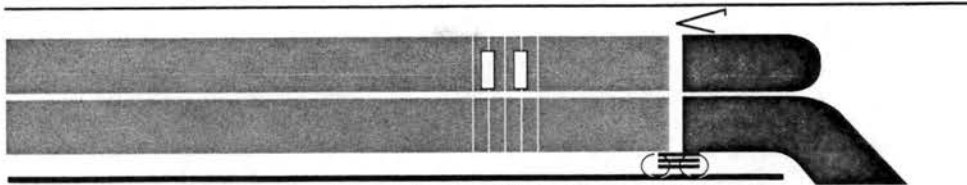
RESOLVED, That the easement is hereby approved; and Be It Further

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

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

Rafael E. Ortega, Chairman

By: _____
Tony Bennett, Secretary



Ramsey County Regional Railroad Authority

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

MEMORANDUM

To: Ramsey County Regional Railroad Authority Commissioners

From: Kathryn DeSpiegelaere, Director of LRT Planning

Subj: Easement agreement, 658 Bush Avenue, St. Paul
Rod and Carol Klindworth

Date: January 5, 1998

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

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

On December 6, 1995, the RCRRA acquired a tax-forfeited parcel located at approximately 664 Bush Avenue, St. Paul, to widen the right of way in this location.

The property at 658 Bush Avenue adjoins the RCRRA parcel on its westerly side. At the time of acquisition, there was a building encroaching onto the RCRRA parcel. The owners of 658 Bush Avenue and the encroaching building are Rod and Carol Klindworth. They have requested an agreement for the continued use of the RCRRA property.

Because this encroachment is not of a temporary nature, an easement agreement has been negotiated with Rod and Carol Klindworth. The term of the easement is tied to the life of the encroachment, and at the time the building is removed or destroyed, the easement will revert to RCRRA. The building is located at the top of a steep slope, which drops down to the grade of the roadbed, and is unlikely to be utilized in the construction of the trackway. The remainder of the parcel can be used by RCRRA for any purpose not inconsistent with the use thereof for the location of the building encroachment.

The easement encompasses the area of the building only, and encumbers an area of 86 square feet.

The consideration for this easement is \$100.00, which is the minimum charge for a negotiated agreement prescribed by policy for the Northeast Corridor.

Recommendation:

Approve the easement to Rod and Carol Klindworth for the continued location of a portion of a building on the RCRRA Northeast Corridor adjacent to the property at approximately 664 Bush Avenue, St. Paul,

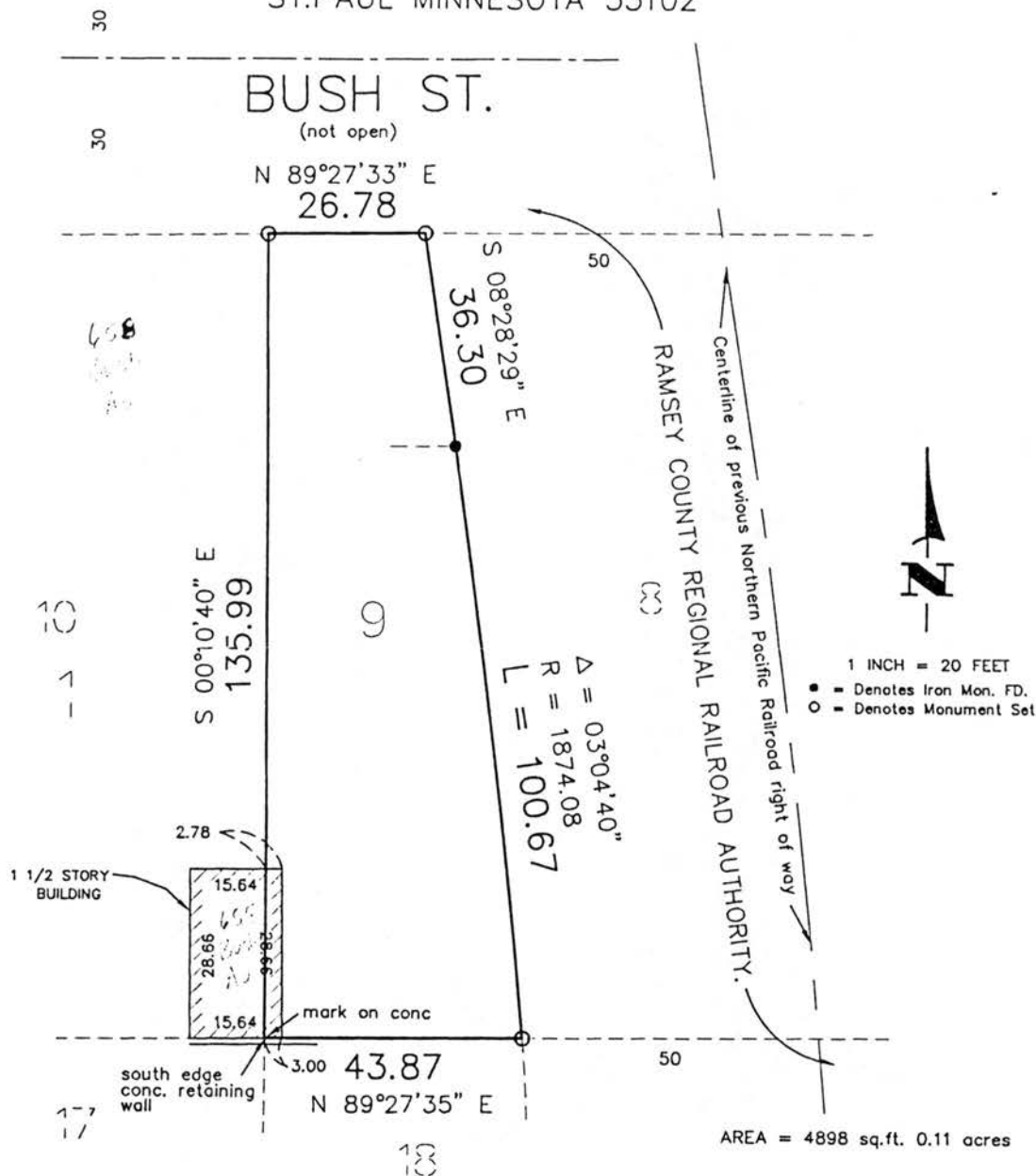
Authorize the Chairman of the Regional Railroad Authority to execute the easement on behalf of the Authority.

Attachments

Certificate of Survey for

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

665 RAMSEY COUNTY GOVERNMENT CENTER-WEST
50 WEST KELLOGG BLVD
ST. PAUL MINNESOTA 55102



PROPERTY DESCRIPTION

That part lying Westerly of a line 50 feet from and parallel with the center line of the Northern Pacific Railway right of way of Lot 9, Block 1, Borup and Payne's Addition to St. Paul.

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

Charles R. Christopherson, MN License No. 18420

09/19/96
Date

BOOK 341 PAGE 1-2
**Hakanson
Anderson
Assoc., Inc.**
Engineers, Surveyors & Landscape Architects
3601 Thurston Ave. Ancker, Minnesota 55303
612-427-5860 FAX 612-427-0320
103 Pine St. N. Monticello, Minnesota 55362
612-295-5800 FAX 612-295-4488
Job No.: 2275.02

Dwgs No.: 227502.DWG

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EASEMENT

THIS EASEMENT, made this _____ day of _____, 1997, is by and between Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, party of the first part (hereinafter referred to as "RCRRA"), and Roderick A. Klindworth and Carol A. Klindworth, husband and wife, as joint tenants, parties of the second part (hereinafter collectively referred to as the "Grantee").

WITNESSETH:

WHEREAS, RCRRA is the owner of the following described property located in the City of Saint Paul, Minnesota, as evidenced by the instrument on file and of record in the office of the Ramsey County Recorder as document number 2923730:

That part lying Westerly of a line 50 feet Westerly from and parallel with the center line of the Northern Pacific Railway right of way of Lot 9, Block 1, Borup and Payne's Addition to St. Paul,

(hereinafter the "RCRRA property"); and

WHEREAS, the Grantee is the owner of the following described property which lies adjacent to and westerly of the RCRRA property, as evidenced by Warranty Deed on file and of record in the office of the Ramsey County Recorder as document number 2783426:

Lot 10, Block 1, Borup and Payne's Addition to St. Paul,

upon which a structure presently identified as 658 Bush Avenue (hereinafter the "building") has been constructed; and

WHEREAS, the building partially encroaches onto and above the RCRRA property,

NOW THEREFORE, for and in consideration of One Hundred Dollars (\$100.00) and other good and valuable consideration, the receipt of which is hereby acknowledged, along with the promises and covenants herein contained, RCRRA does hereby grant and convey unto the Grantee an easement for the encroachment of a building upon and above the property legally described as follows:

The southerly 28.66 feet of the westerly 3.00 feet of the following-described property: That part lying Westerly of a line 50 feet Westerly from and parallel with the center line of the Northern Pacific Railway right of way of Lot 9, Block 1, Borup and Payne's Addition to St. Paul,

(hereinafter the "premises");

SUBJECT to the following express conditions:

1. RCRRA hereby reserves the right to construct, maintain, use, operate, relocate, reconstruct, and renew such facilities as it may desire at any time, and from time to time, within the premises, including the right and privilege to use the premises for any and all purposes not inconsistent with the use thereof for the location of the building.
2. The Grantee hereby covenants and agrees not to construct any additional structures on or within the premises or the RCRRA property, and further agrees that if the present building located upon and above the premises is at any time in the future removed, razed, relocated, or destroyed, by act of nature or otherwise, no new structure shall be built on the premises, and the easement herein granted shall immediately cease and terminate and without notice or other proceedings on the part of RCRRA, the premises shall, without compensation to the Grantee, revert to RCRRA.
3. The Grantee hereby agrees to defend and does hereby indemnify and hold harmless RCRRA, its commissioners, officers, agents, and employees from and against any and all claims, proceedings, actions or causes of action, lawsuits, judgments, losses, damages, whether direct, indirect, or otherwise, costs, and expenses, including attorney's fees, related to or arising out of the Grantee's use of the premises pursuant to this easement.
4. The Grantee shall pay any and all taxes, special assessments, or other charges which may be levied against the premises during the term of this easement.
5. This easement is non-exclusive and is granted subject to the outstanding rights of others to occupy the premises. RCRRA does not warrant its title to the premises nor undertake to defend the Grantee in the peaceable possession, use or enjoyment thereof.

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

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

Approved as to form and execution:

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

David F. MacMillan 11/20/92
David F. MacMillan Date
Assistant Ramsey County Attorney

By _____
Raphael E. Ortega
Chair

Recommended:

Kathryn DeSpiegelaere
Kathryn DeSpiegelaere Date
Director of LRT Planning

GRANTEE:

Roderick A. Klindworth
Roderick A. Klindworth

Carol A. Klindworth
Carol A. Klindworth

STATE OF MINNESOTA)
) ss.
COUNTY OF RAMSEY)

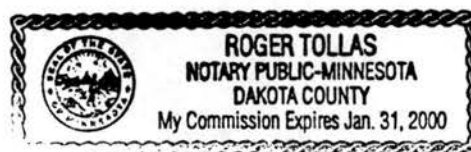
The foregoing was acknowledged before me on this _____ day of _____, 1997, by Raphael E. Ortega, Chair of Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, on behalf of Ramsey County Regional Railroad Authority.

Notary Public

STATE OF MINNESOTA)
) ss.
COUNTY OF RAMSEY)

The foregoing was acknowledged before me on this 24TH day of JAN, 1997, by Roderick A. Klindworth and Carol A. Klindworth, husband and wife.

Roger Tollas
Notary Public

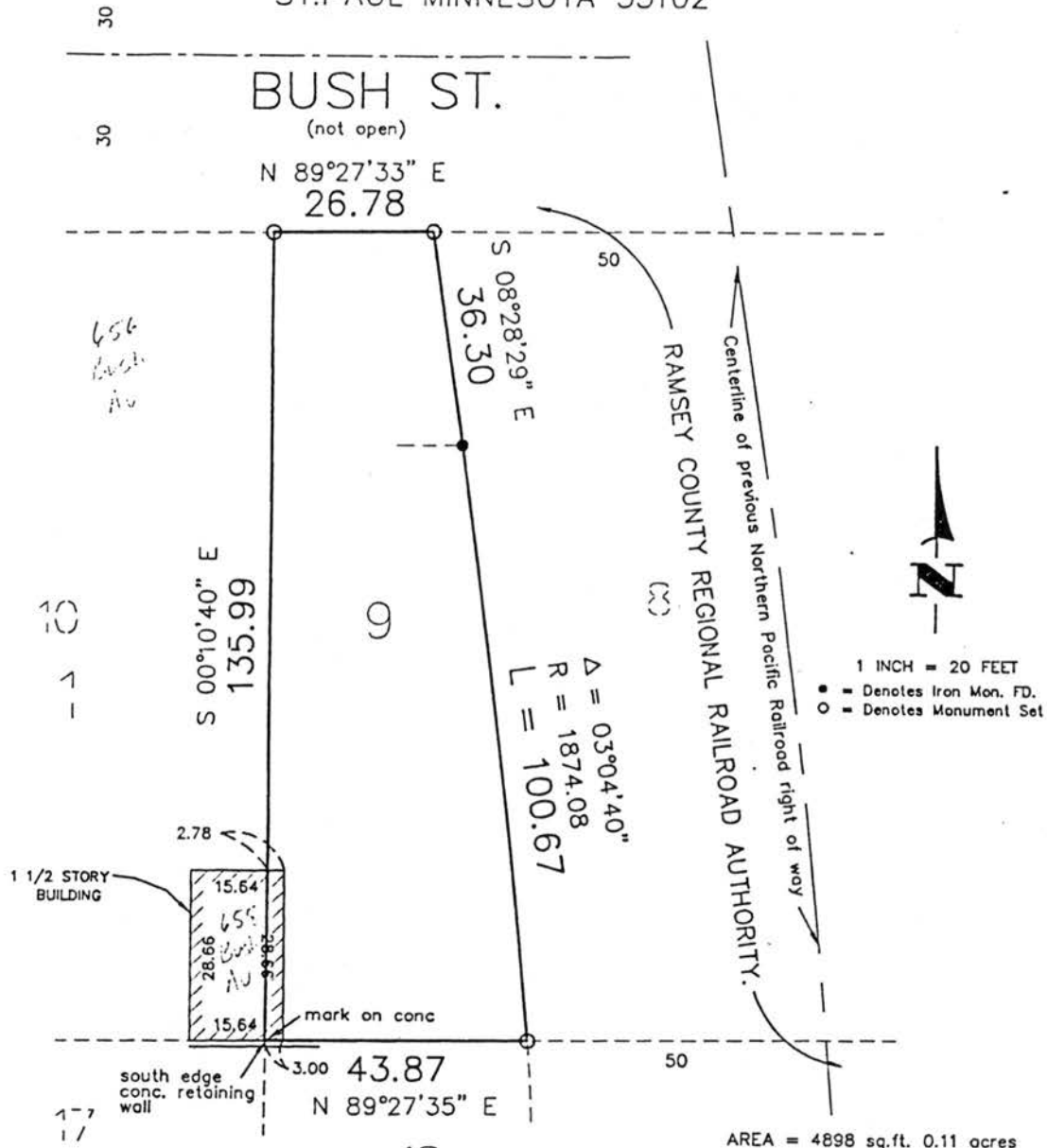


This instrument was drafted by:
Ramsey Grantee Regional Railroad Authority
Ramsey Grantee Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
(612) 266-2764
RE: ENE047

Certificate of Survey

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

665 RAMSEY COUNTY GOVERNMENT CENTER—WEST
50 WEST KELLOGG BLVD
ST. PAUL MINNESOTA 55102



PROPERTY DESCRIPTION

That part lying Westerly of a line 50 feet from and parallel with the center line of the Northern Pacific Railway right of way of Lot 9, Block 1, Borup and Payne's Addition to St. Paul.

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

Charles R. Christopherson
Charles R. Christopherson, MN License No. 18420

09/19/96
Date

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**Hakanson
Anderson
Assoc., Inc.**

Engineers, Surveyors & Landscape Architects
3600 Thurston Ave. Andover, Minnesota 55003
612-427-5860 FAX 612-427-5320
103 Pine St. N. Monticello, Minnesota 55362
612-295-5800 FAX 612-295-4488

Job No.: 2275.02

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