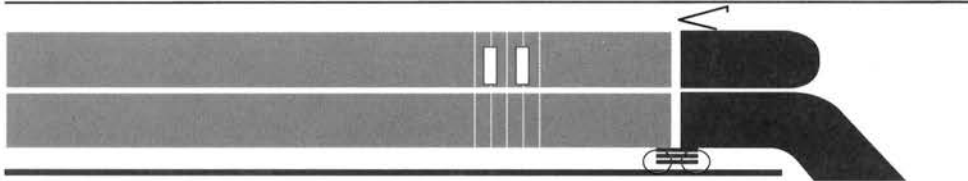




Ramsey County Regional Railroad Authority.
Records.

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Ramsey County Regional Railroad Authority

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

Agenda

Ramsey County Regional Railroad Authority Meeting

May 26, 1998

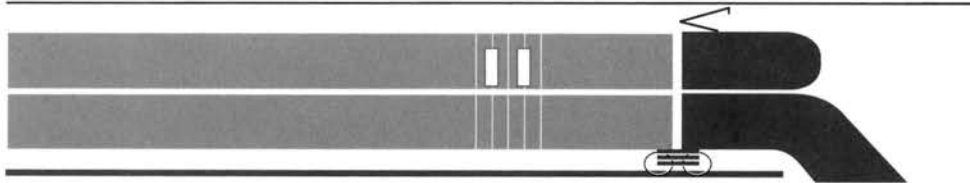
1:00 p.m.

Third Floor Council Chambers

Courthouse

1. * Approve minutes of the meeting of April 14, 1998.
2. * Approve minutes of the meeting of April 28, 1998.
3. * Authorize staff to negotiate a contract with Parsons Brinckerhoff for the Major Investment Study for the Riverview Corridor.
4. 35E bridge update.
5. Comprehensive Transportation Plan.

* Action is requested.



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: RCRRA Board Documentation Recipients
From: Kathy DeSpiegelaere
Date: May 21, 1998
Subject: Change in RCRRA Meeting Time

Due to an emergency meeting that Commissioner Ortega and Commissioner Bennett have to attend on the afternoon of Tuesday, May 26, 1998, the Regional Rail Authority meeting time has been changed to 1:00 p.m.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

April 14, 1998

The Ramsey County Regional Railroad Authority met on Tuesday, April 14, 1998, in Council Chambers, 3rd Floor Courthouse.

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

MEMBERS ABSENT: Commissioner Dino Guerin

OTHERS PRESENT: Terry Schutten, David MacMillan, Kathy DeSpiegelaere, Jim Van Houdt, Karen Tero, Tom Oertel, Bonnie Jackelen, Kris Longhenry

Chairman Ortega called the meeting to order at 2:47 p.m.

1. Approve Minutes of the Ramsey County Regional Railroad Authority Board Meeting of March 17, 1998.

Motion by Commissioner Bennett, seconded by Commissioner Reinhardt to accept the minutes from the March 17, 1998 RCRRA meeting.

Ayes - 6, Nays - 0
Motion accepted.

2. Approve Minutes of the Ramsey County Regional Railroad Authority Board Meeting of March 24, 1998.

Motion by Commissioner Bennett, seconded by Commissioner Reinhardt to accept the minutes from the March 24, 1998 RCRRA meeting.

3. Update on Federal and State Transportation Legislation.

Commissioner Rettman thanked Commissioner Ortega and Commissioner Bennett on their work for RCRRA legislative funding.

Kathy DeSpiegelaere commented that an update was given during the Administrative Board Meeting on state transportation legislation.

Kathy DeSpiegelaere stated that the six year transportation bill has been passed in the House and in the Senate, but there are differences in the name and amounts in the bills. The previous name was ISTEА, the administration proposal is called NEXTEA and has \$29 billion proposed, the House bill is called BESTEA and has \$36.6 billion, and the Senate bill is called ISTEА2 and has \$36.2 billion.

Funding for the Riverview Corridor as part of the Twin Cities Transitways project is earmarked and fully authorized for funding for initiation through construction. This amount hasn't been designated yet.

Kathy DeSpiegelaere commented that there is a separate authorization for preliminary engineering for the commuter rail corridor from downtown St. Paul along Highway 61 to Hastings.

Kathy mentioned that the next steps for the House and Senate bills are the conference committees where dollars will be earmarked for these corridors, then to the full House and Senate for approval and then to the President. This is anticipated to happen sometime in May.

Kathy said that federal delegation should be thanked as well as the state delegation for being extremely helpful.

Commissioner Haigh suggested having a presentation here on the expansion of the 35E bridge over the River. She commented that this is a big traffic issue in her and Commissioner Ortega's districts.

Commissioner Rettman questioned if the St. Paul City Council is being included in rail issues and if Ramsey County providing the lead role in facilitating discussions with other agencies.

Commissioner Ortega answered that Commissioner Reinhardt and Commissioner Bennett are working on the St. Paul to Forest Lake corridor and Hastings to Red Wing corridor. Commissioner Ortega and Kathy DeSpiegelaere have sat down with four of the seven St. Paul City Council members to go over agendas.

Commissioner Ortega suggested that Mn/DOT commuter rail specialist come and update the RCRRA and answer questions.

Commissioner Rettman asked how interested public organizations can become involved in the public participation process for commuter rail.

Commissioner Ortega explained that Ramsey County will begin the public participation process and it is just beginning now.

Commissioner Haigh asked for clarification on the timing of the participation processes for commuter rail and the Riverview Corridor.

Kathy DeSpiegelaere answered that public participation in the Riverview Corridor process includes working with select community activists as well as those not traditionally involved in community work on transit corridors. Creative ideas for public participation are also being sought after from the RFP proposals. The Riverview Corridor Task Force will also help with participation and education processes.

Commissioner Haigh commented that she attended a meeting with the St. Paul City Council on housing and said that one of the key issues that was raised was the development along the Riverview Corridor and the potential for housing along the Corridor. She asked if St. Paul is involved with the Riverview Corridor.

Kathy DeSpiegelaere answered that St. Paul PED is already involved and land use and economic development are important elements in the RFP.

4. Commuter Rail Update.

Commissioner Bennett stated that the commuter rail study is being done by the State of Minnesota and funding came from the legislature. Phase I of the study eliminated many railroad tracks and Ramsey County has no authority over which lines are added and/or eliminated. Phase II will allow for more community input.

Kathy DeSpiegelaere commented that there are 4 open houses in the Ramsey County area.

Commissioner Rettman was concerned that displacement could occur to lower income residents with the Como and Phalen Corridors. She stated that district councils in these areas need to be involved from the beginning.

Commissioner Bennett said that commuter rail shouldn't displace people because it uses existing tracks.

Commissioner Ortega mentioned that feasibility studies and public input will be coming. This study is just looking at the whole system right now.

Commissioner Reinhardt commented that we still need to get dialogues started.

Commissioner Wiessner suggested a route that would serve many Ramsey County residents.

Commissioner Bennett reclarified that Mn/DOT makes the decision on which routes would be studied and Ramsey County has no authority in choosing routes.

Commissioner Reinhardt commented that there are other things Ramsey County can do for a comprehensive transit program.

Commissioner Ortega stated that regardless of what Mn/DOT does with the commuter rail study, Ramsey County can still do presentations.

Commissioner Rettman asked to be informed about commuter rail meetings.

Commissioner Bennett said that Phase II is scheduled to be completed on December 28, 1998 and presented to the legislature on January 15, 1999.

The meeting adjourned at 3:27 p.m.

Minutes

2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

April 28, 1998

The Ramsey County Regional Railroad Authority met on Tuesday, April 28, 1998, in Council Chambers, 3rd Floor Courthouse.

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

OTHERS PRESENT: Terry Schutten, David MacMillan, Kathy DeSpiegelaere, Paul Kirkwold, Jim Van Houdt, Karen Tero, Dennis Bodin, Vern Wehlage, Bonnie Jackelen, Dawn Flores, Peter Lindstrom, Terry Lindeke, Terri O'Reilly, Harry McPeak, Pat Yoerger, Cyndy MacLeod, Tim Mayasich, Jon Walsh, Kris Longhenry

Chairman Ortega called the meeting to order at 2:28 p.m.

1. Comprehensive Transportation Plan.

Paul Kirkwold presented information on the process of the Comprehensive Transportation Plan. Paul summarized overheads which split the planning process into three phases: the planning phase, the implementation phase and the outcome. He proposed approaching the planning phase by using the visioning process that the County created through the Strategic Plan and identifying the issues in there through issue papers and from there recommending that the current policy stay in place or implement new policy. The implementation phase includes the programs and projects implemented after the planning phase. The outcome phase uses performance measures to find if the visions have been achieved.

Paul Kirkwold proposed that issue papers be written on about the subjects listed in the outline that was included in the board documentation packet. The following would be included in each of the issue papers:

- * Define the issue and how it relates to the vision
- * Report on existing conditions and forecast what will happen if everything stays the same
- * Find if the issue fits with the vision and if not, develop a process that will make it fit
- * Find what the County role is on the issue

From this process, existing policy will be examined and identification of the need for new policy will be looked at.

Paul Kirkwold suggested some ideas on public involvement, which include:

- * Visioning phase - strategic plan presentation in May, 1998
- * After issue papers - technical forums and focus groups
- * After policy papers - focus groups, public presentations, workshops and a public hearing

Paul also suggested a comprehensive piece on public involvement could be included in the plan itself.

Paul Kirkwold commented that the next step is to meet with each of the municipalities to make sure they're in sync with how the County is approaching working on the comprehensive plan. He stated that the issue papers will be brought to the RCRRA as they are being completed.

Commissioner Ortega questioned what type of format the municipalities are using.

Paul Kirkwold answered that the municipalities are approaching the same issues as the County. He stated that the County is working on one issue at a time, rather than looking at the whole plan and then working chapter to chapter.

Commissioner Wiessner commented that it is important to communicate with the municipalities right away so more feedback can be given.

Paul Kirkwold said that issue papers should be done and sent to the municipalities little by little and hoped that municipalities would provide more feedback rather than sending them the whole document all at once.

Paul Kirkwold stated that updates will be given to the RCRRA once per month.

2. Approve the Permit Between RCRRA and AT&T Corporation to Operate a Fiberoptic Cable Crossing RCRRA Right of Way North of Bush Avenue in St. Paul and Authorize the Chairman of the Ramsey County Regional Railroad Authority to Sign the Permit on Behalf of RCRRA.

Motion by Commissioner Bennett, seconded by Commissioner Haigh to approve the permit between RCRRA and AT&T Corporation to operate a fiberoptic cable crossing RCRRA right of way north of Bush Avenue in St. Paul and authorize the Chairman of the Ramsey County Regional Railroad Authority to sign the permit on behalf of RCRRA.

Ayes - 7, Nays - 0
Motion accepted.

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

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

WHEREAS, AT&T Corporation, has requested permission to use a portion of the right of way near north of Bush Avenue in St. Paul operate a fiber optic communications cable; and

WHEREAS, A permit has been negotiated to provide for the operation of the fiber optic cable; and

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

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

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

3. Approve the Permit Between RCRRA and Northern States Power Company to Continue Locating an Electric Power Line on RCRRA Right of Way on the East Side of Greenbriar Street, Extended, in St. Paul and Authorize the Chairman of Ramsey County Regional Railroad Authority to Sign the Permit on Behalf of RCRRA.

Motion by Commissioner Reinhardt, seconded by Commissioner Bennett to approve the permit between RCRRA and North States Power Company to continue locating an electric power line on RCRRA right of way on the east side of Greenbriar Street, extended, in St. Paul and authorize the chairman of Ramsey County Regional Railroad Authority to sign the permit on behalf of RCRRA.

Ayes - 7, Nays - 0
Motion accepted.

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

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

WHEREAS, Northern States Power Company, has requested permission to continue locating an electric power line on RCRRA right of way along the east side of Greenbriar Street, extended, in St. Paul; and

WHEREAS, A permit has been negotiated to provide for the operation of the electric power line; and

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

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

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

4. Approve the Contract With Kenneth Stevens for Consultant Services to RCRRA in an Amount Not to Exceed \$30,000 Pending Approval By Risk Management, County Attorney and Budgeting and Accounting Staff.

Commissioner Rettman questioned why this contract is necessary.

Commissioner Bennett stated that 80% of the funding for this contact will come from the federal funding for the Riverview MIS and the other 20% will come from the Rail Authority budget. He added that Ken is

retired from Hennepin County and is very knowledgeable and would be an asset to have as a consultant for commuter rail and the Riverview Corridor.

Commissioner Ortega responded that Ken will be helping out Kathy DeSpiegelaere with her work on the Riverview Corridor, commuter rail and light rail because there is a lot of work to be done and Kathy needs assistance.

Commissioner Rettman asked if Ken is only working for Ramsey County and was concerned that if he contracted with other counties, Ramsey County wouldn't be his priority.

Kathy DeSpiegelaere answered that Ken will likely contract with Anoka County to work on the Northstar Commuter Rail Corridor and with Hennepin County to help train someone to replace him. She added that she believes Ken is very professional and is able to separate issues and share information in an appropriate manner.

Commissioner Ortega stated that Ken will be hired strictly for his technical expertise.

Commissioner Wiessner said that she agrees that the RCRRA should hire someone who is truly interested in Ramsey County needs but also felt that the RCRRA could capitalize on the knowledge and experience that Ken would be bringing from Hennepin County.

Commissioner Guerin shared his concern about hiring someone who would not be exclusive to the County.

Commissioner Ortega reiterated that Ken would only be hired for his technical expertise and wouldn't be making any decisions for the County.

Commissioner Rettman said that if the County is going to purchase services, then we need someone working exclusively for the County.

Commissioner Reinhardt stated that Ken is being hired for technical assistance for Kathy and it is not realistic to hire someone who would be doing this particular job and would be exclusive to the County.

Commissioner Guerin agreed that as long as Ken would not be making decisions for RCRRA, then he would be in agreement with hiring him.

Commissioner Bennett noted that the RCRRA is not in competition and is looking for someone with technical experience and since Ken has knowledge of Hennepin County, he will have insight on the Hiawatha Corridor which meets up with the Riverview Corridor.

Motion by Commissioner Bennett, seconded by Commissioner Reinhardt to approve the contract with Kenneth Stevens for consultant services to the RCRRA in an amount not to exceed \$30,000 pending approval by Risk Management, County Attorney and Budgeting and Accounting staff.

Ayes - 6, Nays - 1
Motion accepted.

Whereas, Ramsey County Regional Railroad Authority is receiving federal and state funding for planning, engineering, environmental work and implementation of transit improvements in the Riverview Corridor in 1998; and

Whereas, The staffing of the Regional Railroad Authority is accomplished through loaned employees from the Public Works Department of Ramsey County and additional services are provided by other county departments; and

Whereas, The volume of work necessitates additional staff time and skills and the county staff resources in these areas have been committed and contracting for the work is an option that does not increase the staff complement of the County; and

Whereas, Kenneth Stevens is a recently retired employee of Hennepin County with many years of experience managing transit projects; Now, Therefore, Be It

Resolved, That Ramsey County Regional Railroad Authority authorizes its chair to execute a contract subject to approval by staff of County Attorney, Risk Management and Budgeting and Accounting with Kenneth Stevens to provide consultation and assistance to the director of the Railroad Authority on issues such as consultant selection, right of way needs, transit planning, legislation, railroad negotiations, project management, budget and billing and written reports, presentations and meeting attendance for an amount not to exceed \$30,000; and Be It Further

Resolved, That the contract for services will expire December 31, 1998.

5. Ratify Partial Payment No. 7 in the Amount of \$3,132.40 to SRF Consulting Group, Inc. for Professional Engineering Services for Riverview/Hiawatha Transitways.

Motion by Commissioner Haigh, seconded by Commissioner Guerin to ratify Partial Payment No. 7 in the amount of \$3,132.40 to SRF Consulting Group, Inc. for professional engineering services for 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 February 28, 1998; 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. 2765-7, Partial Payment No. 7, and attachments thereto, provide the correct documentation of payments due SRF Consulting Group, Inc. through February 28, 1998; and

RESOLVED, Payment to SRF Consulting Group, Inc. in the amount of \$3,132.40 for services rendered through February 28, 1998, is hereby ratified.

6. Ratify Quarterly Report of Payments for January 1 Through March 31, 1998.

Motion by Commissioner Bennett, seconded by Commissioner Reinhardt to ratify Quarterly Report of Payments for January 1 through March 31, 1998.

Ayes - 7, Nays - 0
Motion accepted.

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period January 1, 1998 through March 31, 1998, and a record of these disbursements is attached; Now, Therefore, Be It

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

The meeting adjourned at 2:53 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

May 18, 1998

Date

Board Action Requested

Authorize staff to negotiate a contract for a Major Investment Study for the Riverview Corridor with Parsons Brinkerhoff for an amount not to exceed \$1,149,505.00.

ACTION IS REQUESTED

Request Justification

See attached: 1. Resolution
2. Memorandum from K. DeSpiegelaere

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

May 26, 1998

Board Date

Kristine A. Longhenry

Signature

5-18-98

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, Ramsey County Regional Railroad Authority (RCRRA) authorized staff to issue a request for proposals for consultant services for a major investment study for the Riverview Corridor; and

WHEREAS, Five proposals were received and were evaluated by a 15 member review committee with members of Metro Transit, Minnesota Department of Transportation, St. Paul Area Chamber of Commerce, Capital City Partnership, Highland District Council, Metropolitan Airports Commission, Metropolitan Council, City of St. Paul, Hennepin County and Ramsey County; and

WHEREAS, The recommendation of the review committee is that Parsons Brinckerhoff team best meets the needs of RCRRA as identified in the request for proposals, Now Therefore Be It

RESOLVED, That staff is authorized to negotiate a contract with Parsons Brinckerhoff for the major investment study for the Riverview Corridor in an amount not to exceed \$1,149,505.

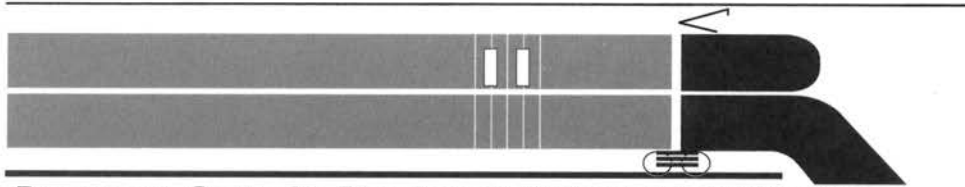
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	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

1



Ramsey County Regional Railroad Authority

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

Memorandum

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

From: Kathryn DeSpiegelaere

Subject: Contract for Major Investment Study

Date: May 18, 1998

Ramsey County Regional Railroad Authority previously authorized staff to issue a request for proposal for a Major Investment Study for the Riverview Corridor.

Proposals were received from five teams:

Parsons Brinckerhoff
10 Second Street Northeast, Suite 209
Minneapolis, MN 55413

Richardson Richter & Associates
200 Gilbert Building
413 Wacouta Street
Saint Paul, MN 55101

Himle Horner, Inc.
8500 Normandale Lake Boulevard Suite 720
Bloomington, MN 55437

Barton-Aschman Associated, Inc.
111 Third Avenue South, Suite 350
Minneapolis, MN 55401

SRF
One Carlson Parkway North, Suite 150
Minneapolis, MN 55447

The proposals were evaluated at two half day meetings both in writing (five) and in oral presentations (two, as determined by the review group) by:

John Labosky, Capital City Partnership
Art Leahy, Metro Transit
Terry Schutten, Ramsey County

Dean Michelko, Hennepin County
Sieglinde Bier, Highland District Council
Chuck Armstrong, City of St. Paul
Carl Ohrn, Metropolitan Council
Paul Kirkwold, Ramsey County
Bruce Howard, Metropolitan Council
Jim Zdon, City of St. Paul
Ken Stevens, consultant to the Railroad Authority
Jack Caroon, Minnesota Department of Transportation
Alison Johnson, St. Paul Chamber of Commerce
Dennis Probst, Metropolitan Airports Commission
Kathy DeSpiegelaere, Ramsey County

The request for proposals (RFP), as is typical with federal projects of this type, stated the maximum contract cost of \$1,150,000 and each proposer identified a budget in this range. The RFP also identified that a 20% contingency be included in each proposal, and all proposers complied.

The recommendation of the review committee was that the proposal by Parsons Brinckerhoff best met the needs of the Ramsey County Regional Railroad Authority as identified in the RFP and that a contract with that firm should be recommended to RCRRA.

Some of the reasons why the Parsons Brinckerhoff proposal is recommended are:

- o Demonstrated expertise in completion of major investment studies throughout the country. Their staff teaches the training course on major investment studies.
- o Personnel that most closely matched the focus of the proposed project.
- o Understanding of all the components sought by RCRRA in this study, including land use, economic development, enhanced bus service and work with the community on education and consensus.
- o Knowledge of community participation and consensus building techniques.
- o Clear graphics, good presentation skills, ability to present technical information in an understandable manner.

Recommendation:

Authorize staff to negotiate a contract with Parsons Brinckerhoff in an amount not to exceed \$1,149,505. The contract will be returned to RCRRA for approval. The funding for the consultant work will be provided by the federal government. A local match of \$287,500 will need to

be provided to match the federal funds. State bonding will supply the majority of the funds, which will be used by RCRRRA to manage the project.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: March 17, 1998

No: R98-04

WHEREAS, Ramsey County Regional Railroad Authority is completing a feasibility report of the Riverview Transit Corridor; and

WHEREAS, Federal funding in the amount of \$1,150,000 has been appropriated to Ramsey County Regional Railroad Authority for preparation of a Major Investment Study for the Riverview Corridor; and

WHEREAS, The Major Investment Study examines alternative transportation options for the corridor and will be focused on public education, public involvement, land use/transportation relationships, economic development and transit service planning; Now Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes it staff to issue a request for proposals for consultant services for the Riverview Corridor Major Investment Study.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	<u>X</u>	—	—
Dino Guerin	<u>X</u>	—	—
Susan M. Haigh	—	—	<u>X</u> (absent)
Rafael E. Ortega	<u>X</u>	—	—
Victoria Reinhardt	<u>X</u>	—	—
Janice Rettman	<u>X</u>	—	—
Jan Wiessner	<u>X</u>	—	—

Rafael E. Ortega, Chairman

By: Jan Wiessner
Jan Wiessner, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

May 18, 1998
Date

Board Action Requested

Update on 35E bridge – a presentation by
Mukhtar Thakur, Minnesota Department of
Transportation.

DISCUSSION ONLY

Request Justification

See attached:

1. Memorandum from K. DeSpiegelaere
2. Resolution from St. Paul
3. Resolution from Dakota County

Budgeting and Accounting

County Attorney

Risk Management

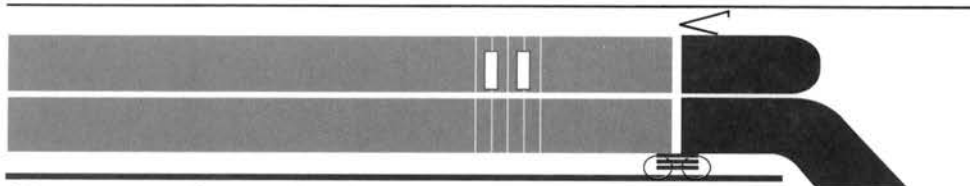
K. DeSpiegelaere 5/19/98
David MacMillan

Documentation certified complete for:

May 26, 1998
Board Date

Kristine A. Longhenry
Signature

5-18-98
Date



Ramsey County Regional Railroad Authority

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

Memorandum

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

From: Kathryn DeSpiegelaere

Subject: 35E Bridge

Date: May 18, 1998

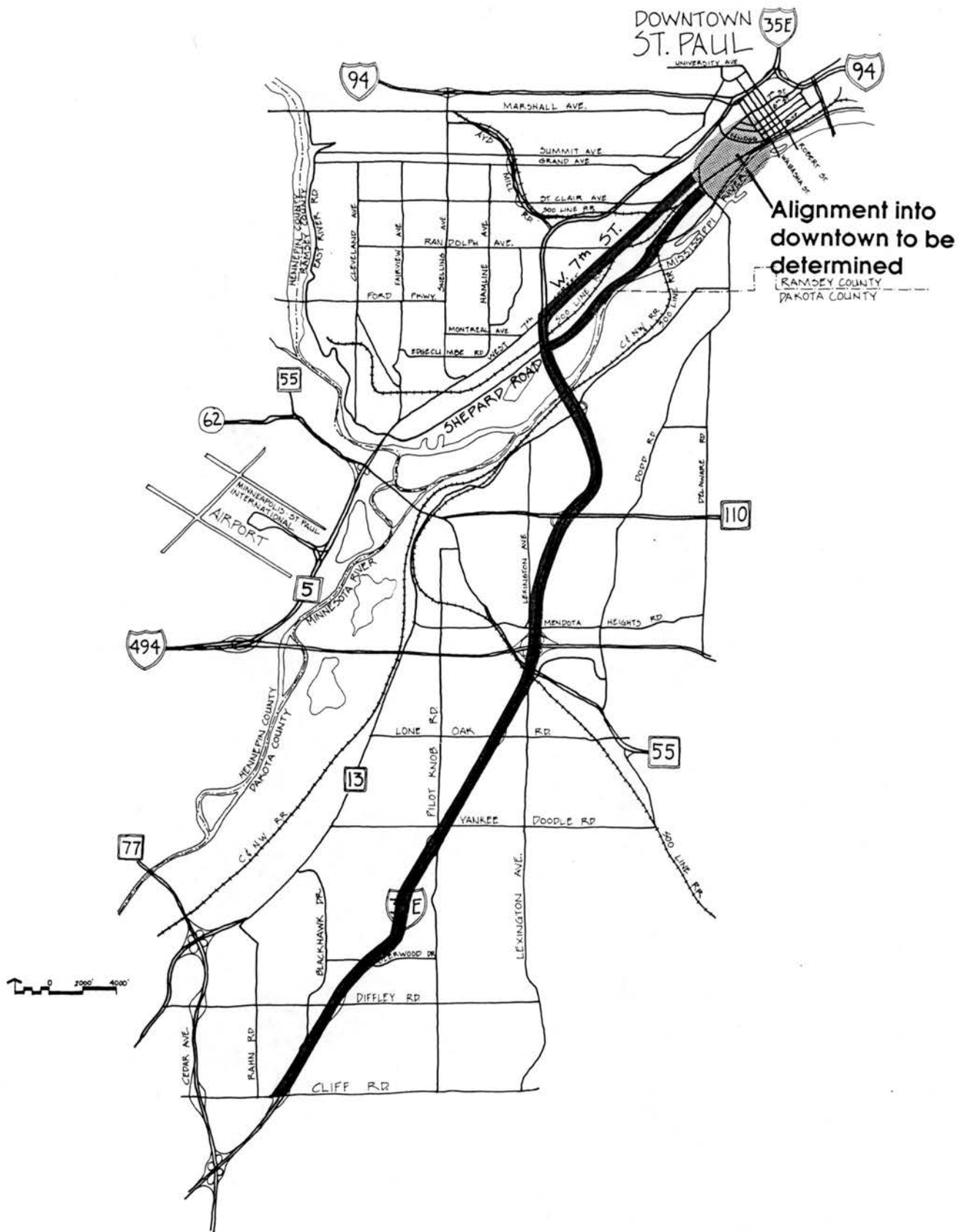
Discussions are occurring with stakeholders about the replacement of the 35E Bridge over the Mississippi River near Lexington Avenue and Shepard Road in St. Paul.

A presentation on the subject will be made at the May 26 Regional Railroad Authority meeting by the Minnesota Department of Transportation. No action will be taken at this meeting -- the presentation is for information only.

As background, Ramsey County's Comprehensive LRT Plan, adopted in 1989 recommended the South Southwest Corridor (West Seventh to 35E and across bridge to Dakota County, or Shepard Road to 35E and across bridge to Dakota County) as a potential light rail transit corridor, see map attached.

Current studies of transit in the Riverview Corridor are focusing on a transit connection to the Minneapolis/St. Paul International Airport and the Mall of America, and would not cross the river at 35E.

Copies of resolutions passed by St. Paul and Dakota County are attached.



APR 16 1998 11:44AM CITY OF ST. PAUL

P.1

Green Sheet #

RESOLUTION
CITY OF SAINT PAUL, MINNESOTA

Presented by

Referred To

Committee Date

- 1 WHEREAS, the Minnesota Department of Transportation (Mn/DOT) has recently announced plans to reconstruct
2 bridge #9330, which carries Interstate 35E across the Mississippi River, and
- 3 WHEREAS, Mn/DOT has instituted a community stakeholder involvement process to receive input on bridge
4 design from affected communities, and
- 5 WHEREAS, Mn/DOT has presented five alternatives to be considered for this reconstruction project, all of which
6 would widen the bridge from its current width of 67 feet to widths ranging from 81 feet to 159 feet, and
- 7 WHEREAS, many park users and other members of the Saint Paul community have expressed concern over possible
8 adverse impacts that a wide bridge could have on Crosby Lake Park, which lies below the bridge, and
- 9 WHEREAS, the fifth and most recent alternative would increase the number of through travel lanes on the bridge
10 from four to six, and
- 11 WHEREAS, residents of many Saint Paul neighborhoods have expressed concern that a six-lane bridge may
12 facilitate the future expansion of 35E through Saint Paul to six lanes, and
- 13 WHEREAS, an agreement between Mn/DOT and Residents in Protest of I-35E that was formalized through a May
14 11, 1984 United States District Court ruling ordered that "the basic design for the parkway segment of I-35E will
15 be four through traffic lanes with additional lanes for signing and weaving where needed from West Seventh Street
16 to I-94 in the St. Paul Capitol area," and
- 17 WHEREAS, three of the five alternatives would move the bridge substantially off of its existing alignment with two
18 of them moving the bridge upstream from its current location, and
- 19 WHEREAS, many park users and other members of the Saint Paul community have expressed concern over adverse
20 impacts that an upstream bridge realignment would have on Crosby Lake, which lies 200 yards upstream from the
21 existing bridge, and
- 22 WHEREAS, two of the five alternatives would allow for unused pier structures from the existing bridge to remain
23 in the river after construction of a new bridge, and
- 24 WHEREAS, the Saint Paul community has been engaged in developing the *Saint Paul on the Mississippi River*
25 *Development Framework*, and
- 26 WHEREAS, two of the five alternatives do not contain plans for a bike / pedestrian trail, and

3 RESOLVED, that the Saint Paul City Council supports a bridge design for Mn/DOT bridge #9330 that follows the
4 following principles:

5
6 OK 1) The bridge design shall be as narrow as possible;

7 OK 2) The bridge design shall contain only four through travel lanes;

8 OK 3) The bridge design shall call for the new bridge to be constructed on the same alignment as the existing
9 bridge;

10 ? 4) The bridge design shall meet, to the greatest extent possible, the design standards proposed by the Saint
11 Paul on the Mississippi Development Framework, and

12 OK 5) The bridge design shall include a bike / pedestrian trail, and be it

13 FURTHER RESOLVED, that the City Council requests that the Minnesota Commissioner of Transportation and
14 Mn/DOT give full consideration to a bridge design that follows the aforementioned design principals, and be it

15 FURTHER RESOLVED, that the City Council requests that the Administration work with the Saint Paul legislative
16 delegation to achieve a bridge design that follows the aforementioned design principals, and be it

17 FINALLY RESOLVED, that the City Council request that the Departments of Public Works and Planning and
18 Economic Development and the Division of Parks and Recreation work with Mn/DOT officials to achieve a bridge
19 design that follows the aforementioned design principals.

	Yeas	Nays	Absent
Benarav			
Blakey			
Bostrom			
Coleman			
Harris			
Lantry			
Reiter			

Adopted by Council: Date _____

Adoption Certified by Council Secretary

By: _____

Approved by Mayor: Date _____

By: _____

Requested by Department of:

By: _____

Form Approved by City Attorney

By: Matthew J. Pflanz

Approved by Mayor for Submission to Council

By: _____

**BOARD OF COUNTY COMMISSIONERS
DAKOTA COUNTY, MINNESOTA**

April 7, 1998

Resolution No. 98-225

Motion by Commissioner Mueller

Seconded by Commissioner Bataglia

Support for Improved I-35E Lexington Avenue Bridge

WHEREAS, the Minnesota Department of Transportation (MnDOT) has determined that the condition of the I-35E Lexington Avenue Bridge requires that the Bridge be reconstructed beginning in 2001; and

WHEREAS, the I-35E Lexington Avenue Bridge was opened in December 1965, and will be 37 years old by the time of reconstruction in 2001; and

WHEREAS, the I-35E Lexington Avenue Bridge is an integral part of the regional highway system—linking Dakota County with the City of St. Paul and the eastern portions of the Metropolitan Region, and the City of St. Paul and the eastern portions of the Region with Dakota County; and

WHEREAS, traffic using the I-35E Lexington Avenue Bridge has grown from 16,700 vehicles per day to 72,000 vehicles per day (331 percent) in the last twenty years and is expected to grow to over 115,000 vehicles per day over the next 20 years; and

WHEREAS, in addition to the structural deterioration of the I-35E Bridge, the existing two-lane structure with minimal capacity for merging vehicles and minimal shoulders that provide no room for stalled vehicles does not meet current safety standards and is inadequate to serve even existing traffic demands without reaching unacceptable levels of congestion; and

WHEREAS, congestion as the result of inadequate capacity on the I-35E Lexington Avenue Bridge imposes significant losses to the regional economy and adverse environmental impacts; and

WHEREAS, the existing I-35E Lexington Avenue Bridge discourages transit use that could reduce single occupant vehicle use in the I-35E corridor and does not provide bikeway or pedestrian access to connect regional parks and trails on either side of the Bridge; and

WHEREAS, the existing I-35E Lexington Avenue Bridge is inadequate to promote interconnection of transit opportunities that will be provided by the Riverview Transit Corridor, proposed by the City of St. Paul and Ramsey County and supported by Dakota County; and

WHEREAS, the Transportation System Plan for the MnDOT's Metro Division identifies the I-35E Lexington Avenue Bridge as in need of improvement and expansion and the I-35E corridor, from TH 5 to TH 110, as in need of expansion and improvement before 2020; and

WHEREAS, in addition to providing for the physical integrity of the I-35E Lexington Avenue Bridge, the Minnesota Department of Transportation has identified its concerns with improving the traffic flow on the Bridge; and

WHEREAS, the reconstruction of the I-35E Lexington Avenue Bridge to improve both the physical integrity and flow of traffic on the Bridge is consistent with key policy directions in the Metropolitan Council's Transportation Policy Plan, including:

- replacing and improving the existing highway system by removal of bottlenecks and bridge replacement;
- improving the transit system by developing the transitway network; and
- expanding highway capacity, with the TH 5 to TH 110 segment of I-35E identified as an expansion corridor.

; and

WHEREAS, the expansion and improvement of the I-35E Lexington Avenue Bridge does not contemplate any changes to I-35E north of TH 5.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby supports the improvement and expansion of the I-35E Lexington Avenue Bridge consistent with projections for future travel demand for the regional highway system, of which the Bridge is an integral part; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners strongly encourages the Minnesota Department of Transportation to design the I-35E Bridge Lexington Avenue Bridge replacement project consistent with the identification of the TH 5 to TH 110 corridor, including the I-35E Lexington Avenue Bridge, for expansion and improvement; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners strongly encourages the Minnesota Department of Transportation to include provisions for:

- transit;
- bicycle and pedestrian crossings and interconnections with regional and local trail systems;
- auxiliary lanes for the length of the Bridge to provide adequate entrance and exit lanes to improve traffic movement; and
- full-width shoulders to improve traffic safety, incident management, and maintenance

as elements of the improvement and expansion project; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners strongly encourages the members of the Dakota County Legislative Delegation to join the Board of Commissioners in supporting the improvement and expansion of the I-35E Lexington Avenue Bridge consistent with the needs of the regional transportation system, of which the Bridge is an integral part.

STATE OF MINNESOTA
County of Dakota

YES	NO
Harris <u> X </u>	Harris <u> </u>
Maher <u> X </u>	Maher <u> </u>
Bataglia <u> X </u>	Bataglia <u> </u>
Mueller <u> X </u>	Mueller <u> </u>
Turner <u> X </u>	Turner <u> </u>
Krause <u> X </u>	Krause <u> </u>
Branning <u> X </u>	Branning <u> </u>

I, Mary S. Scheide, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 7th day of April 1998, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 9th day of April 1998.

Mary S. Scheide
Clerk to the Board

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

May 18, 1998
Date

Board Action Requested

Comprehensive Transportation Plan.

DISCUSSION ONLY

Request Justification

See attached materials.

Budgeting and Accounting

County Attorney

Risk Management

Don MacMillan 5/19/98

Documentation certified complete for:

May 26, 1998
Board Date

Kristine A. Longheary
Signature

5-18-98
Date

RAMSEY COUNTY COMPREHENSIVE PLAN REVISION PROCESS

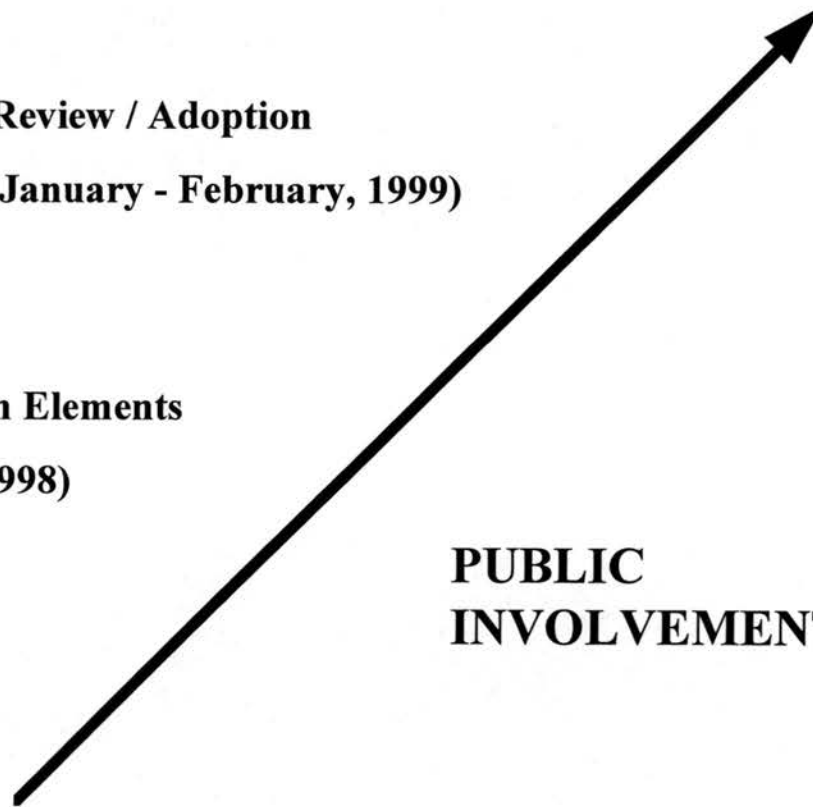
PHASE IV - Metropolitan Council Approval Process
(March, 1999)

PHASE III - Review / Adoption
(January - February, 1999)

PHASE II - Development of Plan Elements
(May - December, 1998)

PHASE I - Planning
(January - April, 1998)

**PUBLIC
INVOLVEMENT**



RAMSEY COUNTY

1999 - 2020

COMPREHENSIVE TRANSPORTATION PLAN

INTRODUCTION

History and Background:

Ramsey County was designated as a fully urbanized county with the release of the 1990 census. The urbanization process began almost two centuries ago and has contributed to the development of today's transportation system. The effects of past urbanization form the basis for the present transportation network in Ramsey County. Examining the County's history is useful in understanding existing conditions and in forecasting future transportation needs.

In the 1860s, the dominance of water transportation resulted in settlements near the Mississippi River. Early roads connected St. Paul with Stillwater, St. Anthony, Little Canada and White Bear Lake. All of these roads were mere trails and, during the winter months, usually impassable.

With the arrival of the railroads in the late 1800s, the population concentration near the river shifted to other parts of the County. By 1900, the railroads had defined two corridors of development in Ramsey County: one to the northeast of St. Paul and one to the northwest. These corridors consisted of separate communities strung along the railroad. The northeast corridor contained the industrial village of North St. Paul and the resort town of White Bear Lake. The northwest corridor crossed the agricultural areas of what is now Roseville, to the village of New Brighton. The north central section of the County was sparsely settled with no clearly emerging orientation.

In the early 1900s, the automobile changed development trends as profoundly as the railroad had changed growth patterns a half century earlier. Residential development began to disperse as ease of travel between all points in the County increased. Intra-county circulation became more important, and a grid road network was established along section lines. Some of these roads continue to be the most important roads in the County to this day. By 1938, Ramsey County was responsible for 204 miles of county roads, of which 35 miles were paved roadway, 77 miles road-mixed bituminous, and 90 miles gravel roads.

During the 1950s, the Federal Aid Interstate highway system was established, significantly impacting cities and suburbs. Between 1950 and 1990, to serve the growing region over 500 miles of major highways were built in the Twin Cities metropolitan area. Interstate highways serving Ramsey County are: 94, 694, 35E and 35W. The availability of access to the interstate system has attracted, and will continue to attract, residential, commercial and industrial development in Ramsey County.

Need for Plan:

The Ramsey County Comprehensive Transportation Plan was developed to provide a guide to short, middle, and long term planning. It complies with the 1976 Metropolitan Land Use Planning Act (Minnesota Statutes, Sections 473.851 to 473.871), and includes Metropolitan Council requirements. The Ramsey County Board of Commissioners approved the 1999 - 2020 Comprehensive Transportation Plan in March, 1999. *(This date is subject to change as the Plan progresses.)*

The previous Ramsey County Comprehensive Transportation Plan was approved in December, 1980. It had not been officially updated since its adoption. County transportation policies may be found in the 1980 Plan, as well as subsequent County Board resolutions which have set policy direction over the 20 years since the Plan was initially approved.

The Ramsey County Comprehensive Transportation Plan contains overall objectives and policies which are designed to guide the County toward the accomplishment of its visions by the year 2020. The Plan is an aid to both citizen and public official decision making that should be directed toward achieving the County's visions.

County Visions:

The visions presented in each chapter of the Ramsey County Comprehensive Transportation Plan are components of Ramsey County's 1995 Strategic Plan, which was prepared in response to Section 6.02 of the Home Rule Charter For Ramsey County, Minnesota. The Ramsey County Board of Commissions approved the Ramsey County 1995 Strategic Plan on *(add date)*.

The Strategic Plan visions for the County were developed by planning committees comprised of persons representing the stakeholders of a given service area, as well as the general citizenry of the County. The committees reviewed background material, including service trends, citizen input, governing statutes, and financial analyses. The planning committees then followed a specific format that included conducting environmental scans, creating a vision, identifying critical issues, selecting strategies, and developing operational plans.

These visions were created to improve the delivery of services to all residents through a public partnership of coordination, cooperation and planning. Each committee created a shared vision for the future of each service area and identified critical issues to be addressed. The guiding principle of these committees was to have local County decisions made by local people in a participatory process. These visions made County intentions and commitments known, providing a vehicle of accountability for staff acting on behalf of County citizens and stakeholders.

Process of Plan:

To begin the process of implementing the Ramsey County Strategic Plan visions, issue papers were written providing details for each chapter of the Comprehensive Transportation Plan. The issue papers identified existing policy and/or suggested new policy to accomplish the visions. Each chapter within the Comprehensive Transportation Plan incorporated key elements from the issue papers to describe the County's role in administering those policies. It is through this process that the visions of Ramsey County will be achieved by the year 2020.

How Plan is Assembled:

The 1999 - 2020 Ramsey County Comprehensive Transportation Plan contains an introduction and four transportation element chapters: land use, transit, thoroughfares/highways, and surface water management. A chapter on public involvement is also included. Each chapter is no more than six pages in length and contains an introduction, visions, policies, and implementation strategies. All of the chapters are backed by support documentation contained in the issue papers and a comprehensive definitions section.

RAMSEY COUNTY

1999 - 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPERS

CHAPTER 1 - LAND USE

Issue Papers

- Demographic and Economic Overview
- Development History
- Existing/Future Land Use

CHAPTER 2 - TRANSIT

Issue Papers

- Existing/Future Transit System Needs*
- Transit Service Options/Travel Demand Management*
- Lrt
- Transit Corridors*
- Welfare-to-Work
- Parking Policies

CHAPTER 3 - THOROUGHFARES AND HIGHWAYS

Issue Papers

- Functional Classification*
- Jurisdiction*
- Traffic Forecasting*
- Access Management*
- Transportation System Management*
- Future System Needs*
- Goods Movement (Railroads, Ports, Aviation)*
- Bicycle/Pedestrian System Needs*

CHAPTER 4 - SURFACE WATER MANAGEMENT

Issue Papers

- Existing Water Resources Management Plan*
- Incorporate Met. Council Interim Strategy to Reduce Nonpoint Source Pollution to all Metropolitan Area Water Bodies*

CHAPTER 5 - PUBLIC INVOLVEMENT

Issue Papers

- This issue is an action item of the Transportation and Transit Priority Group

*Required by Metropolitan Council

RAMSEY COUNTY

1999 - 2020

COMPREHENSIVE TRANSPORTATION PLAN

CHAPTER OUTLINE

Vision:

Each chapter of the Comprehensive Plan begins with a vision from Ramsey County's Strategic Plan, which was established in response to Section 6.02 of the Home Rule Charter For Ramsey County, Minnesota. The Ramsey County Strategic Plan was approved by the Ramsey County Board of Commissioners on (add date).

A vision example:

Ramsey County will be proactive in clarifying the consequences of travel decisions and provide incentives for community members to facilitate change in travel behavior. The County will encourage and provide opportunities for citizens to assess transportation problems and choices prior to initiating physical development. This focus on education and interaction will provide a framework for understanding and will help empower each citizen to take responsibility for the impact that his or her individual travel choices have on the community.

Ramsey County will continue to foster the positive relationship it enjoys with its traditional partners: federal, state, and local transportation agencies. However, decisions made by citizens and elected officials of Ramsey County transcend the County's boundaries. Therefore, the County will be dedicated towards improving its relationship with the community and welcome the opportunity to work with and learn from experiences with nontraditional partners. Ramsey County will provide a forum for discussion that will help balance the diverse needs of its partners.

By 1999, Ramsey County will be operating under the guidelines of an updated transportation plan that requires all County roadways to integrate all modes of

transportation. The different modes will interact collaboratively as one system in an effort to maximize efficiency. The system will provide for the efficient movement of goods, protecting the economic vitality of the community. By 2003, Ramsey County will have completed the functional consolidation of roadways.

Ramsey County will continue to focus on providing a coordinated system of thoroughfares, highways, streets, and other public ways which meet state and/or federal highway specifications that ensure the safe and efficient movement of motor vehicles, bicyclists and pedestrians. System operation will focus on increasing the occupancy of the vehicles which use the system while continuing to accommodate alternatives that cater to the individual. All County roadways will be restricted to a design that will not increase beyond a maximum of four travel lanes. The roadway design will increase street capacity by obtaining the maximum level of service from the existing highway system while minimizing the impact these facilities have on the social and physical environment.

Adequate resources will be available to provide a maintenance program that safeguards the traveling public and protects the County's investment in its infrastructure in a cost effective manner. Travelers are aware of the total costs, including out of pocket, environmental and social, of each method of travel, and use that knowledge to make informed decisions. The public understands the need for and use of its financial contributions and other resources in this area. The County will maximize all opportunities for grants and funding to offset taxpayer burden. Specified economic and social criteria keep roadway expansion under control.

Policy:

The policy section of each chapter of the Comprehensive Plan outlines policies the County will use to obtain each vision by the year 2020. Policies will determine implementation, and will be flexible to accommodate change in the County's future needs. The County's role is defined for each policy within the five elements of the Comprehensive Plan.

A policy example:

All roads on the County highway system shall not to exceed a design of four travel lanes. This road design will maximize the level of service while minimizing the impact the on the social and physical environments.

Implementation:

The implementation section of each chapter of the Comprehensive Plan contains broad descriptions of how the County will achieve that vision through its policies. These are the actions that will be taken to accomplish the policies and visions of the Comprehensive Plan.

An implementation example:

Ramsey County, with assistance from the Technical Advisory Committee, prepares and administers on an annual basis a three-year Transportation Improvement Program (TIP) that safeguards the traveling public and protects the County's investment in its infrastructure in a cost effective manner.

Support Documentation:

The support documentation section of each chapter of the Comprehensive Plan supports, and/or justifies County policies. The support documentation includes research of past, present and future conditions, providing a data base from which forecasts of future impacts and issues can be formulated.

A support documentation example:

Ramsey County worked with a consultant to examine projected traffic volumes and evaluate the needs of the County's future transportation system. One of documents produced as a result of this study is an update of the multiple Traffic Analysis Zones (TAZ's) located within the study area.

RAMSEY COUNTY

1999 - 2020

COMPREHENSIVE TRANSPORTATION PLAN

CHAPTER SCHEDULE

LAND USE

Introduction:

Task:

- 1) Summarize the purpose and scope of land use policies, including Ramsey County's limited role in land use decisions.
- 2) Include a demographic and economic overview in text and/or graph form.
- 3) Summarize existing/future land use in Ramsey County.

Responsibility: Staff

Timing: May - July, 1998

Vision:

Task: Include Land Use vision from Ramsey County Strategic Plan.

Responsibility: Staff

Timing: June, 1998

Policy*:

Task:

- 1) Discuss the role the County plays in achieving its vision for land use.
- 2) Discuss the rules the County must abide by while carrying out its role.
- 3) Compile/review existing County Board policies.
- 4) Compile/review policies of Federal, State, City and adjacent County agencies.
- 5) Define issues/problems where policies conflict or gaps exist.
- 6) Develop draft policies to resolve or clarify issues/problems.
- 7) Discuss why the policy is necessary.
- 8) Review draft policies with affected agencies.

*Due to Ramsey County's limited role in land use issues, policy may be nominal or nonexistent.

Product: Draft policies to resolve or clarify issues/problems.

Responsibility: Staff

Timing: May - October, 1998

Implementation:

Task:

- 1) If applicable, draft potential strategies describing what the County, or other agencies, could do to implement the policies.
- 2) Discuss how implementation of each land use policy relates to the other chapter elements of the plan (transit, thoroughfares/highways, surface water management, public involvement).
- 3) Discuss how implementing each land use vision contributes to achieving the vision.

Responsibility: Staff

Timing: October - December, 1998

Support Documentation:

Task:

Compile the necessary data to produce charts, tables, and graphs to illustrate the following:

- Population Growth by Decade: 1940 - 2020
- In-Migration vs. Natural Increase
- 1996 - 2020 Forecasted population change by city
- Age distribution: 1995/2020
- Births in Ramsey County
- Ramsey County new construction building permits
- Ramsey County Employers
- Ramsey County Employment trends: 1970 - 2020
- Employees by Industry
- Jobs by Industry
- Existing Land Use
- Developed/undeveloped land in the MUSA/1995/Vacant land w/in MUSA
- Ramsey County Land Area by Growth Management Policy Area
- Ramsey County Land Use Forecast: 2020 (1995-2020)

Responsibility: Staff

Timing: July - September, 1998

RAMSEY COUNTY

1999 - 2020

COMPREHENSIVE TRANSPORTATION PLAN

CHAPTER SCHEDULE

THOROUGHFARES AND HIGHWAYS

Introduction:

Task:

- 1) Provide brief history of transportation in Ramsey County.
- 2) Discuss current transportation system and the County's role in transportation (non-transit) in the region.
- 3) Brief discussion of alternate modes: bicycle, pedestrian, railroads, airports, commercial navigation.
- 4) Discuss current and future demands placed on the county transportation system: i.e. congestion, multi-purpose roadways, integration with neighborhoods.

Responsibility: Staff

Timing: May - July, 1998

Vision:

Task:

Include Thoroughfares and Highways Vision from Ramsey County Strategic Plan.

Responsibility: Staff

Timing: June, 1998

Policy:

Task:

- 1) Discuss the role the County plays in achieving the vision for thoroughfares and highways. Discuss the rules the County must abide by while carrying out its role.
- 2) Compile/review existing County Board policies.
- 3) Compile/review policies of other agencies (Federal, State, Metropolitan Council, adjacent Counties, Cities).
- 4) Define issues/problems where policies conflict or gaps exist.
- 5) Develop draft policies to resolve or clarify issues/problems.
- 6) Discuss why the policy is necessary.
- 7) Review draft policies with affected agencies.

Product: Draft policies to resolve or clarify issues/problems.

Responsibility: Staff

Timing: May - October, 1998

Implementation:

Task:

- 1) Draft potential strategies describing what the County could do or others could do to implement the policies (prepare a TIP, identify needs, preserve right-of-way, secure funding, control access, jurisdiction, design considerations -- multi modal).
- 2) Discuss how implementation of each highway policy relates to the other chapter elements of the plan (land use, transit, surface water management, public involvement).
- 3) Discuss how implementation of each highway policy contributes to achieving the vision.

Responsibility: Staff

Timing: October - December, 1998

Support Documentation:

Task:

Prepare technical memorandums from analysis of past, present and future data of the following transportation components:

- system needs (travel forecast, capacity deficiencies)
- functional classification
- jurisdiction
- County State Aid Highway system
- river crossings
- highway improvements
- re-alignments, new alignments
- bicycle and pedestrian systems
- railroads
- airports
- commercial navigation
- travel demand management
- transportation system management
- funding
- right-of-way preservation and acquisition
- access management
- signals

- maintenance

Responsibility: Staff, Consultants

Timing: Ongoing

Mn/DOT, Metro Division

I-35E Lexington Bridge Project

Presentation to

Ramsey County Regional Railroad Authority

May 26th, 1998

Summary Of Process for Non Traditional Transportation Stakeholders (NTTS) Input

I-35E Lexington Ave. Bridge Project

SEGMENT

Demographic
- Race
- Gender
- Ethnicity

Commuters

Truck/Freight/Transit

Pedestrians/Bicyclists

Environmental

Business/Commercial

Emergency Access Personnel

RESOURCES:

Cities, Counties, met Council,
Park Board, Utilities - NSP,
Port Authority, FHWA, DNR,
PCA, River, Coast Guards,
Fish & Wildlife, Transit Bodies

SCHEDULE

Timeline	June 97	1998	1999	2000	2001	2002	2003
Pre-design	●————●						
Final Design		●————●					
Construction					●————●		

Exchange of Information
Advisory Group Charge:
20 persons (approx) meeting
2-4 times over 1998

OTHER MEETINGS:
Cities, counties,
neighborhood councils,
groups, public informational
meetings and individuals

Project
managers
team

Internal
functional
groups

*Revised March 98:
Construction Timeline Corrected*

Reason for Project

- **Bridge Condition**
The bridge is reaching the end of its useful life.
- **Mn/DOT's Responsibility (S.D.I.C.)**
- **Work in Progress (W.I.P.)**

NOTE

- **There is a serious problem, the Bridge has reached the end of its useful life.**
- **Mn/DOT is the legislatively mandated body to address the problem. It would be irresponsible of us given our state mission if we did not address the problem.**
- **Mn/DOT is approaching this problem in a reasonable, timely, sensible and responsible manner including the process to seek community input, before deciding on the alternate.**
- **Mn/DOT does listen, does care, if we propose something, that's going to hurt its not because we do not care.**

Listing of Meetings

Ongoing/Past:

**Public Entities - Cities, Counties, DNR, FHWA, etc.
City of St. Paul (inc. neighborhood councils), Lilydale,
Dakota County and affected individuals**

Planned and Mostly Completed

**NTTS, other cities/counties as requested, Public
informational meetings, groups/individuals as requested**

Maybe Later Still:

**Construction Impacts public meetings - dependent on
need, visualization meetings**

**As of May 98 , over 15 meetings with various public/external entities have
been held.**

Background

- **There are no plans or proposals, at the Met. Council or at Mn/DOT, to make any changes to 35E between West 7th Street and downtown St. Paul (the Parkway Section) over the course of the the planning horizon (1998-2020)**
- **There are needs, identified by both the Met. Council and Mn/DOT, to expand 35E between West 7th Street and TH 110. These needs are based on planning forecasts for the corridor. The Lexington Bridge replacement project does not address the need for expansion indicated in the forecasts. The expansion issue will be addressed between 2010-2015, after due process, which will include public meetings closer to that time.**

Background

- **Current Traffic 72,000 Annual Average Daily Traffic.**
- **Bridge opened in Dec 1965, 37 years old by the time of reconstruction**

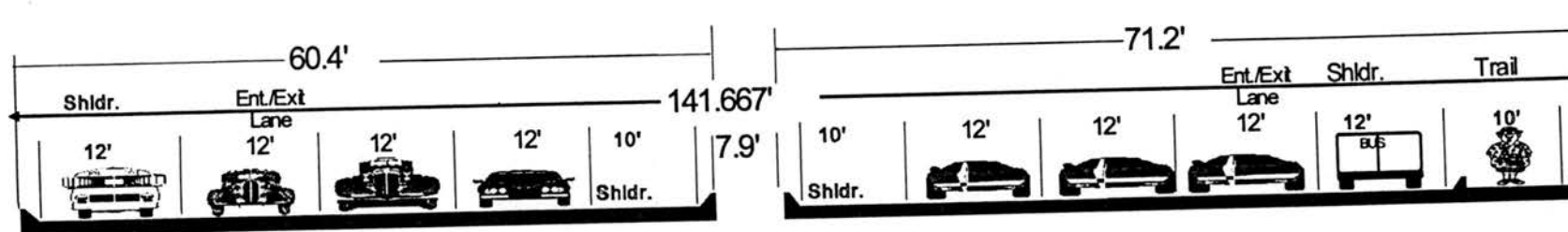
W.I.P. 03/98

Impacts and Issues Raised by Stakeholders

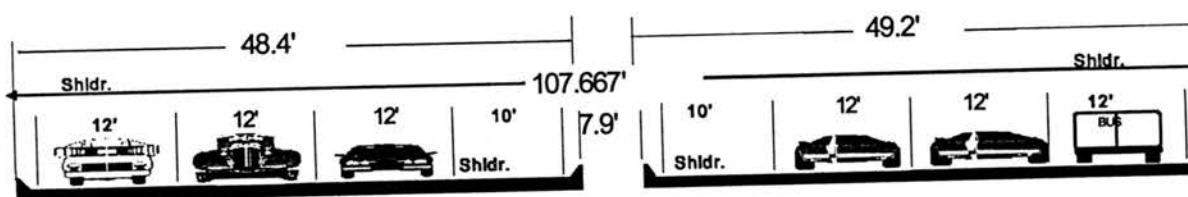
The following ideas were provided to Mn/DOT by our customers during meetings, to date:

- **Address future traffic and capacity needs of this corridor (into the year 2020); Do not address future capacity needs or congestion;**
- **Recognize the need for bike/pedestrian path at this location;**
- **Be aware of water quality issues;**
- **Minimize or eliminate any impact to the park;**
- **Determine federal standards for shoulder widths, eliminate space between NB and SB segments.^R**
- **Promote alternatives to driving to lessen congestion and pollution;**
- **Promote transit;**
- **Keep the width of the new bridge to a minimum;**
- **Keep in mind how constructing a new bridge will affect businesses.**
- **Make operational improvements on the bridge - improve merging capabilities; improve safety; improve local (TH 13 and Shepard) access; keep the two through lanes open during construction.^R**

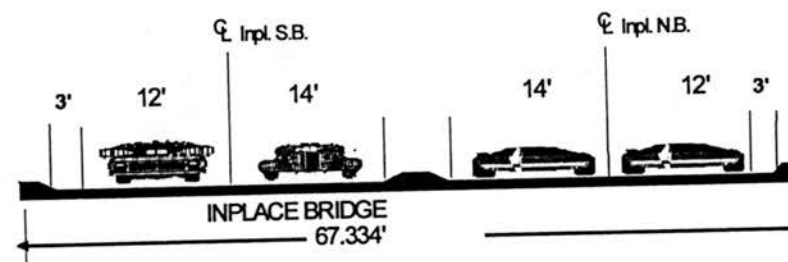
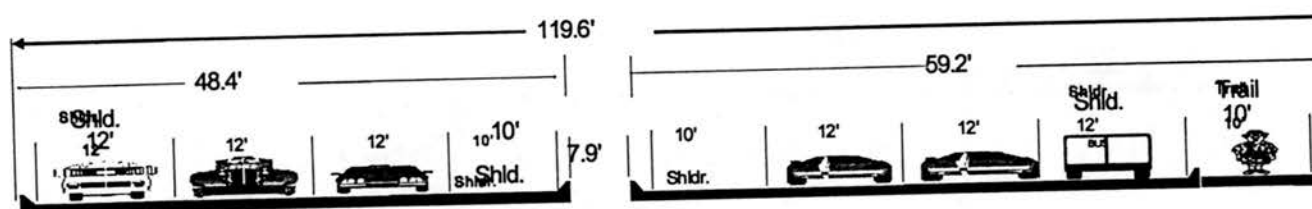
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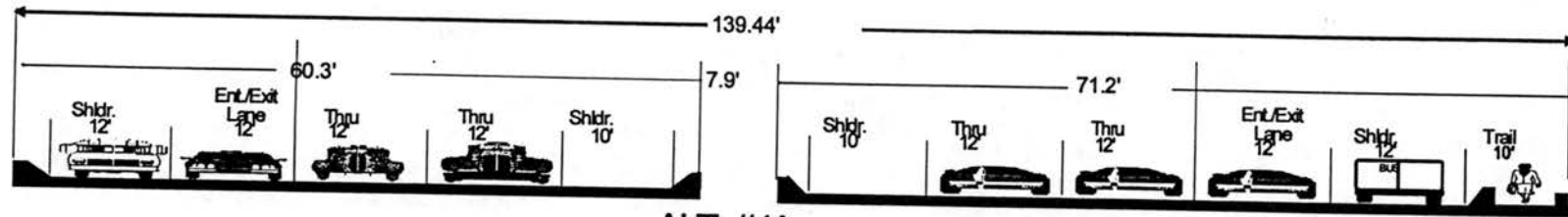


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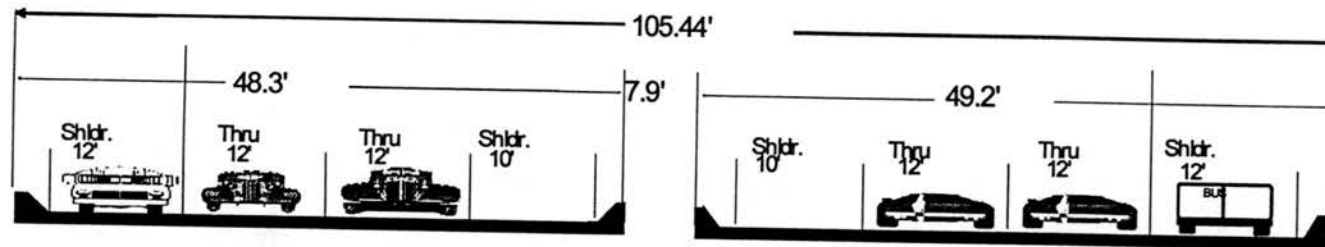


Dec. 1997
 Draft W.I.P.
 Rev. Apr. 1998-
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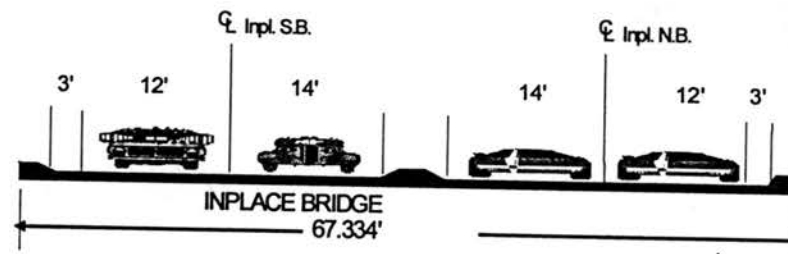
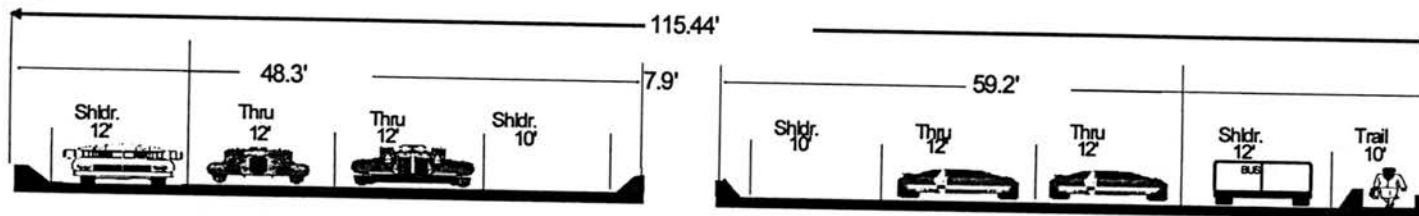
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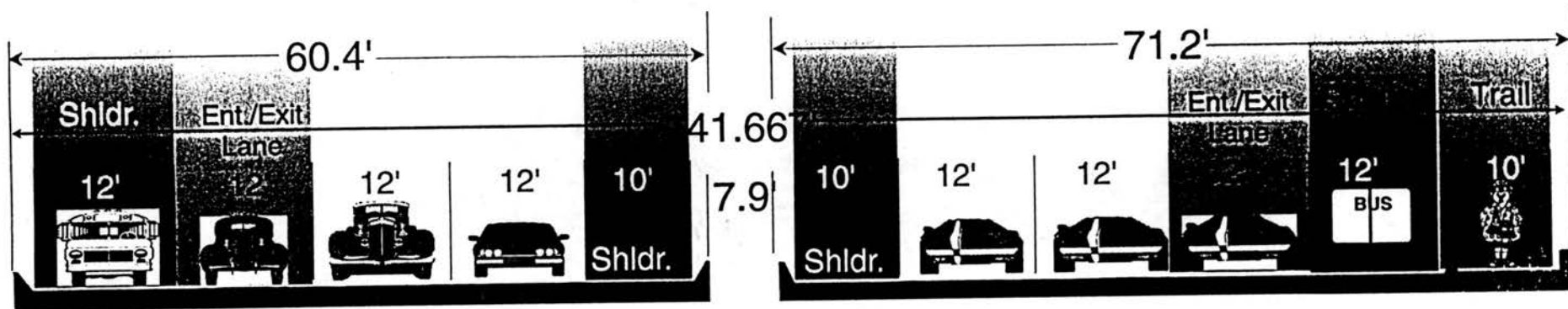


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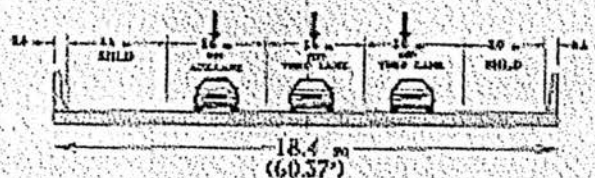


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ALTERNATE 3

TYPICAL SECTION PROPOSED BRIDGE

WEST



TYPICAL SECTION INPLACE BRIDGE

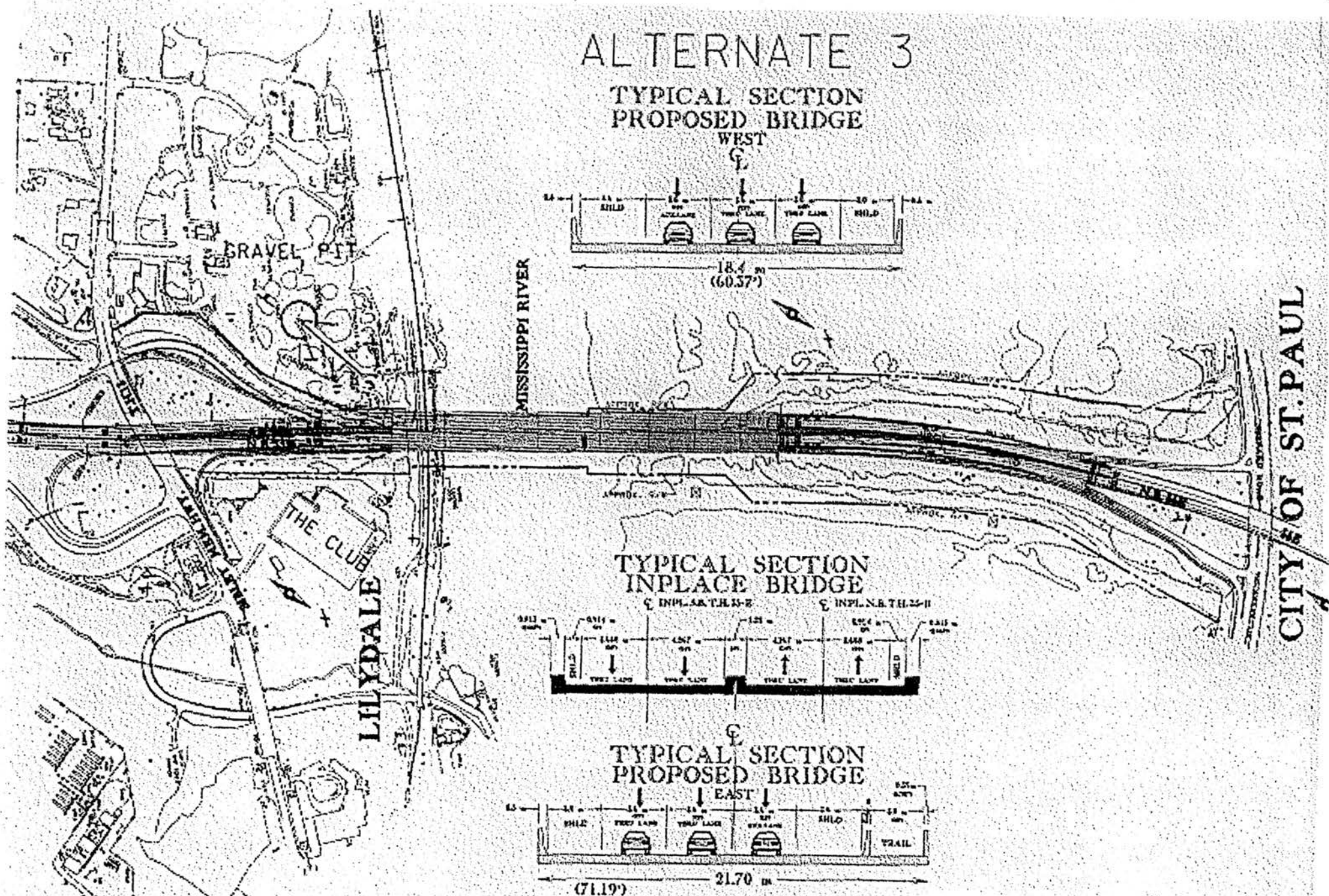
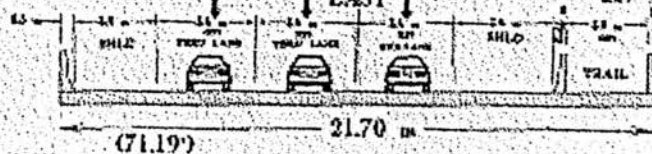
IN PLACE T.H. 15-2

IN PLACE T.H. 15-11

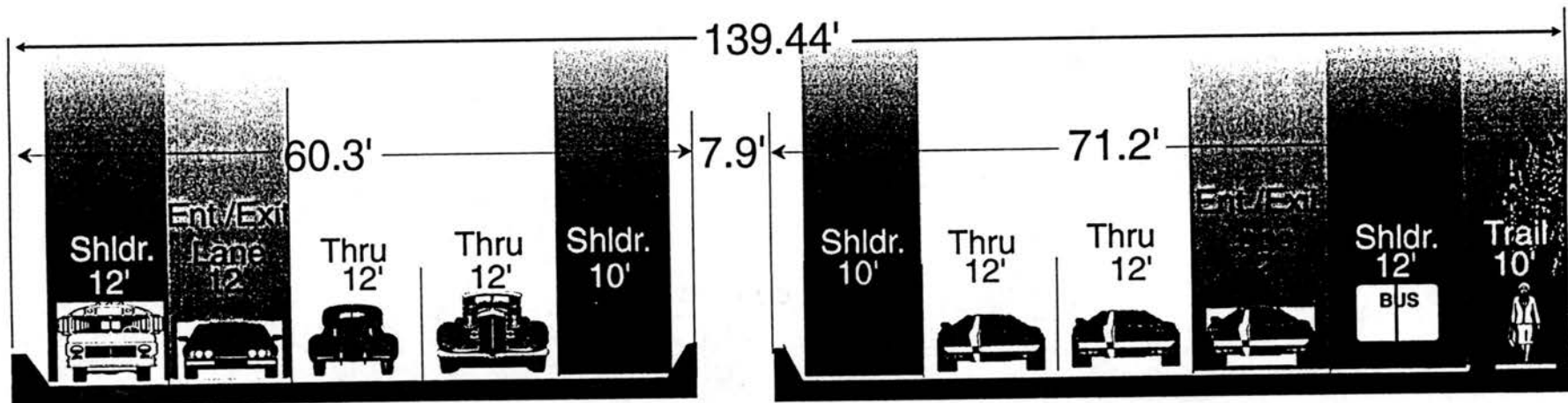


TYPICAL SECTION PROPOSED BRIDGE

EAST



ALT. #4



Dec. 1997
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Rev. Mar. 1998-
colorized

ALTERNATE 4

MENDOTA

GRAVEL PIT

MISSISSIPPI RIVER

CLUB

LILYDALE

PROPOSED BRIDGE

TYPICAL SECTION INPLACE BRIDGE

WEST

20.52 m (67.33')

TYPICAL SECTION PROPOSED BRIDGE

EAST

18.4 m (60.37')

21.70 m (71.19')

Diagram of the Inplace Bridge cross-section. The bridge has a total width of 20.52 m (67.35'). The diagram shows a central pier with a width of 3.31 m. The bridge deck is divided into four spans, each 4.76 m wide. The total length of the bridge is 20.52 m. The diagram also shows the bridge piers and the bridge deck structure.

The diagram illustrates the proposed bridge layout with a total length of 18.4 m (60.37'). It features three vehicle loops, each 3.1 m wide, and two pedestrian loops, each 2.6 m wide. The bridge is supported by a central pier and two side piers. The layout is as follows:

Section	Width (m)	Width (ft)
Left Pedestrian Loop	2.6	8.53
Vehicle Loop 1	3.1	10.17
Vehicle Loop 2	3.1	10.17
Vehicle Loop 3	3.1	10.17
Right Pedestrian Loop	2.6	8.53
Total	18.4	60.37

The diagram illustrates the proposed bridge layout with the following dimensions:

- MILD**: 18 m
- TENT LANE**: 16 m
- SINGLE LANE**: 16 m
- ACE LANE**: 16 m
- PHLO**: 24 m
- TRAIL**: 18 m
- Total Length**: 21.70 m (71.19')

Current Transit (Bus) Usage of the Bridge

Northbound	AM	10 buses between 6:30 and 8:15
	PM	3 buses between 3:55 and 4:55

Southbound	AM	3 buses between 6:35 and 7:10
	PM	10 buses between 3:50 and 5:30

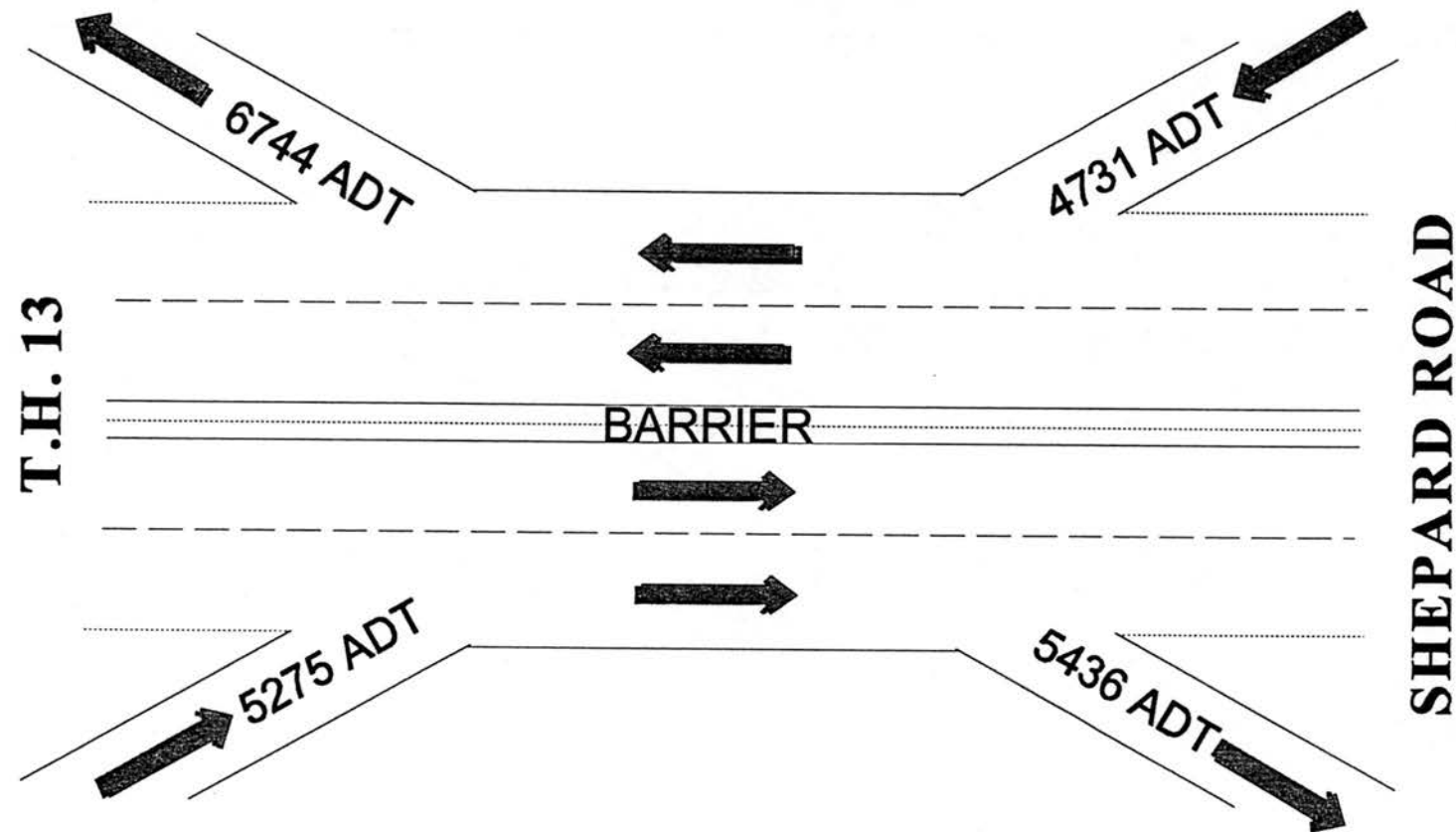
Transit Issues and Notes

- **Today, buses use the two mixed use lanes - when crossing the bridge - congested and slow at times.**
- **Congestion is going to get worse as traffic levels increase.**
- **Transit riders want timely and faster rides than Single Occupancy Vehicles (SOV's) caught in traffic.**
- **Allowing transit usage on shoulders allows them to by pass congestion and ensure timely operations.**
- **Mn/DOT is looking at expanding the Park & Ride at Eagan, prior to contruction to better facilitate needs of riders.**

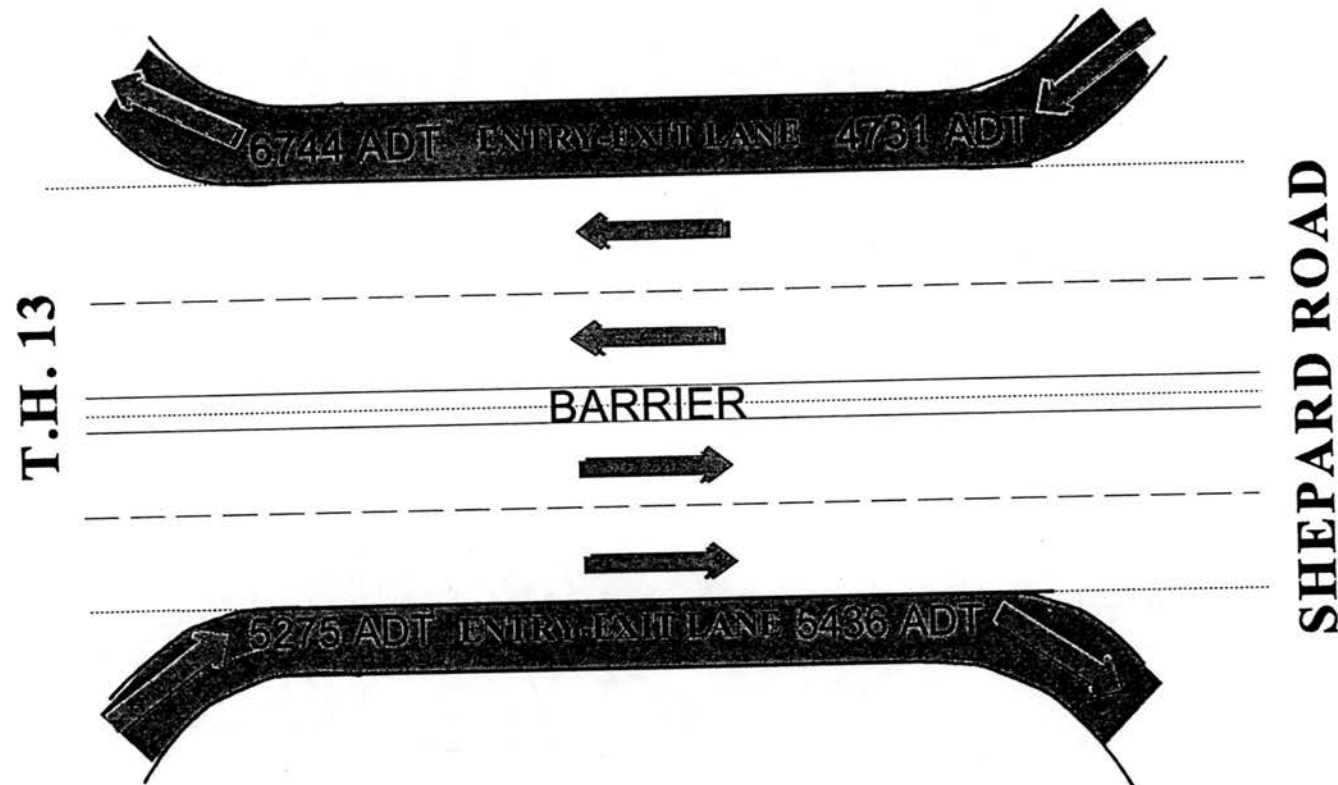
Auxiliary Lane Benefits

- Improves merge in/out mainline at Shepard and TH 13 entry/exit ramps by giving the full length of the bridge to accomplish merging maneuver.
- Improves incident management (and maintenance) capability
- Smooths the flow on the mainline
- Will not negate the need for ramp meters at the entrances of Shepard and TH 13.

SCHEMATIC OF CURRENT (1998) TRAFFIC MERGE DIVERGE CONDITIONS



SCHEMATIC OF POTENTIAL IMPROVEMENT WITH THE ADDITION OF ENTRY/EXIT (AUX) LANE



Accident Rates at Auxiliary Lanes

LOCATION	ACCIDENT RATES (BEFORE)	ACCIDENT RATES (AFTER)
Dartmouth bridge on I-94 U of M	3.7 acc/MVM	2.0 acc/MVM
I-694 & 63rd	0.4 acc/MVM	0.2 acc/MVM
E. Jct. I-694 to Co. Rd. E	0.3 acc*/MVM	0.1 acc/MVM

MVM = Million Vehicle Mile

W.I.P. Jan.98

Notes about Bike Path/Trail

- **The comprehensive plans for the counties do not show any trails over the river at this location.**
- **The City of St. Paul and Lilydale staff have noted the strong desire of the communities to have a trail at this location.**
- **Mn/DOT is prepared to work to better design a bridge with a bike/pedestrian path bearing in mind the following:**
 - **Personal safety of bikers and pedestrians;**
 - **Maintenance issues, such as snow removal and lighting;**
 - **Requirements of emergency response personnel;**
 - **Enhancement of community life that a trail would facilitate.**
 - **Determine on which side of the bridge, the trail would best serve the community needs.**

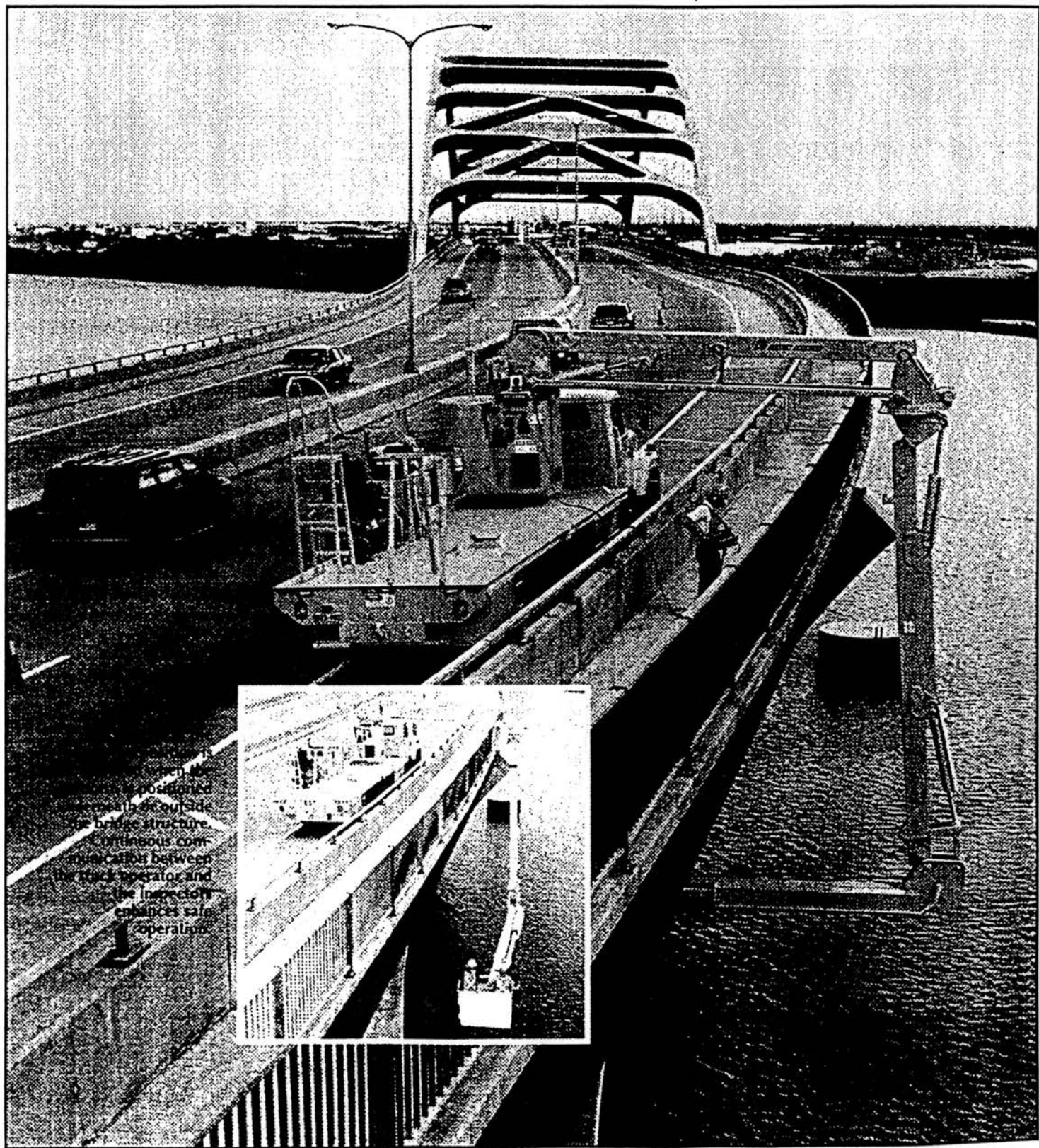
About Shoulder Widths

In selecting shoulder widths, the following considerations apply:

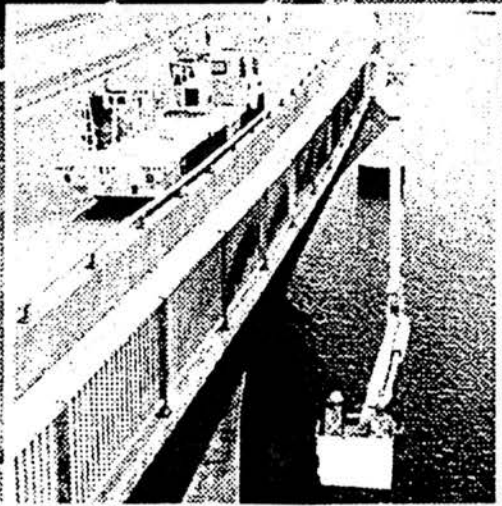
- Maintenance needs - snow storage, “snooper truck” parking etc.;
- Incident management needs - for storage and towing of stalled or damaged vehicles, emergency response personnel needs;
- Safety considerations;
- Water pooling potential for collection system - to improve water quality discharge;
- Provisions for transit - buses only usage of the shoulders;
- Buses will use entry/exit lanes in lieu of shoulders on bridge. (R)
- Management of traffic during the 2-3 year construction time -frame - the extra width allows for two through lanes in each direction to be kept open.

W.I.P. April 98

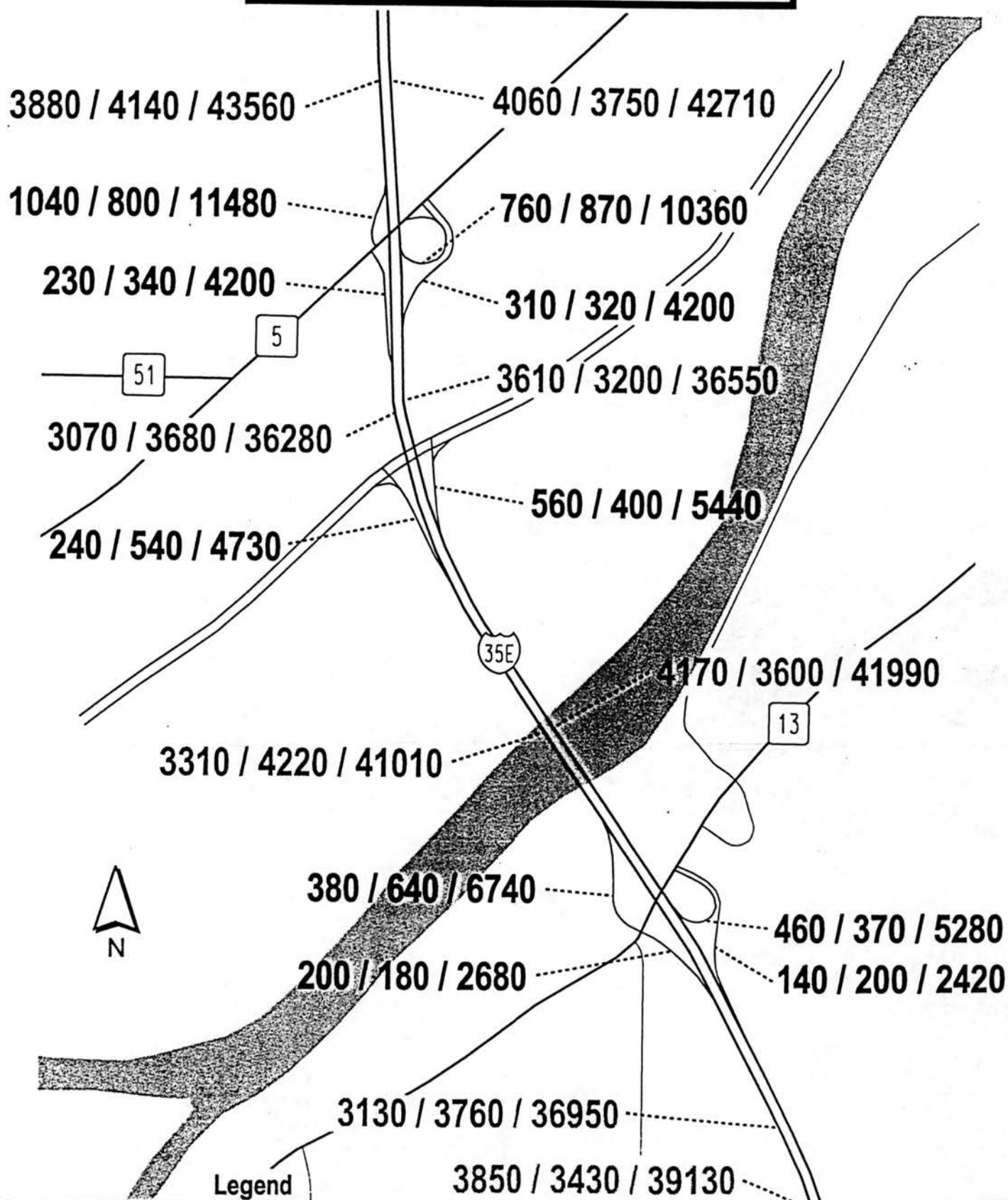
A TYPICAL "SNOOPER" AT WORK



When the snooper is positioned beneath the bridge structure, continuous communication between the truck operator and the inspector enhances safe operation.



1996 Actual Traffic Volumes From MN / DOT



0000 / 0000 / 00000 AM Peak / PM Peak / AADT

Revised 04/08/98
Additional Data

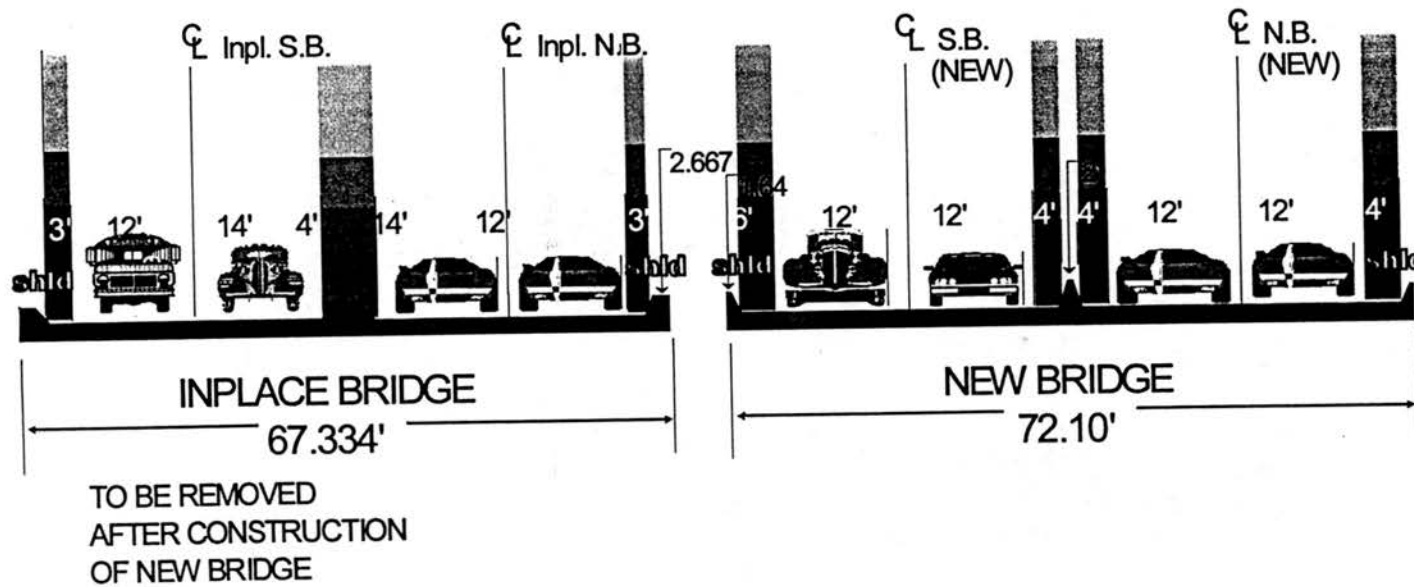
Impacts and Issues Raised by Mn/DOT

- **Mn/DOT is concerned about the physical integrity of the bridge;**
- **We would like to improve the traffic flow. To do that, we;**
 - A. Need an entrance/exit lane to improve traffic movement;**
 - B. Need full-width shoulders to improve traffic safety, incident management, and maintenance; and**
 - C. Would like to provide improvements to transit.**
- **We would like to improve the aesthetics of the bridge by attention to the following:**
 - A. Railings designs;**
 - B. Colors of the paints;**
 - C. Lighting features; and,**
 - D. Landscaping.**

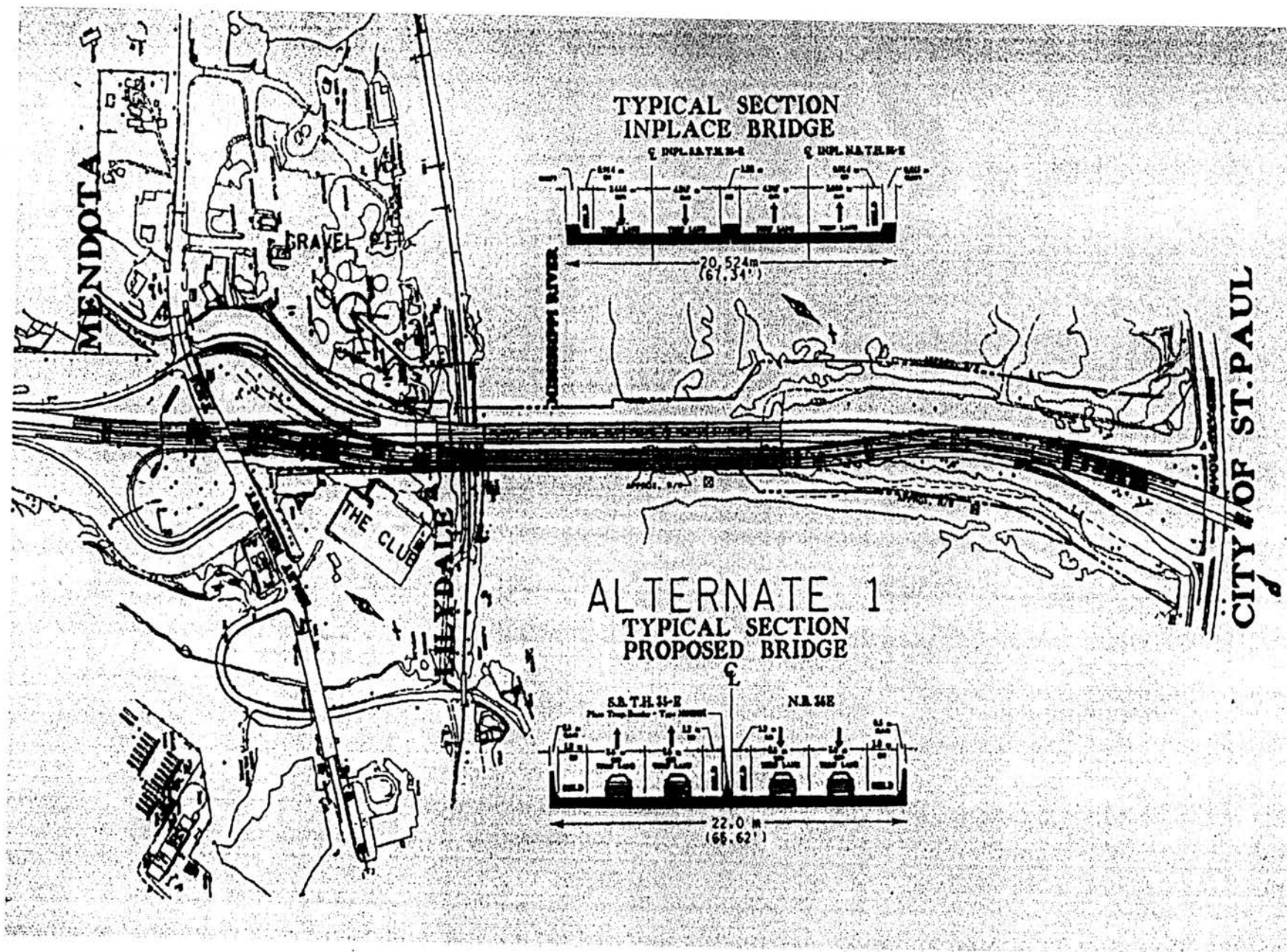
Impacts and Issues Raised By Mn/DOT Cont.

- **We are addressing environmental concerns through interaction with community groups, the Department of Natural Resources (DNR), the State Historic Preservation Organization (SHPO), and the Minnesota Pollution Control Agency (MPCA);**
- **We would like to receive community recommendations; and**
- **We must be aware of the regional impacts of the corridor.**

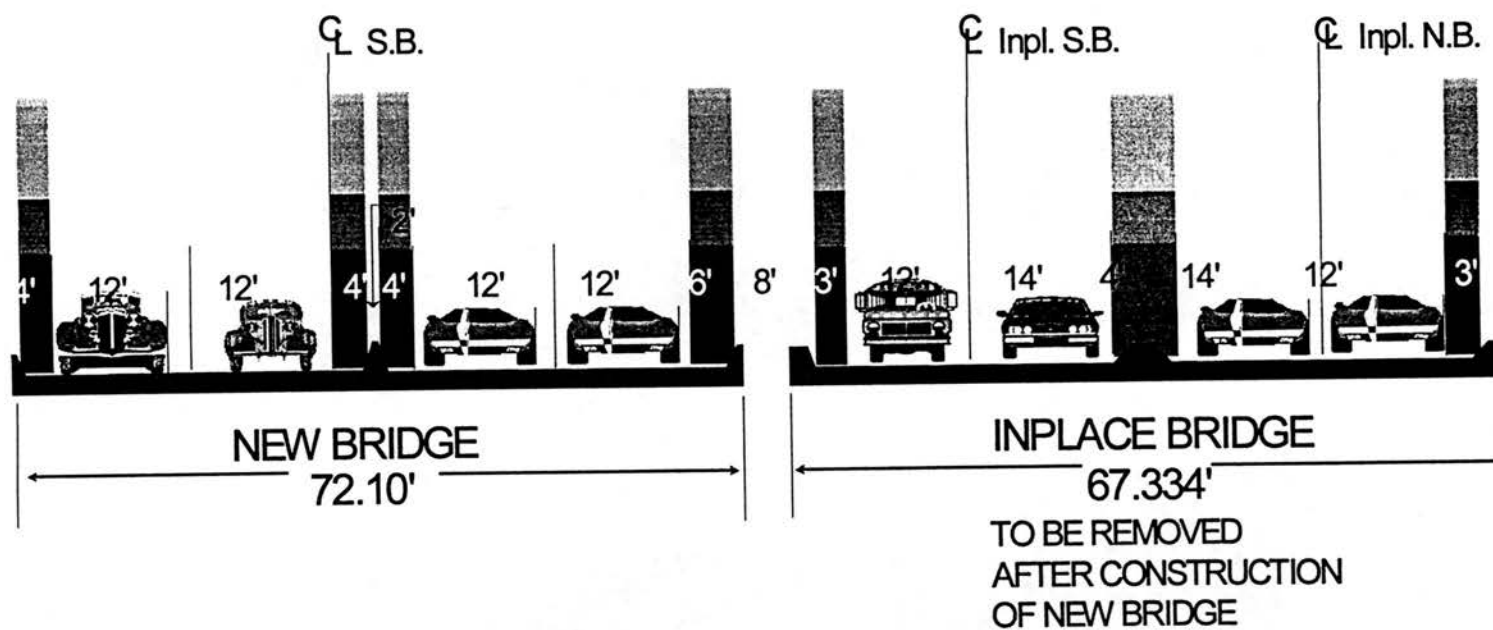
ALT. #1



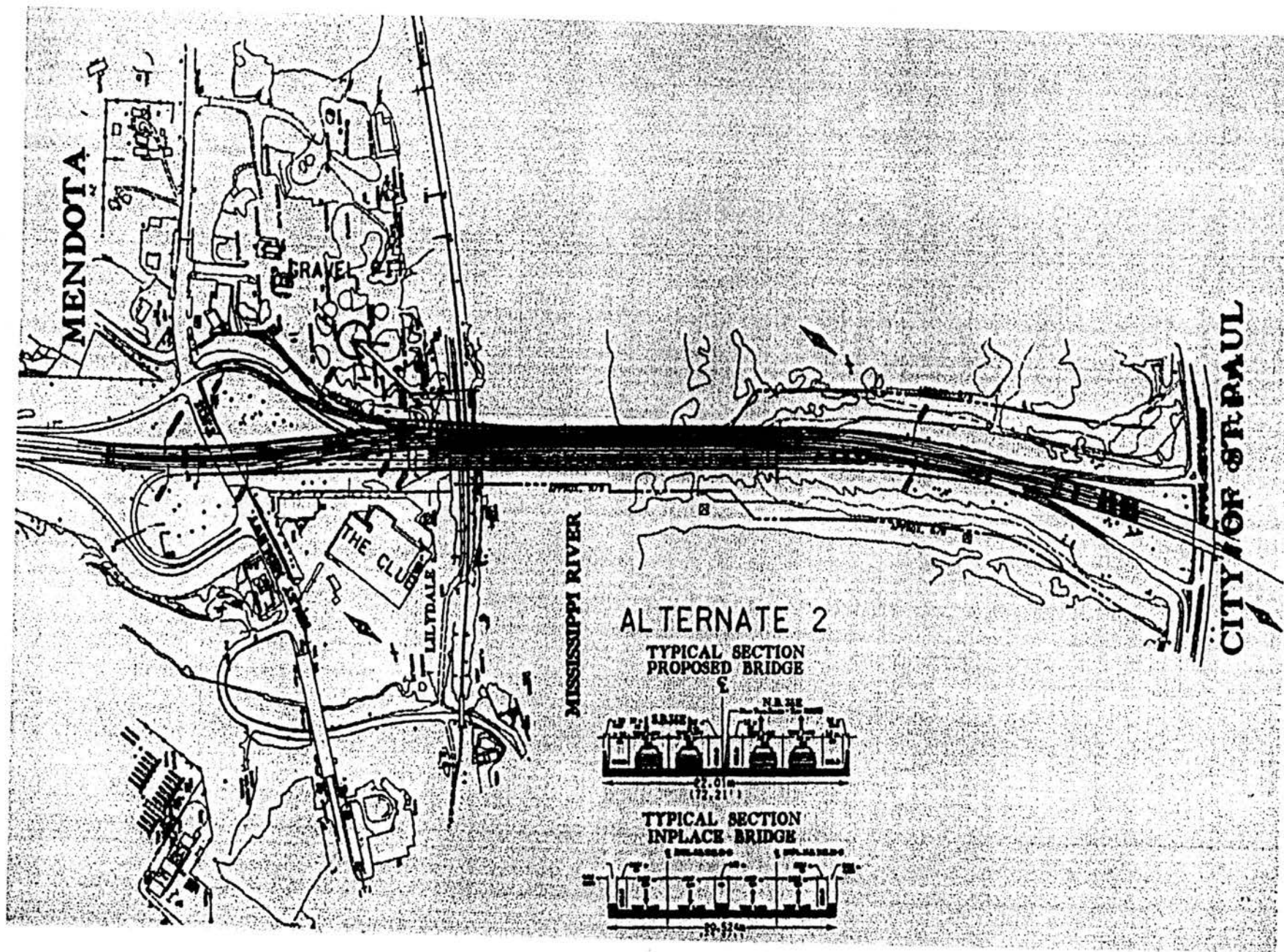
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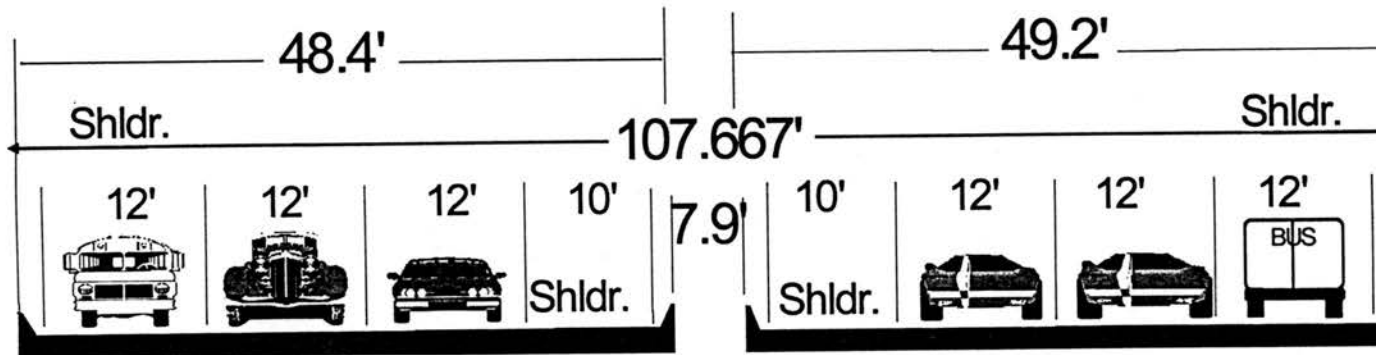
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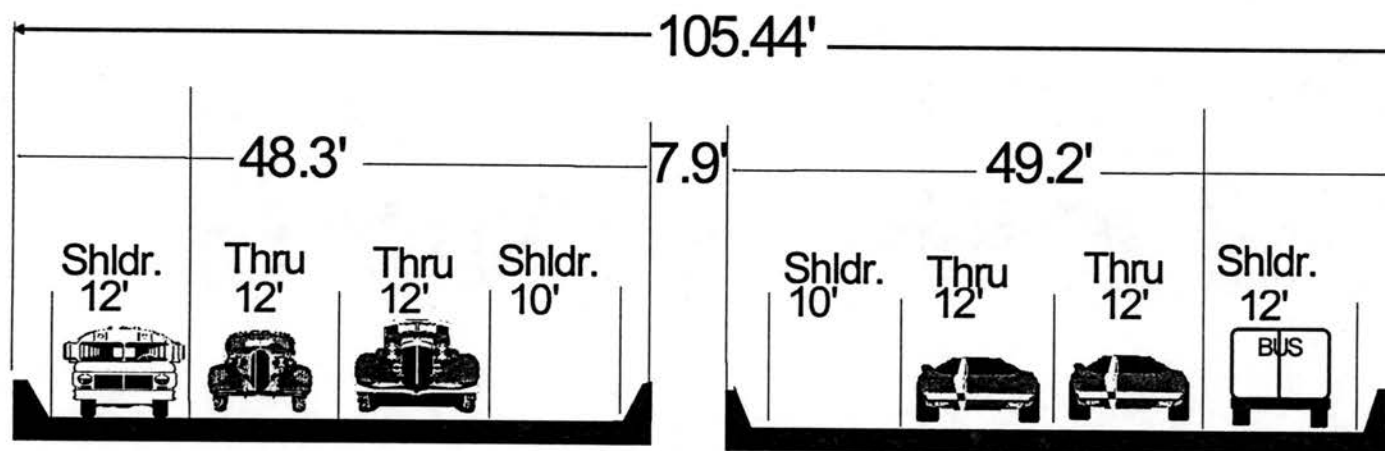


ALT. #3A



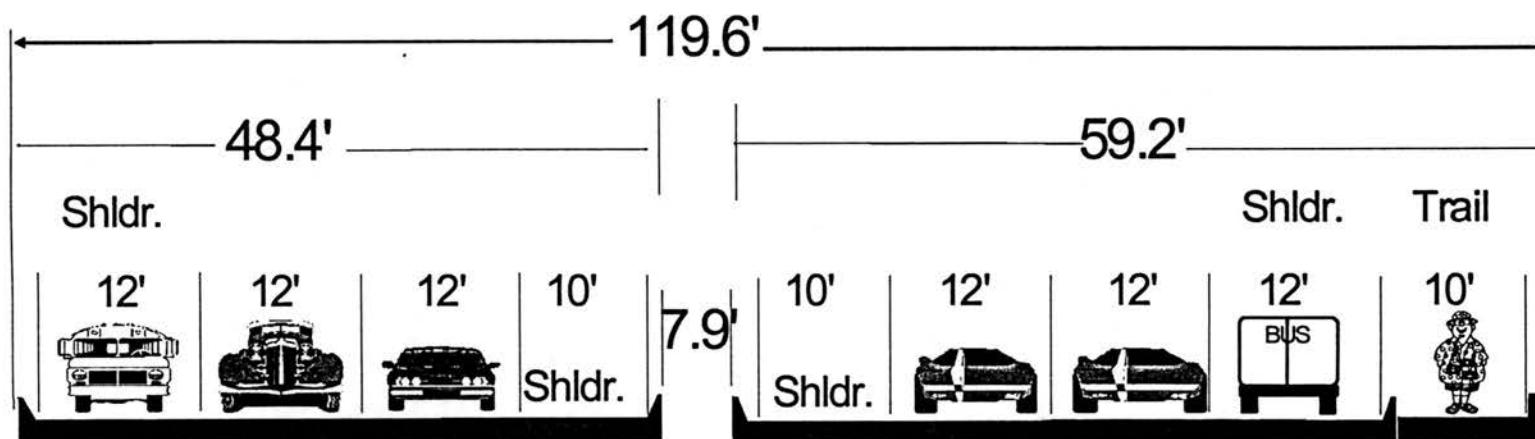
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ALT. #4A



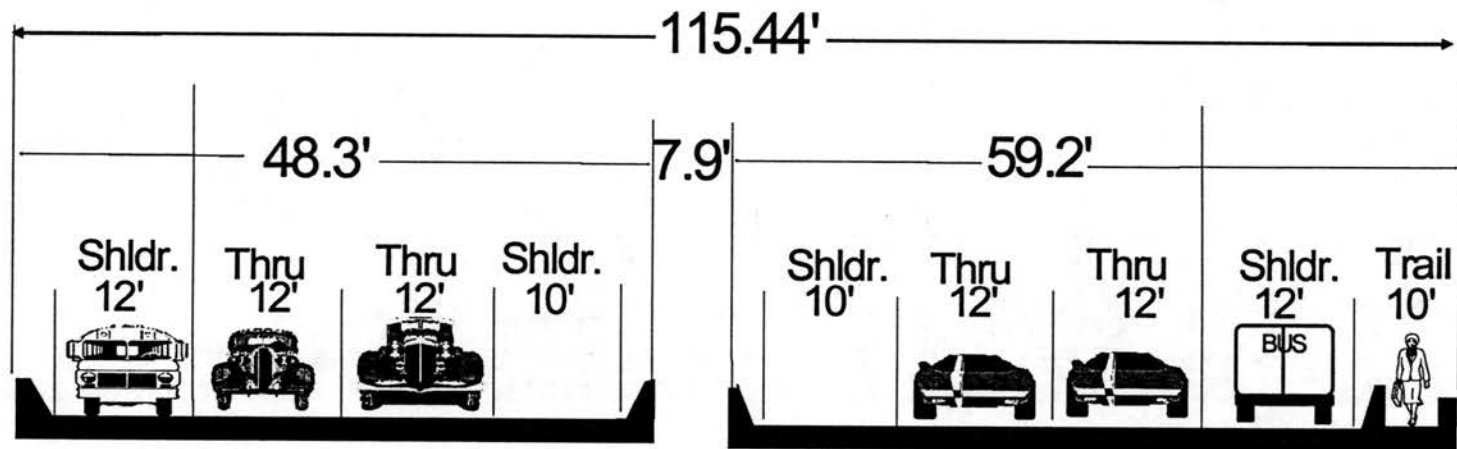
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ALT. #3B

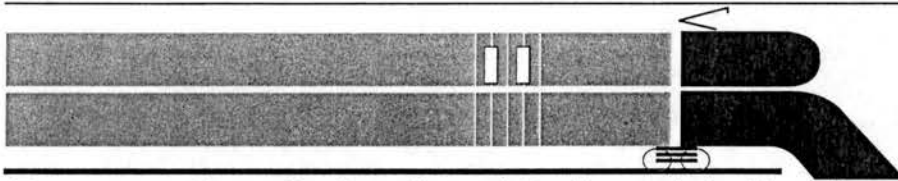


Mar. 1998
W.I.P. Draft

ALT. #4B



Mar. 1998
W.I.P. Draft



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

May 26, 1998

1:00 p.m.

Third Floor Council Chambers

Courthouse

1. * Approve minutes of the meeting of April 14, 1998.
2. * Approve minutes of the meeting of April 28, 1998.
3. * Authorize staff to negotiate a contract with Parsons Brinckerhoff for the Major Investment Study for the Riverview Corridor.
4. 35E bridge update.
5. Comprehensive Transportation Plan.

* Action is requested.



Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

April 14, 1998

The Ramsey County Regional Railroad Authority met on Tuesday, April 14, 1998, in Council Chambers, 3rd Floor Courthouse.

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

MEMBERS ABSENT: Commissioner Dino Guerin

OTHERS PRESENT: Terry Schutten, David MacMillan, Kathy DeSpiegelaere, Jim Van Houdt, Karen Tero, Tom Oertel, Bonnie Jackelen, Kris Longhenry

Chairman Ortega called the meeting to order at 2:47 p.m.

1. Approve Minutes of the Ramsey County Regional Railroad Authority Board Meeting of March 17, 1998.

Motion by Commissioner Bennett, seconded by Commissioner Reinhardt to accept the minutes from the March 17, 1998 RCRRA meeting.

Ayes - 6, Nays - 0
Motion accepted.

2. Approve Minutes of the Ramsey County Regional Railroad Authority Board Meeting of March 24, 1998.

Motion by Commissioner Bennett, seconded by Commissioner Reinhardt to accept the minutes from the March 24, 1998 RCRRA meeting.

3. Update on Federal and State Transportation Legislation.

Commissioner Rettman thanked Commissioner Ortega and Commissioner Bennett on their work for RCRRA legislative funding.

Kathy DeSpiegelaere commented that an update was given during the Administrative Board Meeting on state transportation legislation.

Kathy DeSpiegelaere stated that the federal six year transportation bill has been passed in the House and in the Senate, but there are differences in the name and amounts in the bills. The previous name was ISTEA, the administration proposal is called NEXTEA and has \$29 billion proposed, the House bill is called BESTEA and has \$36.6 billion, and the Senate bill is called ISTEA2 and has \$36.2 billion.

Funding for the Riverview Corridor as part of the Twin Cities Transitways project is earmarked and fully authorized for funding for initiation through construction. The amount hasn't been designated yet.

Kathy DeSpiegelaere commented that there is a separate authorization for preliminary engineering for the commuter rail corridor from downtown St. Paul along Highway 61 to Hastings.

Kathy mentioned that the next steps for the House and Senate bills are the conference committees where dollars will be earmarked for these corridors, then to the full House and Senate for approval and then to the President. This is anticipated to happen sometime in May.

Kathy said that federal delegation should be thanked as well as the state delegation for being extremely helpful.

Commissioner Haigh suggested having a presentation on the expansion of the 35E bridge over the Mississippi River. She commented that this is a big traffic issue in her and Commissioner Ortega's districts.

Commissioner Rettman questioned if the St. Paul City Council is being included in commuter rail issues and if Ramsey County is providing the lead role in facilitating discussions with other agencies.

Commissioner Ortega answered that Commissioner Reinhardt and Commissioner Bennett are working on the St. Paul to Forest Lake corridor and the St. Paul to Red Wing corridor. Commissioner Ortega and Kathy DeSpiegelaere have sat down with four of the seven St. Paul City Council members to go over agendas.

Commissioner Ortega suggested that Mn/DOT's commuter rail specialist come and update the RCRRA and answer questions.

Commissioner Rettman asked how interested public organizations can become involved in the public participation process for commuter rail.

Commissioner Ortega explained that Ramsey County will begin the public participation process and it is just beginning now.

Commissioner Haigh asked for clarification on the timing of the participation processes for commuter rail and the Riverview Corridor.

Kathy DeSpiegelaere answered that public participation in the Riverview Corridor process includes working with select community activists as well as those not traditionally involved in community work on transit corridors. Creative ideas for public participation are also being sought after from the RFP proposers. The Riverview Corridor Task Force will also help with participation and education processes.

Commissioner Haigh commented that she attended a meeting with the St. Paul City Council on housing and said that one of the key issues that was raised was the development along the Riverview Corridor and the potential for housing along the Corridor. She asked if St. Paul is involved with the Riverview Corridor.

Kathy DeSpiegelaere answered that St. Paul PED is already involved and land use and economic development are important elements in the RFP.

4. Commuter Rail Update.

Commissioner Bennett stated that the commuter rail study is being done by the State of Minnesota and funding came from the legislature. Phase I of the study eliminated many railroad corridors and Ramsey County has no authority over which lines are added and/or eliminated. Phase II will allow for more community input.

Page 3

Kathy DeSpiegelaere commented that four open houses were requested in the Ramsey County area during the course of the study.

Commissioner Rettman was concerned that displacement could occur to lower income residents with the Como and Phalen Corridors. She stated that district councils in these areas need to be involved from the beginning.

Commissioner Bennett said that commuter rail shouldn't displace people because it uses existing tracks.

Commissioner Ortega mentioned that feasibility studies and public input will be coming. This study is just looking at the whole system right now.

Commissioner Reinhardt commented that we still need to get dialogues started.

Commissioner Wiessner suggested a route that would serve many Ramsey County residents, along County Road C in Roseville.

Commissioner Bennett reclarified that Mn/DOT makes the decision on which routes would be studied and Ramsey County has no authority in choosing routes.

Commissioner Reinhardt commented that there are other things Ramsey County can do for a comprehensive transit program.

Commissioner Ortega stated that regardless of what Mn/DOT does with the commuter rail study, Ramsey County can still do presentations.

Commissioner Rettman asked to be informed about commuter rail meetings.

Commissioner Bennett said that Phase II is scheduled to be completed on December 28, 1998 and presented to the legislature on January 15, 1999.

The meeting adjourned at 3:27 p.m.

Minutes

2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

April 28, 1998

The Ramsey County Regional Railroad Authority met on Tuesday, April 28, 1998, in Council Chambers, 3rd Floor Courthouse.

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

OTHERS PRESENT: Terry Schutten, David MacMillan, Kathy DeSpiegelaere, Paul Kirkwold, Jim Van Houdt, Karen Tero, Dennis Bodin, Vern Wehlage, Bonnie Jackelen, Dawn Flores, Peter Lindstrom, Terry Lindeke, Terri O'Reilly, Harry McPeak, Pat Yoerger, Cyndy MacLeod, Tim Mayasich, Jon Walsh, Kris Longhenry

Chairman Ortega called the meeting to order at 2:28 p.m.

1. Comprehensive Transportation Plan.

Paul Kirkwold presented information on the process of the Comprehensive Transportation Plan. Paul summarized overheads which split the planning process into three phases: the planning phase, the implementation phase and the outcome. He proposed approaching the planning phase by using the visioning process that the County created through the Strategic Plan and identifying the issues in there through issue papers and from there recommending that the current policy stay in place or implement new policy. The implementation phase includes the programs and projects implemented after the planning phase. The outcome phase uses performance measures to find if the visions have been achieved.

Paul Kirkwold proposed that issue papers be written on about the subjects listed in the outline that was included in the board documentation packet. The following would be included in each of the issue papers:

- * Define the issue and how it relates to the vision
- * Report on existing conditions and forecast what will happen if everything stays the same
- * Find if the issue fits with the vision and if not, develop a process that will make it fit
- * Find what the County role is on the issue

From this process, existing policy will be examined and identification of the need for new policy will be looked at.

Paul Kirkwold suggested some ideas on public involvement, which include:

- * Visioning phase - strategic plan presentation in May, 1998
- * After issue papers - technical forums and focus groups
- * After policy papers - focus groups, public presentations, workshops and a public hearing

Paul also suggested a comprehensive piece on public involvement could be included in the plan itself.

Paul Kirkwold commented that the next step is to meet with each of the municipalities to make sure they're in sync with how the County is approaching working on the comprehensive plan. He stated that the issue papers will be brought to the RCRRA as they are being completed.

Commissioner Ortega questioned what type of format the municipalities are using.

Paul Kirkwold answered that the municipalities are approaching the same issues as the County. He stated that the County is working on one issue at a time, rather than looking at the whole plan and then working chapter to chapter.

Commissioner Wiessner commented that it is important to communicate with the municipalities right away so more feedback can be given.

Paul Kirkwold said that issue papers should be done and sent to the municipalities little by little and hoped that municipalities would provide more feedback rather than sending them the whole document all at once.

Paul Kirkwold stated that updates will be given to the RCRRA once per month.

2. Approve the Permit Between RCRRA and AT&T Corporation to Operate a Fiberoptic Cable Crossing RCRRA Right of Way North of Bush Avenue in St. Paul and Authorize the Chairman of the Ramsey County Regional Railroad Authority to Sign the Permit on Behalf of RCRRA.

Motion by Commissioner Bennett, seconded by Commissioner Haigh to approve the permit between RCRRA and AT&T Corporation to operate a fiberoptic cable crossing RCRRA right of way north of Bush Avenue in St. Paul and authorize the Chairman of the Ramsey County Regional Railroad Authority to sign the permit on behalf of RCRRA.

Ayes - 7, Nays - 0
Motion accepted.

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

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

WHEREAS, AT&T Corporation, has requested permission to use a portion of the right of way near north of Bush Avenue in St. Paul operate a fiber optic communications cable; and

WHEREAS, A permit has been negotiated to provide for the operation of the fiber optic cable; and

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

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

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

3. Approve the Permit Between RCRRA and Northern States Power Company to Continue Locating an Electric Power Line on RCRRA Right of Way on the East Side of Greenbriar Street, Extended, in St. Paul and Authorize the Chairman of Ramsey County Regional Railroad Authority to Sign the Permit on Behalf of RCRRA.

Motion by Commissioner Reinhardt, seconded by Commissioner Bennett to approve the permit between RCRRA and North States Power Company to continue locating an electric power line on RCRRA right of way on the east side of Greenbriar Street, extended, in St. Paul and authorize the chairman of Ramsey County Regional Railroad Authority to sign the permit on behalf of RCRRA.

Ayes - 7, Nays - 0
Motion accepted.

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

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

WHEREAS, Northern States Power Company, has requested permission to continue locating an electric power line on RCRRA right of way along the east side of Greenbriar Street, extended, in St. Paul; and

WHEREAS, A permit has been negotiated to provide for the operation of the electric power line; and

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

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

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

4. Approve the Contract With Kenneth Stevens for Consultant Services to RCRRA in an Amount Not to Exceed \$30,000 Pending Approval By Risk Management, County Attorney and Budgeting and Accounting Staff.

Commissioner Rettman questioned why this contract is necessary.

Commissioner Bennett stated that 80% of the funding for this contact will come from the federal funding for the Riverview MIS and the other 20% will come from the Rail Authority budget. He added that Ken is

retired from Hennepin County and is very knowledgeable and would be an asset to have as a consultant for commuter rail and the Riverview Corridor.

Commissioner Ortega responded that Ken will be helping out Kathy DeSpiegelaere with her work on the Riverview Corridor, commuter rail and light rail because there is a lot of work to be done and Kathy needs assistance.

Commissioner Rettman asked if Ken is only working for Ramsey County and was concerned that if he contracted with other counties, Ramsey County wouldn't be his priority.

Kathy DeSpiegelaere answered that Ken will likely contract with Anoka County to work on the Northstar Commuter Rail Corridor and with Hennepin County to help train someone to replace him. She added that she believes Ken is very professional and is able to separate issues and share information in an appropriate manner.

Commissioner Ortega stated that Ken will be hired strictly for his technical expertise.

Commissioner Wiessner said that she agrees that the RCRRA should hire someone who is truly interested in Ramsey County needs but also felt that the RCRRA could capitalize on the knowledge and experience that Ken would be bringing from Hennepin County.

Commissioner Guerin shared his concern about hiring someone who would not be exclusive to the County.

Commissioner Ortega reiterated that Ken would only be hired for his technical expertise and wouldn't be making any decisions for the County.

Commissioner Rettman said that if the County is going to purchase services, then we need someone working exclusively for the County.

Commissioner Reinhardt stated that Ken is being hired for technical assistance for Kathy and it is not realistic to hire someone who would be doing this particular job and would be exclusive to the County.

Commissioner Guerin agreed that as long as Ken would not be making decisions for RCRRA, then he would be in agreement with hiring him.

Commissioner Bennett noted that the RCRRA is not in competition and is looking for someone with technical experience and since Ken has knowledge of Hennepin County, he will have insight on the Hiawatha Corridor which meets up with the Riverview Corridor.

Motion by Commissioner Bennett, seconded by Commissioner Reinhardt to approve the contract with Kenneth Stevens for consultant services to the RCRRA in an amount not to exceed \$30,000 pending approval by Risk Management, County Attorney and Budgeting and Accounting staff.

Ayes - 6, Nays - 1
Motion accepted.

Whereas, Ramsey County Regional Railroad Authority is receiving federal and state funding for planning, engineering, environmental work and implementation of transit improvements in the Riverview Corridor in 1998; and

Whereas, The staffing of the Regional Railroad Authority is accomplished through loaned employees from the Public Works Department of Ramsey County and additional services are provided by other county departments; and

Whereas, The volume of work necessitates additional staff time and skills and the county staff resources in these areas have been committed and contracting for the work is an option that does not increase the staff complement of the County; and

Whereas, Kenneth Stevens is a recently retired employee of Hennepin County with many years of experience managing transit projects; Now, Therefore, Be It

Resolved, That Ramsey County Regional Railroad Authority authorizes its chair to execute a contract subject to approval by staff of County Attorney, Risk Management and Budgeting and Accounting with Kenneth Stevens to provide consultation and assistance to the director of the Railroad Authority on issues such as consultant selection, right of way needs, transit planning, legislation, railroad negotiations, project management, budget and billing and written reports, presentations and meeting attendance for an amount not to exceed \$30,000; and Be It Further

Resolved, That the contract for services will expire December 31, 1998.

5. Ratify Partial Payment No. 7 in the Amount of \$3,132.40 to SRF Consulting Group, Inc. for Professional Engineering Services for Riverview/Hiawatha Transitways.

Motion by Commissioner Haigh, seconded by Commissioner Guerin to ratify Partial Payment No. 7 in the amount of \$3,132.40 to SRF Consulting Group, Inc. for professional engineering services for 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 February 28, 1998; 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. 2765-7, Partial Payment No. 7, and attachments thereto, provide the correct documentation of payments due SRF Consulting Group, Inc. through February 28, 1998; and

RESOLVED, Payment to SRF Consulting Group, Inc. in the amount of \$3,132.40 for services rendered through February 28, 1998, is hereby ratified.

6. Ratify Quarterly Report of Payments for January 1 Through March 31, 1998.

Motion by Commissioner Bennett, seconded by Commissioner Reinhardt to ratify Quarterly Report of Payments for January 1 through March 31, 1998.

Ayes - 7, Nays - 0
Motion accepted.

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period January 1, 1998 through March 31, 1998, and a record of these disbursements is attached; Now, Therefore, Be It

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

The meeting adjourned at 2:53 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

May 18, 1998

Date

Board Action Requested

Authorize staff to negotiate a contract for a Major Investment Study for the Riverview Corridor with Parsons Brinkerhoff for an amount not to exceed \$1,149,505.00.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Resolution
 2. Memorandum from K. DeSpiegelaere

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

May 26, 1998

Board Date

Kristine A. Longhenry
Signature

5-18-98

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, Ramsey County Regional Railroad Authority (RCRRA) authorized staff to issue a request for proposals for consultant services for a major investment study for the Riverview Corridor; and

WHEREAS, Five proposals were received and were evaluated by a 15 member review committee with members of Metro Transit, Minnesota Department of Transportation, St. Paul Area Chamber of Commerce, Capital City Partnership, Highland District Council, Metropolitan Airports Commission, Metropolitan Council, City of St. Paul, Hennepin County and Ramsey County; and

WHEREAS, The recommendation of the review committee is that Parsons Brinckerhoff team best meets the needs of RCRRA as identified in the request for proposals, Now Therefore Be It

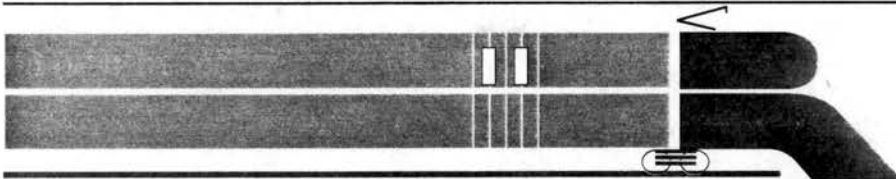
RESOLVED, That staff is authorized to negotiate a contract with Parsons Brinckerhoff for the major investment study for the Riverview Corridor in an amount not to exceed \$1,149,505.

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

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

Memorandum

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

From: Kathryn DeSpiegelaere

Subject: Contract for Major Investment Study

Date: May 18, 1998

Ramsey County Regional Railroad Authority previously authorized staff to issue a request for proposal for a Major Investment Study for the Riverview Corridor.

Proposals were received from five teams:

Parsons Brinckerhoff
10 Second Street Northeast, Suite 209
Minneapolis, MN 55413

Richardson Richter & Associates
200 Gilbert Building
413 Wacouta Street
Saint Paul, MN 55101

Himle Horner, Inc.
8500 Normandale Lake Boulevard Suite 720
Bloomington, MN 55437

Barton-Aschman Associated, Inc.
111 Third Avenue South, Suite 350
Minneapolis, MN 55401

SRF
One Carlson Parkway North, Suite 150
Minneapolis, MN 55447

The proposals were evaluated at two half day meetings both in writing (five) and in oral presentations (two, as determined by the review group) by:

John Labosky, Capital City Partnership
Art Leahy, Metro Transit
Terry Schutten, Ramsey County

Dean Michelko, Hennepin County
Sieglinde Bier, Highland District Council
Chuck Armstrong, City of St. Paul
Carl Ohrn, Metropolitan Council
Paul Kirkwold, Ramsey County
Bruce Howard, Metropolitan Council
Jim Zdon, City of St. Paul
Ken Stevens, consultant to the Railroad Authority
Jack Caroon, Minnesota Department of Transportation
Alison Johnson, St. Paul Chamber of Commerce
Dennis Probst, Metropolitan Airports Commission
Kathy DeSpiegelaere, Ramsey County

The request for proposals (RFP), as is typical with federal projects of this type, stated the maximum contract cost of \$1,150,000 and each proposer identified a budget in this range. The RFP also identified that a 20% contingency be included in each proposal, and all proposers complied.

The recommendation of the review committee was that the proposal by Parsons Brinckerhoff best met the needs of the Ramsey County Regional Railroad Authority as identified in the RFP and that a contract with that firm should be recommended to RCRRA.

Some of the reasons why the Parsons Brinckerhoff proposal is recommended are:

- o Demonstrated expertise in completion of major investment studies throughout the country. Their staff teaches the training course on major investment studies.
- o Personnel that most closely matched the focus of the proposed project.
- o Understanding of all the components sought by RCRRA in this study, including land use, economic development, enhanced bus service and work with the community on education and consensus.
- o Knowledge of community participation and consensus building techniques.
- o Clear graphics, good presentation skills, ability to present technical information in an understandable manner.

Recommendation:

Authorize staff to negotiate a contract with Parsons Brinckerhoff in an amount not to exceed \$1,149,505. The contract will be returned to RCRRA for approval. The funding for the consultant work will be provided by the federal government. A local match of \$287,500 will need to

be provided to match the federal funds. State bonding will supply the majority of the funds, which will be used by RCRRA to manage the project.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: March 17, 1998 No: R98-04

WHEREAS, Ramsey County Regional Railroad Authority is completing a feasibility report of the Riverview Transit Corridor; and

WHEREAS, Federal funding in the amount of \$1,150,000 has been appropriated to Ramsey County Regional Railroad Authority for preparation of a Major Investment Study for the Riverview Corridor; and

WHEREAS, The Major Investment Study examines alternative transportation options for the corridor and will be focused on public education, public involvement, land use/transportation relationships, economic development and transit service planning; Now Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes it staff to issue a request for proposals for consultant services for the Riverview Corridor Major Investment Study.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
Tony Bennett	<u>X</u>	—	—
Dino Guerin	<u>X</u>	—	—
Susan M. Haigh	—	—	<u>X</u> (absent)
Rafael E. Ortega	<u>X</u>	—	—
Victoria Reinhardt	<u>X</u>	—	—
Janice Rettman	<u>X</u>	—	—
Jan Wiessner	<u>X</u>	—	—

Rafael E. Ortega, Chairman

By: Jan Wiessner
Jan Wiessner, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

May 18, 1998

Date

Board Action Requested

Update on 35E bridge – a presentation by Mukhtar Thakur, Minnesota Department of Transportation.

DISCUSSION ONLY

Request Justification

- See attached:
1. Memorandum from K. DeSpiegelaere
 2. Resolution from St. Paul
 3. Resolution from Dakota County

Budgeting and Accounting

County Attorney

Risk Management

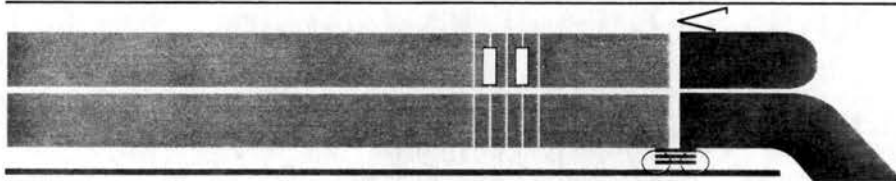
Documentation certified complete for:

May 26, 1998

Board Date

Kristine A. Longhenry
Signature

5-18-98
Date



Ramsey County Regional Railroad Authority

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

Memorandum

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

From: Kathryn DeSpiegelaere

Subject: 35E Bridge

Date: May 18, 1998

Discussions are occurring with stakeholders about the replacement of the 35E Bridge over the Mississippi River near Lexington Avenue and Shepard Road in St. Paul.

A presentation on the subject will be made at the May 26 Regional Railroad Authority meeting by the Minnesota Department of Transportation. No action will be taken at this meeting -- the presentation is for information only.

As background, Ramsey County's Comprehensive LRT Plan, adopted in 1989 recommended the South Southwest Corridor (West Seventh to 35E and across bridge to Dakota County, or Shepard Road to 35E and across bridge to Dakota County) as a potential light rail transit corridor, see map attached.

Current studies of transit in the Riverview Corridor are focusing on a transit connection to the Minneapolis/St. Paul International Airport and the Mall of America, and would not cross the river at 35E.

Copies of resolutions passed by St. Paul and Dakota County are attached.

APR 15 '98 11:42AM CITY OF ST. PAUL

P. 1

Green Sheet # _____

RESOLUTION CITY OF SAINT PAUL, MINNESOTA

Presented by

Referred To

Committee Date

- 1 WHEREAS, the Minnesota Department of Transportation (Mn/DOT) has recently announced plans to reconstruct
- 2 bridge #9330, which carries Interstate 35E across the Mississippi River, and
- 3 WHEREAS, Mn/DOT has instituted a community stakeholder involvement process to receive input on bridge
- 4 design from affected communities, and
- 5 WHEREAS, Mn/DOT has presented five alternatives to be considered for this reconstruction project, all of which
- 6 would widen the bridge from its current width of 67 feet to widths ranging from 81 feet to 159 feet, and
- 7 WHEREAS, many park users and other members of the Saint Paul community have expressed concern over possible
- 8 adverse impacts that a wide bridge could have on Crosby Lake Park, which lies below the bridge, and
- 9 WHEREAS, the fifth and most recent alternative would increase the number of through travel lanes on the bridge
- 10 from four to six, and
- 11 WHEREAS, residents of many Saint Paul neighborhoods have expressed concern that a six-lane bridge may
- 12 facilitate the future expansion of 35E through Saint Paul to six lanes, and
- 13 WHEREAS, an agreement between Mn/DOT and Residents in Protest of I-35E that was formalized through a May
- 14 11, 1984 United States District Court ruling ordered that "the basic design for the parkway segment of I-35E will
- 15 be four through traffic lanes with additional lanes for signing and weaving where needed from West Seventh Street
- 16 to I-94 in the St. Paul Capitol area," and
- 17 WHEREAS, three of the five alternatives would move the bridge substantially off of its existing alignment with two
- 18 of them moving the bridge upstream from its current location, and
- 19 WHEREAS, many park users and other members of the Saint Paul community have expressed concern over adverse
- 20 impacts that an upstream bridge realignment would have on Crosby Lake, which lies 200 yards upstream from the
- 21 existing bridge, and
- 22 WHEREAS, two of the five alternatives would allow for unused pier structures from the existing bridge to remain
- 23 in the river after construction of a new bridge, and
- 24 WHEREAS, the Saint Paul community has been engaged in developing the *Saint Paul on the Mississippi River*
- 25 *Development Framework*, and
- 26 WHEREAS, two of the five alternatives do not contain plans for a bike / pedestrian trail, and

04-17-88 FAX 612-222-1232
HEREBY, 16, 1988 11:45AM CITY OF ST. PAUL, MN
bridge, now, therefore be it

3 RESOLVED, that the Saint Paul City Council supports a bridge design for Mn/DOT bridge #9330 that follows the
4 following principles:

- 5 OK 1) The bridge design shall be as narrow as possible;
- 7 OK 2) The bridge design shall contain only four through travel lanes;
- 8 OK 3) The bridge design shall call for the new bridge to be constructed on the same alignment as the existing
9 bridge;
- 10 ? 4) The bridge design shall meet, to the greatest extent possible, the design standards proposed by the Saint
11 Paul on the Mississippi Development Framework; and
- 12 OK 5) The bridge design shall include a bike / pedestrian trail, and be it

13 FURTHER RESOLVED, that the City Council requests that the Minnesota Commissioner of Transportation and
14 Mn/DOT give full consideration to a bridge design that follows the aforementioned design principals, and be it

15 FURTHER RESOLVED, that the City Council requests that the Administration work with the Saint Paul legislative
16 delegation to achieve a bridge design that follows the aforementioned design principals, and be it

17 FINALLY RESOLVED, that the City Council request that the Departments of Public Works and Planning and
18 Economic Development and the Division of Parks and Recreation work with Mn/DOT officials to achieve a bridge
19 design that follows the aforementioned design principals.

	Yeas	Nays	Absent
Benarav			
Blakey			
Bostrom			
Coleman			
Harris			
Lantry			
Reiter			

Requested by Department of:

By: _____

Form Approved by City Attorney

By: Matthew J. Pfenner

Adopted by Council: Date _____

Adoption Certified by Council Secretary

By: _____

Approved by Mayor for Submission to Council

By: _____

Approved by Mayor: Date _____

By: _____

**BOARD OF COUNTY COMMISSIONERS
DAKOTA COUNTY, MINNESOTA**

April 7, 1998

Resolution No. 98-225

Motion by Commissioner Mueller

Seconded by Commissioner Bataglia

Support for Improved I-35E Lexington Avenue Bridge

WHEREAS, the Minnesota Department of Transportation (MnDOT) has determined that the condition of the I-35E Lexington Avenue Bridge requires that the Bridge be reconstructed beginning in 2001; and

WHEREAS, the I-35E Lexington Avenue Bridge was opened in December 1965, and will be 37 years old by the time of reconstruction in 2001; and

WHEREAS, the I-35E Lexington Avenue Bridge is an integral part of the regional highway system—linking Dakota County with the City of St. Paul and the eastern portions of the Metropolitan Region, and the City of St. Paul and the eastern portions of the Region with Dakota County; and

WHEREAS, traffic using the I-35E Lexington Avenue Bridge has grown from 16,700 vehicles per day to 72,000 vehicles per day (331 percent) in the last twenty years and is expected to grow to over 115,000 vehicles per day over the next 20 years; and

WHEREAS, in addition to the structural deterioration of the I-35E Bridge, the existing two-lane structure with minimal capacity for merging vehicles and minimal shoulders that provide no room for stalled vehicles does not meet current safety standards and is inadequate to serve even existing traffic demands without reaching unacceptable levels of congestion; and

WHEREAS, congestion as the result of inadequate capacity on the I-35E Lexington Avenue Bridge imposes significant losses to the regional economy and adverse environmental impacts; and

WHEREAS, the existing I-35E Lexington Avenue Bridge discourages transit use that could reduce single occupant vehicle use in the I-35E corridor and does not provide bikeway or pedestrian access to connect regional parks and trails on either side of the Bridge; and

WHEREAS, the existing I-35E Lexington Avenue Bridge is inadequate to promote interconnection of transit opportunities that will be provided by the Riverview Transit Corridor, proposed by the City of St. Paul and Ramsey County and supported by Dakota County; and

WHEREAS, the Transportation System Plan for the MnDOT's Metro Division identifies the I-35E Lexington Avenue Bridge as in need of improvement and expansion and the I-35E corridor, from TH 5 to TH 110, as in need of expansion and improvement before 2020; and

WHEREAS, in addition to providing for the physical integrity of the I-35E Lexington Avenue Bridge, the Minnesota Department of Transportation has identified its concerns with improving the traffic flow on the Bridge; and

WHEREAS, the reconstruction of the I-35E Lexington Avenue Bridge to improve both the physical integrity and flow of traffic on the Bridge is consistent with key policy directions in the Metropolitan Council's Transportation Policy Plan, including:

- replacing and improving the existing highway system by removal of bottlenecks and bridge replacement;
- improving the transit system by developing the transitway network; and
- expanding highway capacity, with the TH 5 to TH 110 segment of I-35E identified as an expansion corridor.

; and

WHEREAS, the expansion and improvement of the I-35E Lexington Avenue Bridge does not contemplate any changes to I-35E north of TH 5.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby supports the improvement and expansion of the I-35E Lexington Avenue Bridge consistent with projections for future travel demand for the regional highway system, of which the Bridge is an integral part; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners strongly encourages the Minnesota Department of Transportation to design the I-35E Bridge Lexington Avenue Bridge replacement project consistent with the identification of the TH 5 to TH 110 corridor, including the I-35E Lexington Avenue Bridge, for expansion and improvement; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners strongly encourages the Minnesota Department of Transportation to include provisions for:

- transit;
- bicycle and pedestrian crossings and interconnections with regional and local trail systems;
- auxiliary lanes for the length of the Bridge to provide adequate entrance and exit lanes to improve traffic movement; and
- full-width shoulders to improve traffic safety, incident management, and maintenance

as elements of the improvement and expansion project; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners strongly encourages the members of the Dakota County Legislative Delegation to join the Board of Commissioners in supporting the improvement and expansion of the I-35E Lexington Avenue Bridge consistent with the needs of the regional transportation system, of which the Bridge is an integral part.

STATE OF MINNESOTA

County of Dakota

YES	NO
Harris <u>X</u>	Harris _____
Maher <u>X</u>	Maher _____
Bataglia <u>X</u>	Bataglia _____
Mueller <u>X</u>	Mueller _____
Turner <u>X</u>	Turner _____
Krause <u>X</u>	Krause _____
Branning <u>X</u>	Branning _____

I, Mary S. Scheide, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 7th day of April 1998, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 9th day of April 1998.

Mary S. Scheide
Clerk to the Board

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

May 18, 1998
Date

Board Action Requested

Comprehensive Transportation Plan.

DISCUSSION ONLY

Request Justification

See attached materials.

Budgeting and Accounting

County Attorney

Risk Management

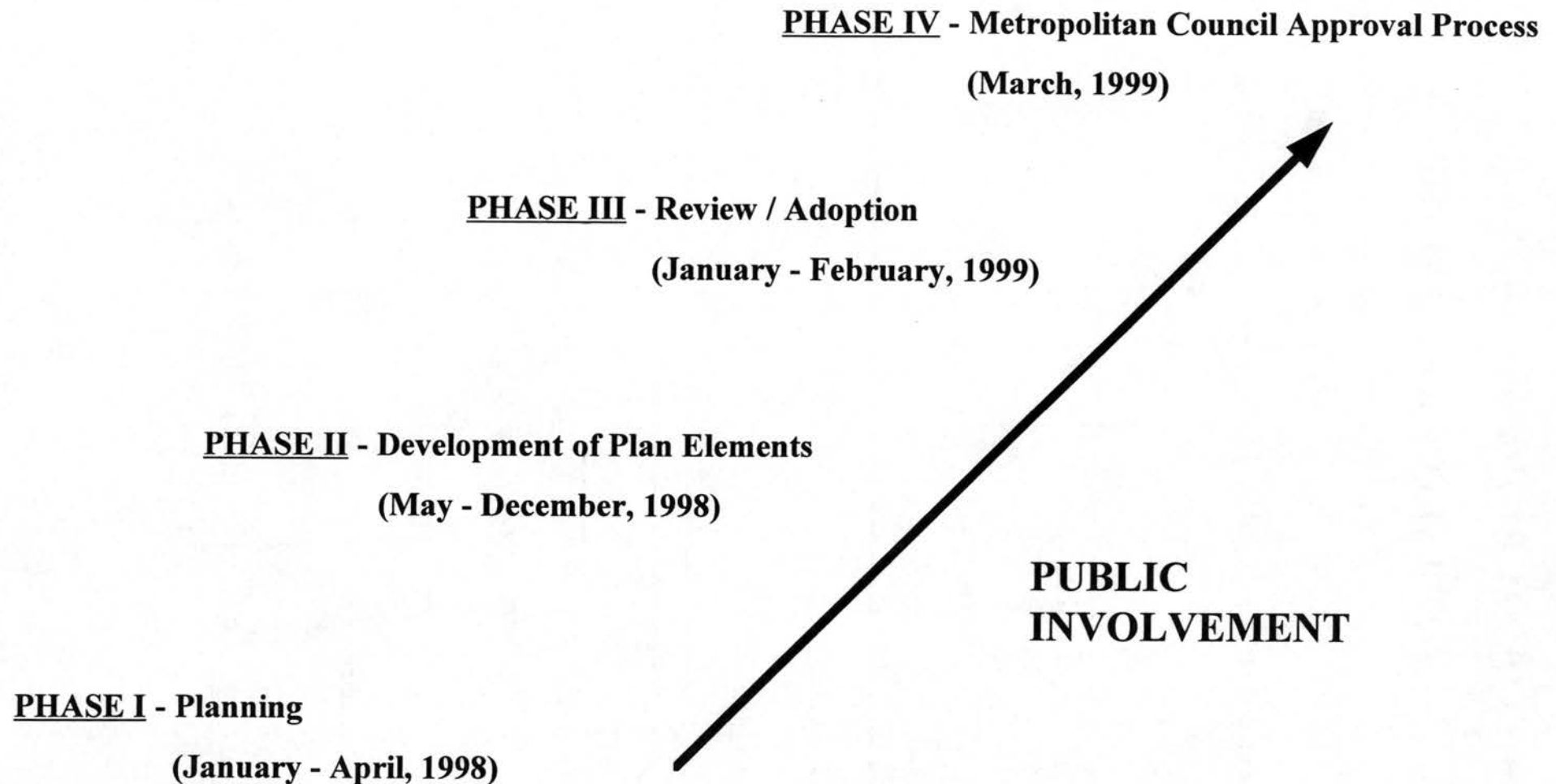
Documentation certified complete for:

May 26, 1998
Board Date

Kristine A. Longheary
Signature

5-18-98
Date

RAMSEY COUNTY COMPREHENSIVE PLAN REVISION PROCESS



RAMSEY COUNTY

1999 - 2020

COMPREHENSIVE TRANSPORTATION PLAN

INTRODUCTION

History and Background:

Ramsey County was designated as a fully urbanized county with the release of the 1990 census. The urbanization process began almost two centuries ago and has contributed to the development of today's transportation system. The effects of past urbanization form the basis for the present transportation network in Ramsey County. Examining the County's history is useful in understanding existing conditions and in forecasting future transportation needs.

In the 1860s, the dominance of water transportation resulted in settlements near the Mississippi River. Early roads connected St. Paul with Stillwater, St. Anthony, Little Canada and White Bear Lake. All of these roads were mere trails and, during the winter months, usually impassable.

With the arrival of the railroads in the late 1800s, the population concentration near the river shifted to other parts of the County. By 1900, the railroads had defined two corridors of development in Ramsey County: one to the northeast of St. Paul and one to the northwest. These corridors consisted of separate communities strung along the railroad. The northeast corridor contained the industrial village of North St. Paul and the resort town of White Bear Lake. The northwest corridor crossed the agricultural areas of what is now Roseville, to the village of New Brighton. The north central section of the County was sparsely settled with no clearly emerging orientation.

In the early 1900s, the automobile changed development trends as profoundly as the railroad had changed growth patterns a half century earlier. Residential development began to disperse as ease of travel between all points in the County increased. Intra-county circulation became more important, and a grid road network was established along section lines. Some of these roads continue to be the most important roads in the County to this day. By 1938, Ramsey County was responsible for 204 miles of county roads, of which 35 miles were paved roadway, 77 miles road-mixed bituminous, and 90 miles gravel roads.

During the 1950s, the Federal Aid Interstate highway system was established, significantly impacting cities and suburbs. Between 1950 and 1990, to serve the growing region over 500 miles of major highways were built in the Twin Cities metropolitan area. Interstate highways serving Ramsey County are: 94, 694, 35E and 35W. The availability of access to the interstate system has attracted, and will continue to attract, residential, commercial and industrial development in Ramsey County.

Need for Plan:

The Ramsey County Comprehensive Transportation Plan was developed to provide a guide to short, middle, and long term planning. It complies with the 1976 Metropolitan Land Use Planning Act (Minnesota Statutes, Sections 473.851 to 473.871), and includes Metropolitan Council requirements. The Ramsey County Board of Commissioners approved the 1999 - 2020 Comprehensive Transportation Plan in March, 1999. *(This date is subject to change as the Plan progresses.)*

The previous Ramsey County Comprehensive Transportation Plan was approved in December, 1980. It had not been officially updated since its adoption. County transportation policies may be found in the 1980 Plan, as well as subsequent County Board resolutions which have set policy direction over the 20 years since the Plan was initially approved.

The Ramsey County Comprehensive Transportation Plan contains overall objectives and policies which are designed to guide the County toward the accomplishment of its visions by the year 2020. The Plan is an aid to both citizen and public official decision making that should be directed toward achieving the County's visions.

County Visions:

The visions presented in each chapter of the Ramsey County Comprehensive Transportation Plan are components of Ramsey County's 1995 Strategic Plan, which was prepared in response to Section 6.02 of the Home Rule Charter For Ramsey County, Minnesota. The Ramsey County Board of Commissions approved the Ramsey County 1995 Strategic Plan on *(add date)*.

The Strategic Plan visions for the County were developed by planning committees comprised of persons representing the stakeholders of a given service area, as well as the general citizenry of the County. The committees reviewed background material, including service trends, citizen input, governing statutes, and financial analyses. The planning committees then followed a specific format that included conducting environmental scans, creating a vision, identifying critical issues, selecting strategies, and developing operational plans.

These visions were created to improve the delivery of services to all residents through a public partnership of coordination, cooperation and planning. Each committee created a shared vision for the future of each service area and identified critical issues to be addressed. The guiding principle of these committees was to have local County decisions made by local people in a participatory process. These visions made County intentions and commitments known, providing a vehicle of accountability for staff acting on behalf of County citizens and stakeholders.

Process of Plan:

To begin the process of implementing the Ramsey County Strategic Plan visions, issue papers were written providing details for each chapter of the Comprehensive Transportation Plan. The issue papers identified existing policy and/or suggested new policy to accomplish the visions. Each chapter within the Comprehensive Transportation Plan incorporated key elements from the issue papers to describe the County's role in administering those policies. It is through this process that the visions of Ramsey County will be achieved by the year 2020.

How Plan is Assembled:

The 1999 - 2020 Ramsey County Comprehensive Transportation Plan contains an introduction and four transportation element chapters: land use, transit, thoroughfares/highways, and surface water management. A chapter on public involvement is also included. Each chapter is no more than six pages in length and contains an introduction, visions, policies, and implementation strategies. All of the chapters are backed by support documentation contained in the issue papers and a comprehensive definitions section.

RAMSEY COUNTY

1999 - 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPERS

CHAPTER 1 - LAND USE

Issue Papers

- Demographic and Economic Overview
- Development History
- Existing/Future Land Use

CHAPTER 2 - TRANSIT

Issue Papers

- Existing/Future Transit System Needs*
- Transit Service Options/Travel Demand Management*
- Lrt
- Transit Corridors*
- Welfare-to-Work
- Parking Policies

CHAPTER 3 - THOROUGHFARES AND HIGHWAYS

Issue Papers

- Functional Classification*
- Jurisdiction*
- Traffic Forecasting*
- Access Management*
- Transportation System Management*
- Future System Needs*
- Goods Movement (Railroads, Ports, Aviation)*
- Bicycle/Pedestrian System Needs*

CHAPTER 4 - SURFACE WATER MANAGEMENT

Issue Papers

- Existing Water Resources Management Plan*
- Incorporate Met. Council Interim Strategy to Reduce Nonpoint Source Pollution to all Metropolitan Area Water Bodies*

CHAPTER 5 - PUBLIC INVOLVEMENT

Issue Papers

- This issue is an action item of the Transportation and Transit Priority Group

*Required by Metropolitan Council

RAMSEY COUNTY

1999 - 2020

COMPREHENSIVE TRANSPORTATION PLAN

CHAPTER OUTLINE

Vision:

Each chapter of the Comprehensive Plan begins with a vision from Ramsey County's Strategic Plan, which was established in response to Section 6.02 of the Home Rule Charter For Ramsey County, Minnesota. The Ramsey County Strategic Plan was approved by the Ramsey County Board of Commissioners on (add date).

A vision example:

Ramsey County will be proactive in clarifying the consequences of travel decisions and provide incentives for community members to facilitate change in travel behavior. The County will encourage and provide opportunities for citizens to assess transportation problems and choices prior to initiating physical development. This focus on education and interaction will provide a framework for understanding and will help empower each citizen to take responsibility for the impact that his or her individual travel choices have on the community.

Ramsey County will continue to foster the positive relationship it enjoys with its traditional partners: federal, state, and local transportation agencies. However, decisions made by citizens and elected officials of Ramsey County transcend the County's boundaries. Therefore, the County will be dedicated towards improving its relationship with the community and welcome the opportunity to work with and learn from experiences with nontraditional partners. Ramsey County will provide a forum for discussion that will help balance the diverse needs of its partners.

By 1999, Ramsey County will be operating under the guidelines of an updated transportation plan that requires all County roadways to integrate all modes of

transportation. The different modes will interact collaboratively as one system in an effort to maximize efficiency. The system will provide for the efficient movement of goods, protecting the economic vitality of the community. By 2003, Ramsey County will have completed the functional consolidation of roadways.

Ramsey County will continue to focus on providing a coordinated system of thoroughfares, highways, streets, and other public ways which meet state and/or federal highway specifications that ensure the safe and efficient movement of motor vehicles, bicyclists and pedestrians. System operation will focus on increasing the occupancy of the vehicles which use the system while continuing to accommodate alternatives that cater to the individual. All County roadways will be restricted to a design that will not increase beyond a maximum of four travel lanes. The roadway design will increase street capacity by obtaining the maximum level of service from the existing highway system while minimizing the impact these facilities have on the social and physical environment.

Adequate resources will be available to provide a maintenance program that safeguards the traveling public and protects the County's investment in its infrastructure in a cost effective manner. Travelers are aware of the total costs, including out of pocket, environmental and social, of each method of travel, and use that knowledge to make informed decisions. The public understands the need for and use of its financial contributions and other resources in this area. The County will maximize all opportunities for grants and funding to offset taxpayer burden. Specified economic and social criteria keep roadway expansion under control.

Policy:

The policy section of each chapter of the Comprehensive Plan outlines policies the County will use to obtain each vision by the year 2020. Policies will determine implementation, and will be flexible to accommodate change in the County's future needs. The County's role is defined for each policy within the five elements of the Comprehensive Plan.

A policy example:

All roads on the County highway system shall not to exceed a design of four travel lanes. This road design will maximize the level of service while minimizing the impact the on the social and physical environments.

Implementation:

The implementation section of each chapter of the Comprehensive Plan contains broad descriptions of how the County will achieve that vision through its policies. These are the actions that will be taken to accomplish the policies and visions of the Comprehensive Plan.

An implementation example:

Ramsey County, with assistance from the Technical Advisory Committee, prepares and administers on an annual basis a three-year Transportation Improvement Program (TIP) that safeguards the traveling public and protects the County's investment in its infrastructure in a cost effective manner.

Support Documentation:

The support documentation section of each chapter of the Comprehensive Plan supports, and/or justifies County policies. The support documentation includes research of past, present and future conditions, providing a data base from which forecasts of future impacts and issues can be formulated.

A support documentation example:

Ramsey County worked with a consultant to examine projected traffic volumes and evaluate the needs of the County's future transportation system. One of documents produced as a result of this study is an update of the multiple Traffic Analysis Zones (TAZ's) located within the study area.

RAMSEY COUNTY

1999 - 2020

COMPREHENSIVE TRANSPORTATION PLAN

CHAPTER SCHEDULE

LAND USE

Introduction:

Task:

- 1) Summarize the purpose and scope of land use policies, including Ramsey County's limited role in land use decisions.
- 2) Include a demographic and economic overview in text and/or graph form.
- 3) Summarize existing/future land use in Ramsey County.

Responsibility: Staff

Timing: May - July, 1998

Vision:

Task: Include Land Use vision from Ramsey County Strategic Plan.

Responsibility: Staff

Timing: June, 1998

Policy*:

Task:

- 1) Discuss the role the County plays in achieving its vision for land use.
- 2) Discuss the rules the County must abide by while carrying out its role.
- 3) Compile/review existing County Board policies.
- 4) Compile/review policies of Federal, State, City and adjacent County agencies.
- 5) Define issues/problems where policies conflict or gaps exist.
- 6) Develop draft policies to resolve or clarify issues/problems.
- 7) Discuss why the policy is necessary.
- 8) Review draft policies with affected agencies.

*Due to Ramsey County's limited role in land use issues, policy may be nominal or nonexistent.

Product: Draft policies to resolve or clarify issues/problems.

Responsibility: Staff

Timing: May - October, 1998

Implementation:

Task:

- 1) If applicable, draft potential strategies describing what the County, or other agencies, could do to implement the policies.
- 2) Discuss how implementation of each land use policy relates to the other chapter elements of the plan (transit, thoroughfares/highways, surface water management, public involvement).
- 3) Discuss how implementing each land use vision contributes to achieving the vision.

Responsibility: Staff

Timing: October - December, 1998

Support Documentation:

Task:

Compile the necessary data to produce charts, tables, and graphs to illustrate the following:

- Population Growth by Decade: 1940 - 2020
- In-Migration vs. Natural Increase
- 1996 - 2020 Forecasted population change by city
- Age distribution: 1995/2020
- Births in Ramsey County
- Ramsey County new construction building permits
- Ramsey County Employers
- Ramsey County Employment trends: 1970 - 2020
- Employees by Industry
- Jobs by Industry
- Existing Land Use
- Developed/undeveloped land in the MUSA/1995/Vacant land w/in MUSA
- Ramsey County Land Area by Growth Management Policy Area
- Ramsey County Land Use Forecast: 2020 (1995-2020)

Responsibility: Staff

Timing: July - September, 1998

RAMSEY COUNTY

1999 - 2020

COMPREHENSIVE TRANSPORTATION PLAN

CHAPTER SCHEDULE

THOROUGHFARES AND HIGHWAYS

Introduction:

Task:

- 1) Provide brief history of transportation in Ramsey County.
- 2) Discuss current transportation system and the County's role in transportation (non-transit) in the region.
- 3) Brief discussion of alternate modes: bicycle, pedestrian, railroads, airports, commercial navigation.
- 4) Discuss current and future demands placed on the county transportation system: i.e. congestion, multi-purpose roadways, integration with neighborhoods.

Responsibility: Staff

Timing: May - July, 1998

Vision:

Task:

Include Thoroughfares and Highways Vision from Ramsey County Strategic Plan.

Responsibility: Staff

Timing: June, 1998

Policy:

Task:

- 1) Discuss the role the County plays in achieving the vision for thoroughfares and highways. Discuss the rules the County must abide by while carrying out its role.
- 2) Compile/review existing County Board policies.
- 3) Compile/review policies of other agencies (Federal, State, Metropolitan Council, adjacent Counties, Cities).
- 4) Define issues/problems where policies conflict or gaps exist.
- 5) Develop draft policies to resolve or clarify issues/problems.
- 6) Discuss why the policy is necessary.
- 7) Review draft policies with affected agencies.

Product: Draft policies to resolve or clarify issues/problems.

Responsibility: Staff

Timing: May - October, 1998

Implementation:

Task:

- 1) Draft potential strategies describing what the County could do or others could do to implement the policies (prepare a TIP, identify needs, preserve right-of-way, secure funding, control access, jurisdiction, design considerations -- multi modal).
- 2) Discuss how implementation of each highway policy relates to the other chapter elements of the plan (land use, transit, surface water management, public involvement).
- 3) Discuss how implementation of each highway policy contributes to achieving the vision.

Responsibility: Staff

Timing: October - December, 1998

Support Documentation:

Task:

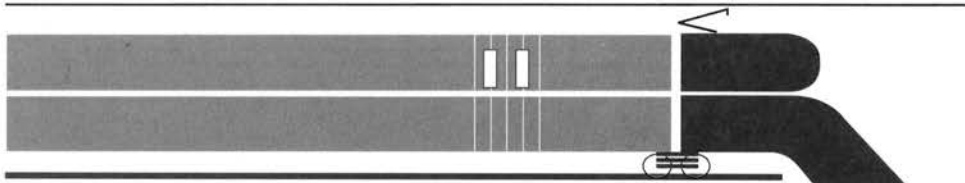
Prepare technical memorandums from analysis of past, present and future data of the following transportation components:

- system needs (travel forecast, capacity deficiencies)
- functional classification
- jurisdiction
- County State Aid Highway system
- river crossings
- highway improvements
- re-alignments, new alignments
- bicycle and pedestrian systems
- railroads
- airports
- commercial navigation
- travel demand management
- transportation system management
- funding
- right-of-way preservation and acquisition
- access management
- signals

- maintenance

Responsibility: Staff, Consultants

Timing: Ongoing



Ramsey County Regional Railroad Authority

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

Agenda

Ramsey County Regional Railroad Authority Meeting

June 23, 1998

1:30 p.m. or immediately following Executive Session

Third Floor Council Chambers

Courthouse

1. * Approve minutes of the meeting of May 26, 1998.
2. Update on federal funding.
3. * Approve agreement number 77305 with Minnesota Department of Transportation for distribution of Federal Transit Administration Section 5309 Capital Program funding and authorize the Chair to execute the agreement.
4. Comprehensive Transportation and Transit Plan.
5. * Phalen Berm Removal Agreement.

* Action is requested.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

May 26, 1998

The Ramsey County Regional Railroad Authority met on Tuesday, May 26, 1998, in Council Chambers, 3rd Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega (departed at 2:00)
Commissioner Tony Bennett (departed at 2:00)
Commissioner Dino Guerin
Commissioner Susan Haigh
Commissioner Victoria Reinhardt
Commissioner Janice Rettman
Commissioner Jan Wiessner (arrived at 1:08)

OTHERS PRESENT: Terry Schutten, Kathy DeSpiegelaere, Paul Kirkwold, Jim Van Houdt, Bonnie Jackelen, Cyndy MacLeod, Tim Mayasich, Sieglinde Bier, Muktar Thakur, Kris Longhenry

Chairman Ortega called the meeting to order at 1:05 p.m.

1. Approve Minutes of the Meeting of April 14, 1998.

Motion by Commissioner Bennett, seconded by Commissioner Reinhardt to accept the minutes from the April 14, 1998 RCRRRA meeting.

Ayes - 6, Nays - 0
Motion accepted.

2. Approve Minutes of the Meeting of April 28, 1998.

Motion by Commissioner Bennett, seconded by Commissioner Reinhardt to accept the minutes from the April 28, 1998 RCRRRA meeting.

Ayes - 6, Nays - 0
Motion accepted.

3. Authorize Staff to Negotiate a Contract with Parsons Brinckerhoff for the Major Investment Study for the Riverview Corridor.

Sieglinde Bier, member of the Phase I Riverview Corridor Task Force and also one of the members of the RFP Consultant Selection Committee, commented that she felt the selection process was excellent and was very comfortable with the selected consultant decision. She was confident that Parsons Brinckerhoff would do a good job with the MIS process and community involvement process.

Sieglinde was concerned that the MIS is being used to try and solve problems but was unclear on what the problems were. She also said that direction needs to come from the County and not the consultant.

Commissioner Ortega stated that economic development and land use are strong points being studied in the MIS.

Kathy DeSpiegelaere commented that economic development is a large portion of the study and the consultant team has specialists who will be working on this portion. Participation from the St. Paul PED staff and the Mayor's office has also been important.

Commissioner Haigh had concerns about the strength of community involvement by the consultant.

Sieglinde Bier said that she had the same initial concerns since some of the staff on the consultant team are not local, but felt that their presentation was strong and they were enthusiastic. She stated that she was convinced that the consultant group would do a good job with community involvement.

Commissioner Rettman agreed that this is a big concern but was comfortable with Kathy DeSpiegelaere's ability to direct the consultant in the right direction.

Ayes - 7, Nays - 0
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority (RCRRA) authorized staff to issue a request for proposals for consultant services for a major investment study for the Riverview Corridor; and

WHEREAS, Five proposals were received and were evaluated by a 15 member review committee with members of Metro Transit, Minnesota Department of Transportation, St. Paul Area Chamber of Commerce, Capital City Partnership, Highland District Council, Metropolitan Airports Commission, Metropolitan Council, City of St. Paul, Hennepin County and Ramsey County; and

WHEREAS, The recommendation of the review committee is that Parsons Brinckerhoff team best meets the needs of RCRRA as identified in the request for proposals, Now Therefore Be It

RESOLVED, That staff is authorized to negotiate a contract with Parsons Brinckerhoff for the major investment study for the Riverview Corridor in an amount not to exceed \$1,149,505.

4. 35E Bridge Update.

Muktar Thakur, Mn/DOT, distributed a handout on I-35E Lexington Bridge Project. He stated that there have been various meetings for information exchange with many different individuals and organizations. They have been in the pre-design mode since June 1997 and hope to complete this mode in September or October. The final design would then be started and is anticipated to be completed by November 2000. Construction would then occur 2001-2003.

The reason for the bridge project is that the bridge is reaching the end of its useful life and it's Mn/DOT's responsibility to take care of the bridge. It's an interstate bridge with approximately 70,000 vehicles per day using the bridge.

Muktar Thakur introduced two alternatives that seemed the most reasonable for addressing impacts and issues raised by stakeholders. One alternative (#3), would build the new bridge on one side of the existing bridge, the other alternative (#4), would build the new bridge on both sides of the existing bridge.

Some points brought up by Muktar include:

- * Creating shoulders for buses would allow for timely and faster rides than single occupancy vehicles during congested times
- * Auxiliary lanes improve in/out mainline at entry/exit ramps by giving the full length of the bridge to accomplish merging

- maneuver, improves incident management and maintenance capability and smoothes the flow on the mainline
- * The City of St. Paul and Lilydale have noted a strong desire for a bike/pedestrian path, but Mn/DOT cannot clear snow effectively from trails so an agreement would have to be sought for snow removal
 - * The shoulder widths have to be wide enough for a snooper truck to park. A snooper truck is used to inspect underneath a bridge.
 - * Traffic counts show that the bridge is very close to capacity right now

Dakota County has by a resolution requested alternative #4. Almost all the cities in Dakota County have adopted similar resolutions.

Mukhtar stated that Mn/DOT has met with the St. Paul Chamber of Commerce and they have not taken a formal stand on any of the alternatives. Mn/DOT will be meeting with them soon to get their input, and then a preliminary layout of alternative #4 will be brought to the cities of Lilydale, Mendota Heights and St. Paul for approval. He anticipates that this will be done in July or August.

The City of St. Paul has adopted a resolution that includes the following features:

- * The bridge shall be as narrow as possible
- * The bridge shall be on the existing centerline
- * They would like a trail
- * They would like it to be in line with St. Paul's Standards of Civic Improvements
- * Minimize impact on park

Kathy DeSpiegelaere commented that Ramsey County adopted a Comprehensive LRT Plan in 1989. This plan had a Southwest Corridor that crossed the I-35E bridge. This plan was done before the Mall of America was here and this corridor was not adopted by the region.

Commissioner Haigh asked if the preferred alternatives call for a transitway or busway and if the shoulder is also used as an entrance and exit lane.

Mukhtar Thakur answered that if the buses are able to use the shoulders, then it could be a dedicated bus lane. He stated that alternative #4 is the only one with auxiliary lanes and the transit authority has indicated that this would be acceptable because there would be much less traffic compared to the mainline.

Commissioner Haigh stated that she would like the RCRRA to take a position on this bridge because there is a major traffic impact on the area that she represents. She questioned if there were any studies done at Randolph and Lexington to find out where that traffic is filtering.

Mukhtar replied that there haven't been those types of studies done because this is a bridge replacement project and not an expansion project.

Commissioner Bennett commented that if there are roadway concerns, then it should be brought to the County Board.

Commissioner Rettman asked if the City of St. Paul's features in their resolution meets alternative #4's design.

Mukhtar answered that it meets the bulk of alternative #4, but is unclear about what is meant by the bridge being as narrow as possible. Mn/DOT is working with the City of St. Paul on this.

Commissioner Rettman asked if LRT would work with alternative #4.

Mukhtar replied that there is not a wide enough corridor to accomodate LRT. There is a minimum width of 28 feet for a corridor required for LRT. He commented that there are no plans that he knows of for LRT in this corridor and if down the road there are plans for LRT, then the issue will have to be looked at.

Commissioner Haigh stated that she would like to show some support for an alternative or specifics such as the City of St. Paul did with their resolution. This could either be done at a RCRRA meeting or a full board meeting.

Terry Schutten asked if the RCRRA should be commenting on this issue since there is a study of the Riverview Corridor going on and there is a crossing of the Mississippi River.

Kathy DeSpiegelaere remarked that the Mississippi River crossing for the Riverview Corridor is being studied at Fort Snelling. She told Mukhtar that she would like Mn/DOT to examine the provisions for the Cedar Avenue bridge by Mn/DOT for LRT so it would support LRT.

Commissioner Rettman commented that future mass transit should be looked into in order to connect to other forms of mass transit. She stated that this bridge may not carry LRT but may be an impacter.

Mukhtar Thakur responded that there is a strong community sense that LRT does not belong on I-35E from West Seventh Street to downtown St. Paul. This impacts heavily on the rest of I-35E. Mukhtar stated that the bridge can be revisited in 2010 or 2015 to look at expansion and if there is a plan for LRT, then it can be looked into at that time. The structural integrity of the bridge is the main concern right now.

Commissioner Haigh asked how Shepard Road traffic is affected with the addition of auxiliary lanes and how would buses impact Shepard Road.

Mukhtar Thakur answered that there shouldn't be an additional traffic impact. He added that the auxiliary lanes should make it safer and smooth the traffic flow.

Commissioner Wiessner questioned why this bridge is only being improved for the short term and not looking at future growth of users.

Mukhtar Thakur responded that Mn/DOT knows that there will be growth in users in the future, but neighborhood groups are in agreement that they don't want additional capacity to be added. Mn/DOT believes that they cannot build concrete to solve congestion problems.

Commissioner Rettman stated that she was appreciative that Mn/DOT is listening to neighborhood groups while looking at safety at the same time.

Mukhtar Thakur commented that the bridge will be expandable if the communities want it in 2010 and 2015.

Commissioner Wiessner asked if additional cost would be added in planning for additional width for LRT.

Muktar Thakur answered that there would be additional cost for this and for the additional strength in the footings required for LRT. Mn/DOT would like to build for LRT when it is needed instead of building for it and not ever using it.

Kathy DeSpiegelaere agreed to help with a resolution showing RCRRA support on the bridge replacement plan.

5. Comprehensive Transportation Plan.

Paul Kirkwold, Ramsey County Public Works, distributed a notebook for each of the Commissioners. This notebook includes all materials from the RCRRA meetings and will be updated by Public Works staff.

Paul Kirkwold reviewed the board documentation for the comprehensive transportation plan and how this plan will be set up. This included an introduction, table of issue papers, chapter outline and chapter schedules. He asked the RCRRA to review these and let him know of any revisions. This will continually be revised.

Commissioner Reinhardt questioned how land use can be intertwined into the Metropolitan Council's blueprint of sustainable communities.

Paul Kirkwold answered that the County Board has had a lot of discussion on land use, brown fields and what roads can play in economic development and this is an opportunity to let everyone know what role the County plays on these issues.

Commissioner Reinhardt asked if the title could be changed to Comprehensive Transportation and Transit Plan.

Paul Kirkwold said yes.

Paul commented that the Public Works Department has met with Roseville, Mounds View, Maplewood, White Bear Lake and Shoreview and they are pleased that the County is working with them on this plan. They like the idea that the County is approaching them before the document is written and have suggested that they do a lot of the work through their planning commissions or the municipal comprehensive plan task forces.

Commissioner Wiessner commended Paul on the progress that has been made and has been appreciative of the updates.

Kathy DeSpiegelaere reported that Congress passed a bill on Friday that allocated a minimum of \$120 million over the next six years for the Hiawatha, the Riverview and the Northstar Corridors.

The meeting adjourned at 2:13 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Helgeson
Authorized Signature

6/15/98
Date

Board Action Requested

Update on federal funding.

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 23, 1998
Board Date

Kristine A. Longhenry
Signature

June 4, 1998
Date

TEA 21 Summary from American Public Transit Association/Federal Transit Administration (FTA) work sessions and meetings June 8-11, 1998

BACKGROUND

The new federal transportation bill, TEA 21, was signed into law on June 9, 1998. There are over 180 authorized transit projects and \$8.2 billion designated for them in the six year law.

Several Twin Cities area transit projects are earmarked in the law, which authorizes funding. Earmarked projects are: Twin Cities Transitways, which includes Hiawatha, Riverview and Northstar Corridors, and the St. Paul to Hastings corridor. The Northstar Corridor has a separate designation, as well as the combined one. Annual appropriations must be sought from Congress for the funds.

The lengthy law has made changes in the process for developing transit projects, which are termed "new starts." Meetings and briefings were held to discuss the impact of the new law. Some of the impacts are not yet fully known, and will develop over time.

PROJECTS LISTED IN THE LAW

There are three types of projects listed in the law. The A list has projects authorized for final design and construction within the next three years. The Twin Cities Transitways, which includes Hiawatha, Riverview and Northstar, are in this category. The B list has projects authorized for alternatives analysis and preliminary engineering. The St. Paul to Hastings project is in this category. All B list projects are fully authorized for final design and construction after three years has passed. There is a C list of projects and several special authorizations. A copy of the list is attached.

TECHNICAL CORRECTIONS

The list of projects may change. The House has passed a technical corrections bill, the Senate has not yet passed one.

SHARE OF FUNDING FOR PLANNING AND DESIGN

Planning and design are funded with an 80% federal match for 20% local funds. However, the new law provides that the federal share of the total cost for planning and design may not exceed 8%. Additional local funds are to be used where the costs are greater.

MAJOR INVESTMENT STUDY

The Major Investment Study (MIS) was a federal requirement for transportation projects. The MIS is now eliminated; however, the elements of it continue to be required and are to be incorporated into environmental processes (NEPA).

FULL FUNDING GRANT AGREEMENT

At a point after preliminary engineering or during or following final design, a full funding grant agreement is executed with the project proposer and the Federal Transit Administration. This agreement commits the federal dollars for the project. There will be no full funding grant agreement unless a project is rated or is authorized in law.

REPORT TO CONGRESS

An annual report has been submitted by FTA to Congress. This report, termed a 3J report (new starts report) details project specifics and rates the project in various categories. Now there will be two reports, one in February and a supplement in August. Projects will be rated in one of three categories, highly recommended, recommended or not recommended by FTA. This will be the first time all criteria are being combined into a rating for each project. Projects for which there is a record of decision (follows Environmental Impact Statement) are included in the report.

NEW CRITERIA

New criteria have been added for new start projects. The previous criteria remain in effect. They are:

- Cost effectiveness
- Mobility improvements
- Operating efficiencies
- Environmental benefits
- Transit supportive land use
- Local financial commitment
- Other relevant factors

Added criteria are:

- Reduced infrastructure cost due to compact development
- Cost of sprawl
- Population density and transit ridership in the corridor
- Technical capability of grantee.

SPECIFICS ON CRITERIA

Information on how the criteria are applied was distributed. For example, for the local financial commitment criterion, the FTA will examine the proposed local share of project costs, rate the stability and reliability of the capital financing plan and rate the stability and reliability of the operating plan and proposed funding sources.

For transit supportive land use, high medium and low ratings will be given for items such as existing land use, containment of sprawl, transit supportive corridor policies, supportive zoning regulations near stations, tools to implement land use policies and performance of land use policies. Parking policy and management were cited as important factors.

KD
6/13/98

I- AUTHORIZED FOR FINAL DESIGN & CONSTRUCTION

Section 3030(a)

Page 1 of 6 Pages

State Area		Project	Section 3030(c) Amt.
1	GA Atlanta-Athens	Atlanta-Athens Commuter Rail	
2	GA Atlanta-Griffin	Atlanta-Griffin Commuter Rail	
3	GA Atlanta	North Line Extension	
4	TX Austin	NW/North Central/SE - Airport LRT	
5	MD Baltimore	Central LRT Extension to Glen Burnie	
6	MA Boston	Massport Airport Intermodal Transit Connector	
7	MA Boston	North Shore Corridor & Blue Line Extension to Beverly	50,000,000
8	NC Charlotte	South Corridor Transitway	
9	IL Chicago	Navy Pier-McCormick Place Busway	
10	IL Chicago	North Central Upgrade Commuter Rail [METRA]	
11	IL Chicago	Ravenswood Line Extension [CTA]	
12	IL Chicago	Southwest Extension [METRA]	
13	IL Chicago	West Line Extension	
14	OH Cleveland	Cleveland-Akron-Canton Commuter Rail	
15	OH Cleveland	Berea Metrolink Extension	
16	OH Cleveland	Blue Line Extension	
17	OH Cleveland	Euclid Corridor Extension	
18	OH Cleveland	I-90 Corridor to Ashtabula County	
19	OH Cleveland	Waterfront Line Extension	
20	TX Dallas	North Central Extension	200,000,000
21	TX Dallas/Fort Worth	RAILTRAN [Phase II]	
22	CO Denver	East Corridor	
23	CO Denver	Southeast LRT [I-25 between 6th & Lincoln]	10,000,000
24	CO Denver	Southwest LRT	
25	CO Denver	West Corridor LRT	
26	IL E. St. Louis-St. Clair County	Mid-America Airport Corridor	
27	FL Fort Lauderdale	Tri-County Commuter Rail	20,000,000
28	TX Galveston	Trolley Extension	
29	CT Hartford	Griffin Line	33,000,000
30	AK Hollis-Ketchikan	Hollis-Ketchikan Ferry	
31	TX Houston	Regional Bus Plan- Phase I	
32	MO/KS Kansas City	I-35 Commuter Rail	30,000,000
33	MO Kansas City	Southtown Corridor	
34	WI Kenosha-Racine-Milwaukee	Rail Extension [Commuter Rail- METRA]	
35	NV Las Vegas	Las Vegas Corridor	155,000,000
36	AR Little Rock	River Rail	
37	CA Los Angeles	Metrolink San Bernardino Line	
38	CA Los Angeles	MOS-3	
39	CA Los Angeles	Metrolink [Union Station-Fullerton]	
40	KY Louisville	Jefferson County Corridor	
41	MD Baltimore/Wash	MARC Commuter Rail Improvements	185,000,000
42	MD Baltimore	Light Rail Double Track	
43	TN Memphis	Medical Center Extension	
44	FL Miami	East-West Multimodal Corridor	20,000,000
45	FL Miami	North 27th Avenue Corridor	

State	Area	Project	Section 3030(c) Amt.
FL	Miami	South Busway Extension	
WI	Milwaukee	East-West Corridor	
CA	Monterey County	Monterey County Commuter Rail	
NH/MA	Nashua,NH/Lowell,MA	Nashua,NH-Lowell, MA Commuter Rail	
TN	Nashville	Commuter Rail	
LA	New Orleans	Canal Streetcar	
NY	New York	8th Avenue Subway Connection	
NY	New York	Brooklyn-Staten Island Ferry	
NY	New York	Long Island Railroad East Side Access	353,000,000
NY	New York	Staten Island Ferry - Whitehall Intermodal Terminal	40,000,000
NJ	New Jersey	New York, Susquehanna & Western Commuter Rail	
NJ	New Jersey	Urban Core	
VA	Norfolk	Norfolk-Virginia Beach Corridor	
CA	Orange County	Fullerton-Irvine Corridor	
FL	Orlando	Central Florida Light Rail System	100,000,000
PA	Philadelphia	Schuylkill Valley Metro	75,000,000
AZ	Phoenix	Fixed Guideway	
CO	Colorado	Roaring Fork Valley Rail	40,000,000
PA	Pittsburgh	Airborne Shuttle System	
PA	Pittsburgh	MLK JR Busway Extension	
OR	Portland	South-North Corridor	25,000,000
OR	Portland	Westside-Hillsboro Corridor	
NC	Raleigh-Durham	Regional Transit Plan	
CA	Sacramento	Folsom Extension	
CA	Sacramento	Placer County Corridor	
CA	Sacramento	South Corridor	
UT	Salt Lake City	Light Rail [Airport to University of Utah]	
UT	Salt Lake City	Salt Lake City-Ogden-Provo Commuter Rail	
UT	Salt Lake City	South LRT	
CA	San Diego	Mid-Coast LRT Corridor	
CA	San Diego	Mission Valley East	325,000,000
CA	San Diego	Oceanside-Escondido Corridor	
CA	San Francisco	BART to San Francisco International Airport Extension	
CA	San Francisco	Bayshore Corridor	
CA	San Jose	Tasman Corridor	
PR	San Juan	Tren Urbano	
PR	San Juan	Tren Urbano Extension to Minillas	
CA	Santa Cruz	Fixed Guideway	
WA	Seattle	Southworth High Speed Ferry	
WA	Seattle	Sound Move Corridor [Earmark \$s for commuter rail]	40,000,000
MA	Boston	South Boston Piers Transitway	
MO	St. Louis	Cross County Corridor	
CA	Stockton	Altamont Commuter Rail	
FL	Tampa Bay	Regional Rail	2,000,000
MN	Twin Cities	Northstar Corridor [Downtown Minneapolis - Anoka County-St. Cloud]	6,000,000
MN	Twin Cities	Transitways Corridors	120,000,000
VA	Wash,DC-Richmond,VA	Washington-Richmond Rail Corridor Improvements	

I- AUTHORIZED FOR FINAL DESIGN & CONSTRUCTION

CONTINUED

Section 3030(a)

Page 3 of 6 Pages

State Area		Project	Section 3030(c) Amt.
93	VA Wash,DC/VA	Dulles Corridor Extension	100,000,000
94	DC/MD Washington, DC	Largo Extension	
95	NJ West Trenton-Newark	West Trenton Line [West Trenton-Newark]	
96	IN Northern Indiana	Westlake Commuter Rail Link	
97	PA Pittsburgh	North Shore-Central Business District	20,000,000
98	PA Pittsburgh	Stage II Light Rail	100,200,000
99	MA Boston	North-South Rail Link	
100	WA Spokane	South Valley Corridor Light Rail	
101	FL Miami	Palmetto Metrorail	8,000,000
102	WV Morgantown	Personal Rapid Transit	
103	CA Los Angeles	Santa Monica Transitway	
104	NJ Northwest NJ	Northeast Rail Corridor	
105	NC Southeast North Carolina	Southeastern North Carolina Corridor	
106	IL Chicago	CTA Douglas Branch	315,000,000
107	CA San Joaquin	Regional Transit Corridor	
108	NM Albuquerque	Albuquerque High Capacity Corridor [Light Rail]	90,000,000
Total- Final Design & Construction			2,462,200,000

II- AUTHORIZED FOR ALTERNATIVES ANALYSIS & PRELIMINARY ENGINEERING

Sec. 3030(b)

Page 4 of 6 Pages

State	Area	Project	Section 3030(c) Amt.
1	GA	Atlanta	Georgia 400 Multimodal Corridor
2	GA	Atlanta	MARTA Extension [S. DeKalb - Lindbergh]
3	GA	Atlanta	MARTA I-285 Transit Corridor
4	GA	Atlanta	MARTA Marietta-Lawrenceville Corridor
5	GA	Atlanta	MARTA South DeKalb Comprehensive Transit Program
6	MD	Baltimore	Metropolitan Rail Corridor
7	MD	Baltimore	People Mover
8	NJ	Bergen County	Bergen County Cross County Light Rail 5,000,000
9	AL	Birmingham	Transit Corridor 87,500,000
10	MA	Boston	Urban Ring
11	SC	Charleston	Monobeam
12	IL	Chicago	Comisky Park Station
13	IL	Chicago	Inner Circumferential Commuter Rail
14	PA	Harrisburg	Cumberland Dauphin County Corridor 1 Commuter Rail 20,000,000
15	TX	Dallas	DART LRT Extensions
		Southeast Extension	20,000,000
		Northeast Extension	12,000,000
16	TX	Dallas	Las Colinas Corridor
17	OH	Dayton	Regional Riverfront Corridor
18	TX	El Paso	International Fixed Guideway [El Paso-Juarez]
19	CA	Fremont	South Bay Corridor
20	TX	Houston	Advanced Transit System
21	FL	Jacksonville	Fixed Guideway Corridor
22	TN	Knoxville	Electric Transit
23	OH	Cleveland	Lorain-Cleveland Commuter Rail
24	CA	Los Angeles	MOS-4 East Side Extension (II)
25	CA	Los Angeles	MOS-4 San Fernando Valley East-West
26	CA	Los Angeles	LOSSAN- Del Mar - San Diego
27	ME	Maine	High Speed Ferry Service
28	MD	Wash,DC/MD	Maryland Route 5 Corridor
29	TN	Memphis	Regional Rail Plan
30	FL	Miami	Kendall Corridor
31	FL	Miami	Northeast Corridor
32	NJ	North. NJ	Trans-Hudson Midtown Corridor 5,000,000
33	LA	New Orleans	Airport- CBD Commuter Rail
34	LA	New Orleans	Desire Streetcar
35	NY	New York	Astoria-East Elmhurst Extension
36	NY	New York	Broadway-Lafayette & Bleeker Street Transfer
37	NY	New York	Brooklyn-Manhattan Access
38	NY	New York	Lower Manhattan Access
39	NY	New York	Manhattan East Side Link
40	NY	New York	Midtown West Intermodal Terminal [Ferry Terminal] 16,300,000
33	NY	New York	Nassau Hub 10,000,000
42	NY	New York	North Shore Railroad
43	NY	New York	Queens West Light Rail Link
44	NY	New York	St. George's Ferry Intermodal Terminal 20,000,000
45	NY	Newburgh	LRT System
46	CO	Colorado	North Front Range Corridor [Fort Collins-Denver]
47	IN	Indianapolis	Northeast Indianapolis Corridor

II- AUTHORIZED FOR ALTERNATIVES ANALYSIS & PRELIMINARY ENG. *CONTINUED*

Sec. 3030(b)

Page 5 of 6 Pages

State Area		Project	Section 3030(c) Amt.
48	CA	Oakland	Oakland Airport-BART Corridor
49	RI	Providence	Providence-Pawtucket Corridor
50	PA	Philadelphia	Broad Street Line Extension
51	PA	Philadelphia	Cross County Metro
52	NY	Philadelphia	Lower Marion Township
53	FL	St. Petersburg	Pinellas County- Mobility Initiative
54	CA	Los Angeles Area	Redlands-San Bernardino Transportation Corridor
55	CA	Los Angeles Area	Riverside-Perris Rail Passenger Service
56	UT	Salt Lake City	Draper Light Rail Extension
57	UT	Salt Lake City	West Jordan Light Rail Extension
58	CA	San Francisco-San Jose	Caltrain Extension to Hollister
59	PA	Scranton	Laurel Line Intermodal Corridor
60	WA	Seattle	SEATAC- Personal Rapid Transit
61	OH	Toledo	CBD to Zoo
62	NJ	Northern NJ	Union Township Station [Raritan Valley Line]
→ 63	MN	Twin Cities	Washington County Corridor [Hastings-St. Paul]
o 64	DC	Washington, DC	Georgetown-Ft. Lincoln
65	VA	Tidewater Virginia	Williamsburg-Newport News-Hampton LRT
66	OH/KY	Cincinnati	Cincinnati/Northern Kentucky Corridor
67	OH	Cleveland	Northeast Ohio
68	CA	Marin/Sonoma Counties	North Bay Commuter Rail
Total- Alternatives Analysis & Preliminary Engineering			260,800,000

III- PROJECT AUTHORIZATIONS [Sec. 3030(c)]-Listing of projects not cited in Sec. 3030(a) & (b)

Page 6 of 6 Pages

	State	Area	Project	Section 3030(c) Amt.
1	CT	Bridgeport	Intermodal Corridor	34,000,000
2	CT	New London	Waterfront Access	15,000,000
3	CT	Hartford	Old Saybrook-Hartford Rail Extension	5,000,000
4	CT	Stamford	Fixed Guideway Connector	18,000,000
5	IN	Indianapolis	Indianapolis Region Commuter Rail	10,000,000
6	LA	Sioux City	Light Rail	10,000,000
7	MD	Baltimore	Light Rail Double Track	120,000,000
9	NM	Santa Fe	Santa Fe-El Dorado Rail Link	10,000,000
10	NM	Albuquerque	Albuquerque Alvarado Intermodal Center	5,000,000
11	NY	New York	Second Avenue Subway	5,000,000
12	PA	Philadelphia-Pittsburgh	Philadelphia-Pittsburgh High Speed Rail ³	10,000,000
13	RI	Providence	Providence-Boston Commuter Rail	10,000,000
14	RI	Rhode Island	Integrated Intermodal Transportation	25,000,000

Total- List 3	277,000,000
----------------------	--------------------

Total Earmarks [3030(c)]	3,000,000,000
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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

May 18, 1998
Date

Board Action Requested

Approve contract with Minnesota Department of Transportation for federal funds for the Major Investment Study for the Riverview Corridor in the amount of \$1,150,000 and authorize the Chair to execute the contract.

ACTION IS REQUESTED

Request Justification

See attached:

1. Resolution
2. Memorandum from K. DeSpiegelaere
3. Contract

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

May 26, 1998
Board Date

Kristine A. Longhewry
Signature

5-18-98
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, Federal funding in the amount of \$1,150,000 has been received for the Riverview Corridor Major Investment Study; and

WHEREAS, In order to access these funds, Ramsey County is required to approve an agreement with the Minnesota Department of Transportation; Now, Therefore, Be It

RESOLVED, that Agreement Number 77305 is hereby approved by Ramsey County Regional Railroad Authority in the amount of \$1,150,000 and Be It Further

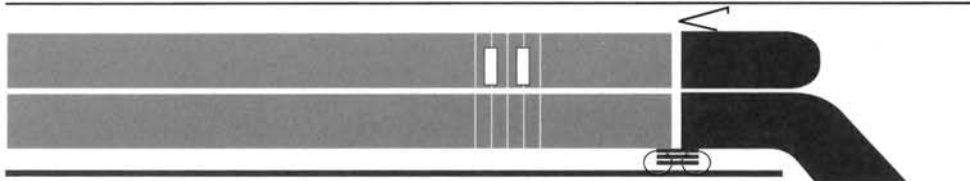
RESOLVED, That the Chair of Ramsey County Regional Railroad Authority is authorized to execute the agreement.

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

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

Memorandum

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

From: Kathryn DeSpiegelaere

Subject: Contract with Minnesota Department of
Transportation for Riverview Corridor Federal Funds

Date: May 17, 1998

Congress has granted federal funds in the amount of \$1,150,000 to the Riverview Corridor for a Major Investment Study.

The federal funds are accessed through the Minnesota Department of Transportation.

A contract that allows Ramsey County Regional Railroad Authority to be reimbursed for the expenditures by the federal government is attached for your approval.

AREA: Ramsey County Regional Railroad Authority
Mn/DOT AGREEMENT NUMBER: 77305
FEDERAL YEAR: 1998-1999

**MINNESOTA DEPARTMENT OF TRANSPORTATION
AGREEMENT FOR DISTRIBUTION OF
FEDERAL TRANSIT ADMINISTRATION SECTION 5309 CAPITAL PROGRAM**

Accounting Information:

Agency: T79	Fiscal Year:98-99	Vendor Number:	Accounting Distribution 1:
Total Amount of Contract: 1,150,000.00			Fund:
Amount of Contract First FY: 1,150,000.00			Appr:
Commodity Code:			Org/Sub:
Object Code:			Rept Catg:
Amount: 1,150,000.00			Amount: 1,150,000.00

Processing Information:

Contract: _____
Number/Date/Entry Initials

Order: _____
Number/Date/Signatures
*[Individual signing certifies that funds have
been encumbered as required by Minn. Stat. §
16A.15.]*

Budget Office: _____
(Authorized Signature)

This Agreement is made by and between the State of Minnesota, acting by and through its
Commissioner of Transportation (hereinafter referred to as "Mn/DOT") and the **Ramsey County
Regional Railroad Authority** (hereinafter referred to as the "Recipient").

WHEREAS, 49 U.S.C. § 5309 authorizes the United States Secretary of Transportation to make grants and loans under this section to assist local governmental authorities in financing alternative analysis related to the development of new fixed guideway systems; and

WHEREAS, the Recipient is eligible to receive Federal Transit Administration (hereinafter referred to as "FTA") Section 5309 Planning Funds; and

WHEREAS, the planning activities to be performed with the funds provided are specified in the Recipient approved Calendar Year (CY) 1998 - 1999 Work Program (which is incorporated herein by reference into this Agreement).

NOW, THEREFORE, in consideration of the mutual covenants and agreements as hereinafter set forth, the parties to this Agreement mutually agree as follows:

I. Term of Agreement

- A. The Agreement shall be in effect upon execution and approval of the appropriate Recipient, Mn/DOT, and state officials, and shall remain in effect until December 31, 2000.

II. Responsibilities of the Parties

- A. The Recipient shall:
 - 1. Perform the work activities defined in its 1998 - 1999 CY Work Program as approved by Mn/DOT.

2. Prepare and submit to Mn/DOT monthly financial and program status reports and final program report.

B. Mn/DOT shall:

1. Review and process project requests and monitor progress of the work activities defined in the Recipient's CY 1998 - 1999 Work Programs.
2. Furnish the Recipient, at Recipient's request, all data in Mn/DOT's possession that are considered pertinent to the activities to be performed.

III. Authorized Representative

A. Authorized Representative

Mn/DOT's Authorized Representative for the purposes of the administration of this contract is Judith Ellison, Planning Director, Office of Transit. The Recipient's Authorized Representative for the purposes of administration of this contract is Kathryn DeSpiegelaere, Director, Ramsey County Regional Railroad Authority (RCRRA). Mn/DOT's Authorized Representative shall have final authority for acceptance of RCRRA's planning work activities. If such planning work activities are accepted as satisfactory, shall so certify on each invoice submitted.

IV. Compensation

- A. Subject to the availability of sufficient FTA Funds, Mn/DOT will pay to the Recipient the lesser of the two following amounts: (1) an amount not to exceed **One Million One Hundred Fifty Thousand (\$1,150,000)**, or (2) an amount equal to eighty percent (80%) of the total eligible costs.

- B. The Recipient will fund that portion of the total program costs not reimbursed by FTA funds in accordance with the provisions of Section A., above.
- C. If for any reason, the Federal Transit Administration fails to pay any part of the cost or expense incurred by the Recipient or in the event that all or a portion of federal funds are not available, the Recipient will be responsible for any and all costs or expenses incurred under this Agreement. The Recipient further agrees to pay any and all lawful claims arising out of or incidental to the performance of the work covered by this Agreement in the event the federal government does not pay the same.

V. Terms of Payment

- A. Reimbursements will be made by Mn/DOT within thirty (30) days after Recipient's presentation of invoices for eligible costs and acceptance of such invoices by Mn/DOT's Authorized Representative. Invoices shall be submitted to Mn/DOT's Authorized Representative at:

Mn/DOT Office of Transit
Mail Stop 430
395 John Ireland Boulevard
Saint Paul, MN 55155

- B. Recipient shall submit invoices, not more often than once each thirty (30) days for eligible costs incurred during one or more calendar months. These invoices shall be submitted within thirty (30) days following the end of the period covered by their account. Such invoices shall identify the cost for work performed for the billing period and satisfy the requirements listed below:

1. Control Information: (To be shown on lead sheet of each monthly invoice.)
 - a. Mn/DOT Agreement Number.
 - b. Invoice Number, sequential.
 - c. Billing Address, if different from Business Address.
 - d. Recipient's original signature is required on each invoice attesting to services and costs as new and no previous payment received.
 - e. The original of each monthly invoice and progress report is to be sent to Mn/DOT's authorized representative for review and payment approval.
2. Supporting Information:
 - a. Direct non-salary costs shall be itemized and supported with invoices or billing documents to show that such costs are properly allocable to the project. Support documentation shall be separated in an orderly manner and correspond with each direct costs.
 - b. A payroll cost breakdown which shall include the name of the employee, classification, actual rate of pay, hours worked, and total payment for each invoice period.
 - c. Signed time sheets for each employee listing dates and hours worked.

Accounting-system-generated computer printouts of labor costs for the project may be submitted. The printouts should show the project number, each employee's name, hourly rate, regular and overtime hours, and the dollar amount charged to the project for each pay period. If computer printout sheets are used, copies of signed time sheets for each employee shall be made available for audit when and where requested by Mn/DOT.

d. Overtime portion of the hourly rate will be reimbursed as a direct cost and is not eligible for overhead costs or profit.

C. Subcontractor costs must have all the above documentation.

1. Invoices for subcontractors shall follow the same Terms of Payment as that of the Recipient.

2. Subcontractor shall have all the Control Information and Supporting Information as that of the Recipient.

VI. Amendments

Any amendments to this Agreement shall be in writing, and shall be executed by the same parties who executed the original Agreement, or their successors in office.

VII. Records and Documentation

A. Records

The Recipient shall maintain all accounting and operating records required by 49 C.F.R. § 18 (Common Rule). All books, documents, papers, accounting records, and other evidence pertaining to costs incurred in connection with work and services performed under this Agreement shall be maintained at the offices of the recipient's Authorized Representative.

The Recipient's Authorized Representative shall make such materials available at its office at all reasonable times during the term of this Agreement and for three years from the date of final payment under this Agreement, for inspection by the Mn/DOT, FTA, or any authorized representatives of the Federal Government. Copies of such

materials shall be furnished upon one week notice during the term of the Agreement and for three years from the date of final payment under this Agreement.

The Recipient shall incorporate into all contracts with any and all subcontractors a written condition that subcontractors must maintain the same accounting and operating records required of the Recipient for three years from the date of final payment under this Agreement. Such subcontractors must also make said materials available to the Mn/DOT, FTA, or any authorized representative(s) of the Federal government upon one week notice during the term of the Agreement and for three years from the date of final payment under this Agreement.

B. Subcontracting by Recipient

Mn/DOT shall review all third party contracts prior to the execution of said contract.

VIII. Audits

- A. In compliance with the Single Audit Act and in conformance with the federal Office of Management and Budget's Circular A-128, as applicable, the Recipient will be responsible for the timely completion of a program audit and will send an appropriate number of copies of the audit report to Mn/DOT.
- B. Allowability of all expenses charged under this Agreement shall comply with the applicable provisions of the federal Office of Management and Budget's Circular A-87, Federal Acquisition Regulations, and Mn/DOT Audit Policy.
- C. As required by Minnesota Statutes Section 16B.06, subdivision 4 (1996), the records, books, documents, and accounting procedures and practices of the Recipient and of any and all subcontractors relating to this Agreement are subject to audit and examination by Mn/DOT and either the Legislative Auditor or the State Auditor as is appropriate.

IX. Termination of this Agreement

- A. Mn/DOT may withhold payment or terminate this Agreement at any time with thirty days' written notice if the Recipient does not comply with the provisions of this Agreement.

If Mn/DOT terminates this Agreement, it reserves the right to take such action as it deems necessary and appropriate to protect the interests of Mn/DOT and FTA. Such action may include refusing to make any additional disbursement of funds and requiring the return of all or part of any funds that have been inappropriately disbursed. Mn/DOT may terminate this Agreement or reduce the amount of financial participation shown in Section III herein if federal funding becomes unavailable.

- B. The Recipient may terminate this Agreement at any time with thirty days' written notice if Mn/DOT does not comply with the provisions of this Agreement or if the purpose of 49 U.S.C. §5309 is not being accomplished thereunder.

X. General Provisions

A. Equal Employment Opportunity

In connection with the execution of this Agreement, the Recipient agrees that it shall comply with Minnesota Statutes Section 363.03, subdivision 1, to not discriminate against any employee or applicant for employment because of race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, membership or activity in a local commission, disability, sexual orientation, or age.

The Recipient will take affirmative actions to ensure that applicants are employed, and that employees are treated during employment without regard to factors stated in

Minnesota Statutes Section 363.03, subdivision 1. Such actions shall include, but not be limited to, the following: hiring, tenure, compensation, terms, upgrading, conditions, facilities, or privileges of employment.

B. Disadvantaged Business Enterprises

It is the policy of the United States Department of Transportation and the Minnesota Department of Transportation that Disadvantaged Business Enterprises and Women Business Enterprises as defined in 49 C.F.R. § 23, shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal Funds. Consequently, the requirements of 49 C.F.R. § 23, apply to this Agreement.

The Mn/DOT and the Recipient shall take all necessary and reasonable steps in accordance with 49 C.F.R. § 23, to ensure Disadvantaged Business Enterprises and Women Business Enterprises have the maximum opportunity to compete for and perform on contracts and subcontracts. The Mn/DOT, the Recipient, and any subcontractors under this Agreement shall not discriminate on the basis of race, color, national origin or sex in the award and performance of federally funded contracts. Failure to carry out the above requirements shall constitute a breach of this Agreement and may result in termination of the Agreement or other such action as the Mn/DOT deems appropriate.

The DBE goal on this agreement is ten percent (10%).

The goal may be attained by means of:

1. A subcontract agreement or affidavit with a Mn/DOT certified DBE;
2. An equipment lease agreement with a Mn/DOT certified DBE;

3. A joint venture with a Mn/DOT certified DBE--this must be approved by the Mn/DOT EEO Contract Management Office prior to bid opening;
4. A purchase agreement with a Mn/DOT certified DBE supplier--sixty percent of the supplier's contracted amount will be certified toward the DBE goal; or
5. Other services preapproved by the Mn/DOT EEO Contract Management Office.

C. Title VI - Civil Rights Act of 1964

The Recipient agrees to comply with the provisions and conditions of the Civil Rights Act of 1964.

D. Liability

Any and all employees of Mn/DOT and all other persons employed by Mn/DOT to perform any or all of the work under this Agreement shall not be considered employees of the Recipient and any and all claims that may or might arise under the Workers' Compensation Act of Minnesota on behalf of said employees or persons while so engaged, and any and all claims made by any third person as a consequence of any act or omission on the part of said employees or persons while so engaged in any of the work contemplated herein, shall not be the obligation or responsibility of the Recipient.

Any and all employees of the Recipient and all other persons employed by the Recipient to perform any of the work under this Agreement shall not be considered employees of Mn/DOT and any and all claims that may or might arise under the Workers' Compensation Act of Minnesota on behalf of said employees or persons while so engaged, and any and all claims made by any third person as a consequence of

any act or omission on the part of said employees or persons while so engaged in any of the work contemplated herein, shall not be the obligation or responsibility of Mn/DOT.

Each party shall be responsible for its own acts and omissions, the acts and omissions of its employees, and results thereof to the extent authorized by law. The parties shall not be responsible for the acts of any others and the results thereof. Liability of Mn/DOT shall be governed by the provisions of the Minnesota Tort Claims Act, Minnesota Statutes Section 3.736, and other applicable law. Liability of the Recipient shall be governed by the provisions of the Municipal Tort Claims Act, Minnesota Statutes Chapter 466.

E. Lobbying Certification

In connection with the execution of this agreement, the Recipient agrees as required by U.S. DOT regulations, "New Restrictions on Lobbying," 49 CFR 20.11, that no Federal appropriated funds have or will be paid, to any person for influencing or attempting to influence an officer or employee of any agency, Member of Congress, or an employee of a member of Congress pertaining to the award of any Federal assistance, or the extension, continuation, renewal, amendment, or modification of any Federal assistance agreement; and If any funds other than Federal appropriated funds have been or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with any application to FTA for Federal assistance, the Recipient assures that it will complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," including the information required

by the form's instructions, which may be amended to omit such information as permitted by 31 U.S.C. 1352.

F. Debarment, Suspension, and Other Responsibility Matters

In connection with the execution of this Agreement, the Recipient agrees as required by U.S. DOT regulations, "Government wide Debarment and Suspension (Nonprocurement)," 49 CFR 29.510, that to the best of its knowledge and belief, that it and its principals:

1. (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency; (b) have not within a three-year period preceding this proposal been convicted of or had a civil judgement rendered against them for commission fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property; (c) are not presently indicated for or otherwise criminally charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in paragraph (2) of this certification; (d) and have not within a three-year period preceding this certification had one or more public transactions (federal, state, or local) terminated for cause or default.

2. The recipient also certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the FTA.

IN WITNESS WHEREOF, the parties have caused this Agreement to be duly executed intending to be bound thereby.

RECIPIENT

By: _____

Title: _____

Date: _____

DEPARTMENT OF TRANSPORTATION

By: _____

Title: Director, Office of Transit

Date: _____

By: *Deirdre M. Lill*

Title: Asst County Attorney

Date: May 20, 1998

Approved as to Form and Execution

By: _____

Title: _____

Date: _____

Insurance approved:
Michelle Z. Gorman 6/16/98

ACKNOWLEDGMENT OF RECIPIENT'S AUTHORIZED SIGNATURES

STATE OF MINNESOTA

COUNTY OF _____

On this _____ day of _____, 19____, before me appeared _____
(name)

and _____ personally known to me, did swear that they are

(title) and _____ of
(title)

(recipient organization)

Notary _____

Work Plan

The work plan for the Riverview Corridor is to complete a Major Investment Study. This project is expected to be initiated in July, 1998 and to take 18 months to complete.

The Major Investment Study is a federal process to examine transportation improvements in the corridor from the Lower East Side of St. Paul to downtown St. Paul and to the Minneapolis/St. Paul International Airport and with the Hiawatha Corridor to the Mall of America.

The major areas of focus of this study are: Land use, economic development, transit service planning, short and long term transit improvements and work with the community on education and involvement during the course of the process.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Kathy Helgeson
Authorized Signature

6/15/98
Date

Board Action Requested

Comprehensive Transportation and Transit Plan.

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

David Meek
David Meek

Documentation certified complete for:

June 23, 1998

Board Date

Kristine A. Longhenry
Signature

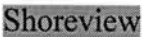
June 4, 1998
Date

RAMSEY COUNTY

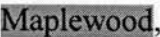
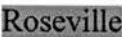
1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

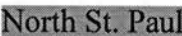
MUNICIPAL MEETINGS

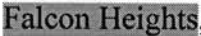
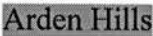
Monday, May 18:  Shoreview

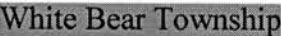
Tuesday, May 19:  White Bear Lake

Wednesday, May 20:  Maplewood,  Roseville

Tuesday, May 26:  Mounds View

Friday, June 5:  New Brighton,  North St. Paul

Tuesday, June 9:  Falcon Heights,  Arden Hills

Wednesday, June 10:  White Bear Township

Tuesday, June 16: Vadnais Heights, Little Canada

Tuesday, June 30: Lauderdale

In the process of scheduling: Saint Paul

Not yet scheduled: Gem Lake, North Oaks

 = Meeting completed

RAMSEY COUNTY

1999 - 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPERS

CHAPTER 1 - LAND USE

Issue Papers

The land use issue papers (highlighted below) are at least partially completed. At this point, we are waiting for additional statistics which should be available by August, as well as for land use information from the municipalities.

- Demographic and Economic Overview
- Development History
- Existing/Future Land Use

CHAPTER 2 - TRANSIT

Issue Papers

- Existing/Future Transit System Needs*
- Transit Service Options/Travel Demand Management*
- LRT
- Transit Corridors*
- Welfare-to-Work
- Parking Policies

CHAPTER 3 - THOROUGHFARES AND HIGHWAYS

Issue Papers

Several thoroughfares and highway issue papers (highlighted below) are currently being researched and written.

- Functional Classification*

- **Jurisdiction***
- Traffic Forecasting*
- Access Management*
- Transportation System Management*
- Future System Needs*
- **Goods Movement (Railroads, Ports, Aviation)***
- Bicycle/Pedestrian System Needs*

CHAPTER 4 - SURFACE WATER MANAGEMENT

Issue Papers

- Existing Water Resources Management Plan*
- Incorporate Met. Council Interim Strategy to Reduce Nonpoint Source Pollution to all Metropolitan Area Water Bodies*

CHAPTER 5 - PUBLIC INVOLVEMENT

Issue Papers

- This issue is an action item of the Transportation and Transit Priority Group

*Required by Metropolitan Council

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

June 18, 1998

Date

Board Action Requested

Phalen Berm Removal Agreement

ACTION IS REQUESTED

Request Justification

See draft resolution and attached materials.

Budgeting and Accounting

County Attorney

Risk Management



Documentation certified complete for:

June 23, 1998

Board Date


Signature

June 18, 1998

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

(page 1 of 3)

WHEREAS, The City of St. Paul has requested that a portion of the 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 is to be accomplished between 200 feet south of Johnson Parkway and McAfee/Topic. The removal may occur incrementally. Removal of any remaining soil in the berm will be done by St. Paul at its expense within one year of a request by RCRRA to complete the removal. A grading and restoration plan

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

(page 2 of 3)

is to be prepared by St. Paul staff to meet approval by RCRRA and St. Paul Parks staff. Grading and restoration will be at St. Paul's request.

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. Removal of the Johnson Parkway bridge will allow improved roadway sight distances. Conditions for removal of the Johnson Parkway bridge must be agreed to by RCRRA staff.
8. Cost issues relating to the following topics 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 reconstruction. If the soil is used for other purposes, market rate charges will apply.
 - c. Restoration of the area where the berm is removed will be the responsibility of St. Paul.
 - d. The removal cost for the Johnson Parkway bridge not to exceed \$75,000 will be reimbursed to St. Paul by RCRRA.
 - 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

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

(page 3 of 3)

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.

And Be It Further

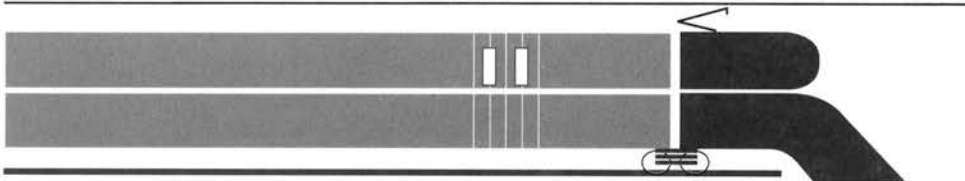
RESOLVED, That \$75,000 is appropriated from fund balance of RCRRA in order to pay for the costs of the removal of the bridge over Johnson Parkway.

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

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: Kathy DeSpiegelaere

Subject: Phalen Berm

Date: June 17, 1998

In December, 1997, Ramsey County Regional Railroad Authority passed a resolution relating to right of way it owns in the vicinity of Maryland Avenue, Prosperity and Johnson Parkway. The resolution is Attachment 1. It authorized, subject to an agreement, removal of soil in a berm between a point south of Johnson Parkway and the intersection of Topic and McAfee north of Maryland Avenue (Attachment 2).

The right of way where the berm is located is a potential location for both light rail transit and commuter rail with a potential station at Maryland Avenue.

A draft agreement was sent by Ramsey County Regional Railroad Authority staff to St. Paul staff on January 20. Modifications to the proposed agreement are being proposed by St. Paul staff. Attachment 3 is a request from St. Paul staff, Paul St. Martin.

The points to be modified in the previous RCRRA resolution are:

1. Item 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."

St. Paul has requested that the part of the berm north of Maryland Avenue be removed now, and the part south of Maryland Avenue remain in place for the present, subject to subsequent removal upon the request of RCRRA.

Response: St. Paul has indicated that residents south

and west of Maryland Avenue are opposed to berm removal at this time and that once Phalen Center east of the berm is redeveloped, their opposition will be mitigated.

2. Item 8, "cost issues relating to the following issues will be addressed as indicated:

- b. Value of the soil -- no charge will be made to St. Paul for soil used for Prosperity Road construction"

St. Paul has requested that the soil removed from the berm be used by a private developer building townhomes near the right of way.

Response: Soil is no longer proposed for use for Prosperity Road. Market rate price should be charged for the soil if it is used for a private development. The funding received will be split between Mn/DOT and RCRRA because Mn/DOT funded half of the purchase of the property.

3. Item 8, "cost issues relating to the following issues will be addressed as indicated:

- d. Bridge removal at Johnson Parkway will be the responsibility of St. Paul"

St. Paul has requested that Ramsey County Regional Railroad Authority pay the cost of bridge removal, estimated at \$75,000.

Response: Payment by RCRRA is consistent with a joint powers agreement between the City of St. Paul and RCRRA for this right of way. However, it is also possible for RCRRA Commissioners to request that St. Paul pay the bridge removal cost, particularly since the City is requesting the removal of the berm, rather than RCRRA. The \$75,000 was not in the 1998 budget for RCRRA and will require an appropriation from fund balance.

A resolution has been prepared for your consideration that incorporates the new information.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: December 16, 1997 No: R97-22

(page 1 of 2)

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.

RESOLUTION

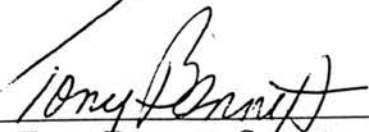
Board of Ramsey County Regional Railroad Authority

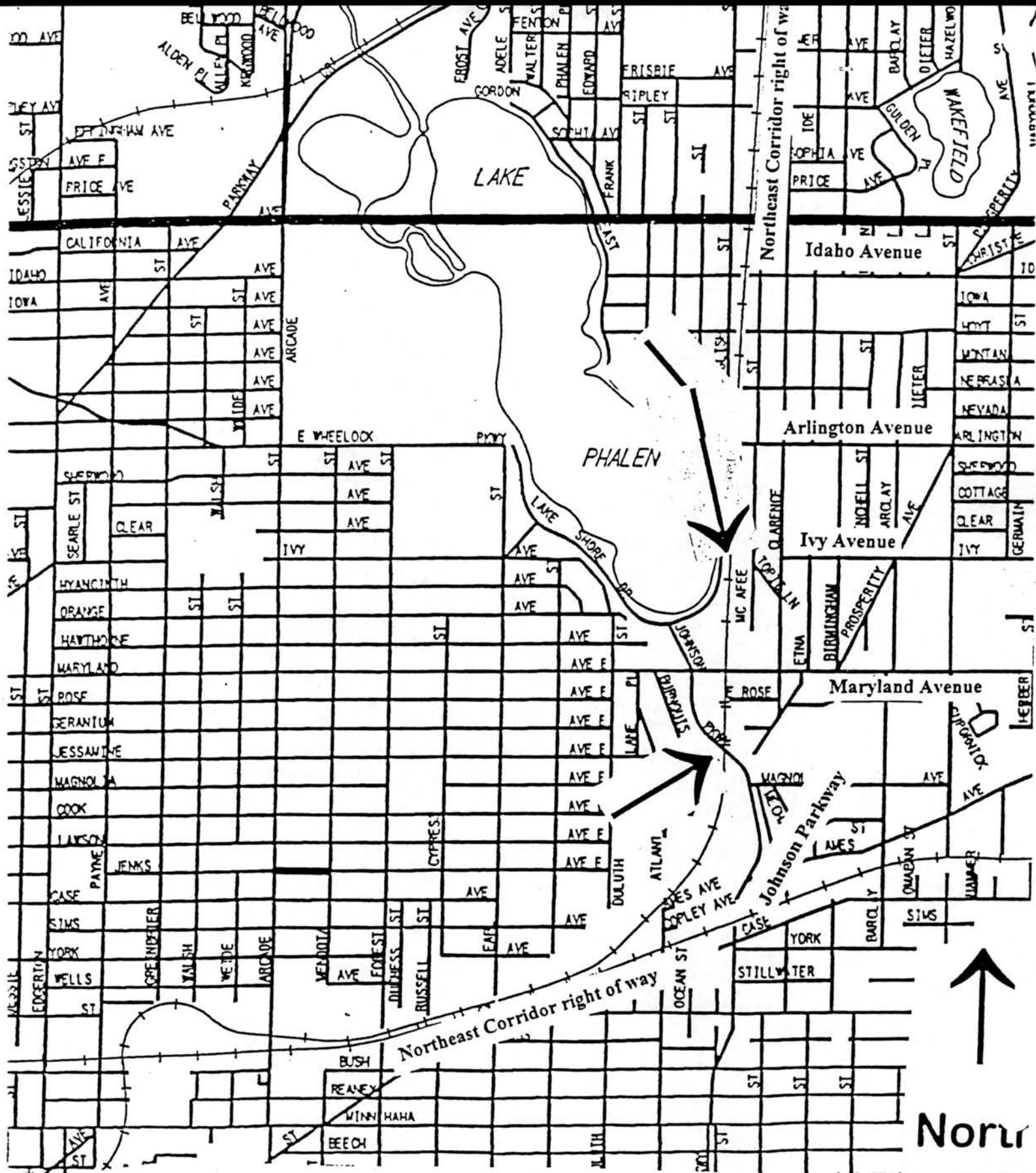
Date: December 16, 1997 No: R97-22

(page 2 of 2)

5. Signage on the right of way in the berm removal location will be placed by RCRRRA. The signage will clearly indicate the potential for rail use at this location in the future.
6. Conditions established by those who lease RCRRRA 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 RCRRRA 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 RCRRRA approval.

Rafael E. Ortega, Chairman

By: 
Tony Bennett, Secretary



AREA OF REQUEST FOR SOIL REMOVAL AND GRADE CHANGE

DEPARTMENT OF PUBLIC WORKS

Stacy M. Becker, Director

Thomas J. Eggum, City Engineer



CITY OF SAINT PAUL

Norm Coleman, Mayor

Larry Lueth, Street Design Engineer

700 City Hall Annex

(612) 266-6110

Saint Paul, MN 55102

FAX (612) 292-6132

June 16, 1998

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

RE: Ramsey County Regional Railroad Authority Berm Removal

Dear Ms. DeSpiegelaere

On December 16, 1997 the Ramsey County Regional Railroad Authority approved a resolution (R97-22) which outlined conditions for removal of a portion of the RCRRA berm from south of Johnson Parkway to the intersection of Topic and McAfee north of Maryland Avenue. This resolution was approved as a result of a request for the berm removal from the City of St. Paul Public Works and Planning and Economic Development Departments. The original proposal by the City requested that material from the berm be used as fill on the Prosperity Avenue project.

Since that time, the City of St. Paul has completed the plans for public improvements to be constructed in the Phalen Village Area and has received public input on the berm removal. We have determined that there will be enough material generated from the Ames Lake wetland excavation to provide the fill needed for the Prosperity project. The public input we have received has been positive in regard to removal of the berm north of Maryland and both positive and negative as to the berm removal south of Maryland. Some of residents felt that the berm removal south of Maryland should be completed after the redevelopment of the Phalen Village Area is substantially complete.

The City is now modifying its proposal for the berm removal as follows:

- A) As part of the Phalen Village Public improvement project, project, Bridge # 90422 over Johnson Parkway will be removed in late 1998 or early 1999. The narrow width, location and sight distance restrictions caused by the existing bridge necessitate the removal of the bridge. The bridge is used to carry the Burlington Northern Regional Trail over Johnson Parkway. The portion of the trail north and south of the bridge will be relocated, and the trail will cross Johnson Parkway at grade at the signalized Johnson Parkway/ Prosperity intersection. It is my understanding that the Joint Powers Agreement dated August 24, 1993 between the City of St. Paul and the Ramsey County Regional Rail Authority stipulates that the RCRRA is responsible for the cost

of bridges that are removed from the abandoned Burlington Northern rail corridor. We have estimated that the bridge removal will cost \$75,000. We propose that the City would remove the bridge as part of the Phalen Village Project and bill the RCRRA for the cost of the removal.

- B) The City proposes to remove the portion of berm from Maryland Avenue to 1100' north of Maryland in 1998, and use the material from the berm for fill for a housing redevelopment at the northwest corner of Maryland and Clarence. The developer would contract to remove the fill from the berm area and grade it to the contours shown on the attached plan, and then the city would restore the berm area and install the plant materials shown on the attached plan. We are requesting that the City and/or developer be not charged any fee for the value of the fill.
- C) The remainder of the berm between south of Johnson Parkway to Maryland would be left in place until future projects such as construction of Phalen Boulevard or development in the Phalen Village area provide an opportunity for its removal. We anticipate the berm would be removed prior to construction of light rail, and if not, be removed as part of the light rail construction. The City proposes that at the time the remainder of the berm is proposed for removal, that the City of St. Paul and the RCRRA determine responsibility for removal and costs under a separate agreement.

We are still in agreement with the majority of the conditions listed in Resolution R97-22, but this new proposal would affect conditions # 4, #7, #8 .

I request that this be brought before the Board of the Ramsey County Regional Railroad Authority as soon as possible.

If you have any questions, you can call me at 266-6118.

Sincerely,



Paul St. Martin
Civil Engineer IV

Attachment: Berm grading plan

cc: Stacy Becker
Pam Wheelock
Terry Noonan, Ramsey County Public Works

PLANT MATERIALS LIST

ITEM NO.	CONTRACT ITEM	UNIT	CODE	BOTANICAL NAME	COMMON NAME	SIZE	TYPE	QUANTITY			TOTAL	
								BOULEVARD LOCATION				BERM ALTERNATE
								A	B	C		
2571.501	AUSTRIAN PINE, 2.4 m HT B&B	TREE	P/A	PINUS NIGRA	AUSTRIAN PINE	2.4 HT	B&B	7			7	
2571.502	PRAIRIE SPIRE ASH, 60 mm CAL B&B	TREE	A/PS	FRAXINUS PENNSYLVANIA	PRAIRIE SPIRE ASH	60 mm CALIPER	B&B			5	5	
2571.502	RED JEWEL CRABAPPLE, 60 mm CAL B&B	TREE	C/RJ	MALUS	RED JEWEL CRABAPPLE	60 mm CALIPER	B&B	5			5	
2571.502	AUTUMN BLAZE MAPLE, 60 mm CAL B&B	TREE	M/AB	ACER HYBRID	AUTUMN BLAZE MAPLE	60 mm CALIPER	B&B		32		32	
2571.502	RED MAPLE, 50 mm CAL B&B	TREE	M/R	ACER RUBRUM	RED MAPLE	50 mm CALIPER	B&B			7	7	
2571.502	RED MAPLE 1.8 TO 2.4 m HT B&B	TREE	M/R	ACER RUBRUM	RED MAPLE	1.8 TO 2.4 m HEIGHT	B&B			20	20	
2571.502	SILVER MAPLE, 50 mm CAL B&B	TREE	M/S	ACER SACCHARINUM	SILVER MAPLE	50 mm CALIPER	B&B			10	10	
2571.502	SILVER MAPLE, 1.8 TO 2.4 m HT BR	TREE	M/S	ACER SACCHARINUM	SILVER MAPLE	1.8 TO 2.4 m HEIGHT	BR			20	20	
2571.502	NEW HORIZON ELM, 60 mm CAL B&B	TREE	E/NH	ULMUS HYBRID	NEW HORIZON ELM	60 mm CALIPER	B&B		23		23	
2571.502	YELLOW BIRCH, 50 mm CAL B&B	TREE	B/Y	BETULA LENTA	YELLOW BIRCH	50 mm CALIPER	B&B			6	6	
2571.502	HACKBERRY, 60 mm CAL B&B	TREE	H	CELTIS OCCIDENTALIS	HACKBERRY	60 mm CALIPER	B&B			1	1	
2571.502	BUTTERNUT, 50 mm CAL B&B	TREE	BN	JUGLANS CINEREA	BUTTERNUT	50 mm CALIPER	B&B			3	3	
2571.502	BUTTERNUT, 1.8 TO 2.4 m HT BR	TREE	BN	JUGLANS CINEREA	BUTTERNUT	1.8 TO 2.4 m HEIGHT	BR			30	30	
2571.502	QUAKING ASPEN, 40 mm CAL CONT	TREE	A/Q	POPULUS TREMULOIDES	QUAKING ASPEN	40 mm CALIPER	CONT			12	12	
2571.502	QUAKING ASPEN, 600 TO 900 mm HT CONT	TREE	A/Q	POPULUS TREMULOIDES	QUAKING ASPEN	600 TO 900 mm HEIGHT	CONT			60	60	
2571.502	COTTONWOOD, 40 mm CAL B&B	TREE	C	POPULUS DELTOIDES	COTTONWOOD	40 mm CALIPER	B&B			3	3	
2571.502	BLACK CHERRY, 50 mm CAL B&B	TREE	C/B	PRUNUS SEROTINA	BLACK CHERRY	50 mm CALIPER	B&B			8	8	
2571.502	BLACK CHERRY, 1.8 TO 2.4 m HT BR	TREE	C/B	PRUNUS SEROTINA	BLACK CHERRY	1.8 TO 2.4 m HEIGHT	BR			20	20	
2571.502	SWAMP WHITE OAK, 60 mm CAL B&B	TREE	O/SW	QUERCUS BICOLOR	SWAMP WHITE OAK	60 mm CALIPER	B&B		32		32	
2571.502	SWAMP WHITE OAK, 50 mm CAL B&B	TREE	O/SW	QUERCUS BICOLOR	SWAMP WHITE OAK	50 mm CALIPER	B&B			3	3	
2571.502	SWAMP WHITE OAK, 600 TO 900 mm HT BR	TREE	O/SW	QUERCUS BICOLOR	SWAMP WHITE OAK	600 TO 900 mm HEIGHT	BR			40	40	
2571.502	NO. PIN OAK, 60 mm CAL B&B	TREE	O/PN	QUERCUS ELLISOIDALIS	NO. PIN OAK	60 mm CALIPER	B&B			3	3	
2571.502	NO. PIN OAK, 600 TO 900 mm HT BR	TREE	O/PN	QUERCUS ELLISOIDALIS	NO. PIN OAK	600 TO 900 mm HEIGHT	BR			40	40	
2571.502	BUR OAK, 40 mm CAL B&B	TREE	O/B	QUERCUS MACROCARPA	BUR OAK	40 mm CALIPER	B&B			12	12	
2571.502	BUR OAK, 600 TO 900 mm HT BR	TREE	O/B	QUERCUS MACROCARPA	BUR OAK	600 TO 900 mm HEIGHT	BR			60	60	
2571.502	E. PIN OAK, 60 mm CAL B&B	TREE	O/PE	QUERCUS PALUSTRIS	E. PIN OAK	60 mm CALIPER	B&B			1	1	
2571.502	E. PIN OAK, 50 mm CAL B&B	TREE	O/PE	QUERCUS PALUSTRIS	E. PIN OAK	50 mm CALIPER	B&B			2	2	
2571.502	RED OAK, 50 mm CAL B&B	TREE	O/R	QUERCUS RUBRA	RED OAK	50 mm CALIPER	B&B			8	8	
2571.502	RED OAK, 600 TO 900 mm HT BR	TREE	O/R	QUERCUS RUBRA	RED OAK	600 TO 900 mm HEIGHT	BR			60	60	
2571.502	BASSWOOD, 50 mm CAL B&B	TREE	BW	TILIA AMERICANA	BASSWOOD	50 mm CALIPER	B&B			3	3	
2571.502	BASSWOOD, 40 mm CAL B&B	TREE	BW	TILIA AMERICANA	BASSWOOD	40 mm CALIPER	B&B			4	4	
2571.502	BASSWOOD, 1.8 TO 2.4 m HT BR	TREE	BW	TILIA AMERICANA	BASSWOOD	1.8 TO 2.4 m HEIGHT	BR			20	20	
2571.505	PAGODA DOGWOOD NO 3 CONT	SHRUB	D/P	CORNUS ALTERNIFOLIA	PAGODA DOGWOOD	# 3	CONT.			10	10	
2571.505	GREY DOGWOOD 600 TO 900 mm HT BR	SHRUB	D/RT	CORNUS RACEMOSA	GREY DOGWOOD	600 TO 900 mm HEIGHT	BR			50	50	
2571.505	AMERICAN FILBERT 600 TO 900 mm HT BR	SHRUB	F/A	CORYLUS AMERICANA	AMERICAN FILBERT	600 TO 900 mm HEIGHT	BR			20	20	
2571.505	AMERICAN FILBERT 450 TO 600 mm HT BR	SHRUB	F/A	CORYLUS AMERICANA	AMERICAN FILBERT	450 TO 600 mm HEIGHT	BR			100	100	
2571.506	VIRGINIA CREEPER 2 YR NO 1 CONT	VINE	VC	PARTHENOCISSUS QUINQUEFOLIA	VIRGINIA CREEPER	#1 CONT.	POT			25	25	

BOULEVARD LOCATION A - JOHNSON PARKWAY
BOULEVARD LOCATION B - PROSPERITY AVENUE
BOULEVARD LOCATION C - CLARENCE STREET
BERM ALTERNATE - MARYLAND TO STATION 13+50

ORIGINAL**RESOLUTION
CITY OF SAINT PAUL, MINNESOTA****13**Presented By *D. Bostrom*

Referred To _____ Committee: Date _____

WHEREAS, the City of Saint Paul City Council has adopted the Phalen Village Small Area Plan; and

WHEREAS, the Phalen Village Small Area Plan recommends roadway and wetland improvements as well as removal of a portion of the railroad berm located on Ramsey County Regional Railroad Authority Property; and

WHEREAS, the City of Saint Paul has budgeted funds to complete roadway and wetland public improvements in the Phalen Village Area consistent with the Phalen Village Small Area Plan; and

WHEREAS, removal of the berm in conjunction with the roadway and wetland project will add some costs to the roadway and wetland project but will result in a reduction in the total cost to implement the Phalen Village Small Area Plan; and

WHEREAS, the City of Saint Paul is proposing to remove, regrade and restore the berm from 900' south of Johnson Parkway to 1,000' north of Maryland Avenue; as part of the roadway and wetland project and

WHEREAS, the City of Saint Paul desires to enter into an agreement with the Ramsey County Regional Railroad Authority which would specify conditions and cost participation in relation to the berm removal; now, therefore, be it

RESOLVED, that we hereby authorize the proper city officials to sign the agreement.

	Yeas	Nays	Absent
Blakey	☒		
Bostrom	☒		
Reiter	☒		
Harris	☒		
Benanav	☒		
Lantry	☒		
Coleman	☒		

Adopted by Council: Date Feb 25, 1998

Adoption Certified by Council Secretary

By: *D. Bostrom*Approved By Mayor: Date 3/18/98By: *Th. Stab*

Requested by Department of:

Public WorksBy: *Stacy Bell* Director

Approval Recommended by Budget Director:

By: *Joseph M. Reid*

Form Approved by City Attorney:

By: *Matthew J. Pfohl*

Approved by Mayor for Submission to Council:

By: *Jim Mackey***13**



CITY OF SAINT PAUL

Norm Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 612-266-6626
Facsimile: 612-228-3341

June 22, 1998

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

RE: Phalen Village Public Improvements - Railroad Berm Regrading

Dear Mr. Ortega:

Last December, at our request, the RCRRA unanimously passed a resolution directing your staff to prepare an agreement between the RCRRA and the City for regrading a portion of the RCRRA-owned railroad berm as called for in the Phalen Village Small Area Plan, officially adopted by the City Council as part of the St. Paul Comprehensive Plan. Since then we have prepared a grading and restoration plan for the berm area to meet RCRRA and St. Paul Parks staff criteria, as you requested. We also consulted with affected property owners, and held a well-attended neighborhood meeting to review the plans. The City Council unanimously adopted City Council Resolution 98-132 authorizing us to sign an agreement between the City and the RCRRA to remove, regrade and restore the railroad berm in Phalen Village from 900 feet south of Johnson Parkway to 1000 feet north of Maryland Avenue. We are now requesting RCRRA approval of a resolution that would specify the conditions of the agreement.

Public comments we received on berm regrading have been generally positive about regrading north of Maryland and both positive and negative about regrading south of Maryland. While people east of the berm generally see reducing the height of the berm as a benefit, residents west of the berm (particularly the owners of houses along Burnquist Street across the park from the berm) expressed concern that lowering the berm south of Maryland would expose them to noise and views of unsightly property east of the berm. Some said that timing is the issue, and that berm regrading south of Maryland should not be done until property east of the berm is cleaned up as part of Phalen Village area redevelopment and rehabilitation.

In response to public comments, and because we have determined that there will be enough material generated from the Ames Lake wetland excavation to provide the fill needed for the Prosperity Avenue realignment project, we are proposing to accomplish berm regrading incrementally. Berm regrading north of Maryland Avenue, where lowering the berm would have the greatest immediate impact on restoring a natural corridor between Lake Phalen and Phalen Village, and create a stronger market for the adjacent Phalen Townhomes project, would be done this summer. We anticipate that we will regrade the remaining berm within five years or within one year of a request by the RCRRA to complete the regrading should it be deemed necessary.

We agree that no charge will be made to St. Paul for soil used for the project to realign and reconstruct Prosperity Avenue or other future projects in which Ramsey County is participating in funding. If soil is used for other purposes, the City and the RCRRA will negotiate a unit price for value of the soil based on use of soil, proximity of use to berm, and costs associated with berm removal such as removal of existing trees, erosion control measures and turf establishment in the berm area. If the RCRRA directs St. Paul to complete remaining berm regrading south of Maryland Avenue to prepare it for LRT construction, no charge will be made for the value of the soil. Restoration of the area where the berm is regraded, with plantings to meet St. Paul Parks staff criteria as you have requested, will be the responsibility of St. Paul.

The narrow width, location and sight distance restrictions caused by Bridge # 90422 over Johnson Parkway necessitate that it be removed in late 1998 or early 1999 as part of the Prosperity Avenue realignment project. The portion of Phalen Creek Trail immediately north and south of the bridge will be relocated, and the trail will cross Johnson Parkway at-grade at a new signalized Johnson Parkway-Prosperity intersection. The cost of removing the bridge will be the responsibility of the RCRRA as stipulated in the Joint Powers Agreement between the City of St. Paul and the RCRRA dated August 24, 1993. We have estimated that the bridge removal will cost \$75,000. We propose that the City remove the bridge as part of the Prosperity Avenue realignment project and bill the RCRRA for the cost of removal.

We are proposing to move ahead with regrading the berm to prepare it for construction of LRT with an at-grade station immediately south of Maryland, with substantial City costs and commitments, because of its immediate benefit to high-quality redevelopment that will support a future LRT station here, and because of our strong belief that an at-grade station will have the safest and most convenient pedestrian access, provide the best service to the Phalen Village neighborhood, and help attract the most riders to LRT. The work we do to regrade the berm now will reduce the cost of regrading the berm later, when we are ready to build LRT. In addition, gated at-grade LRT crossings at Maryland and Johnson Parkway, which we support, would cost several million dollars less than a grade-separated design with bridges over Maryland and Johnson Parkway, and an elevated station structure. We look forward to continued cooperation

Rafael Ortega
Page 3
June 22, 1998

on mutually beneficial transit improvement and neighborhood revitalization projects, in Phalen Village and throughout St. Paul.

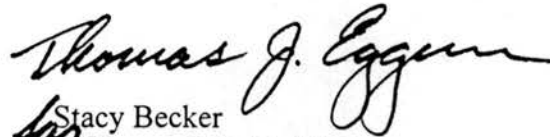
Thank you for your support of our efforts.

Sincerely,



Pamela Wheelock

Director of Planning and Economic Development

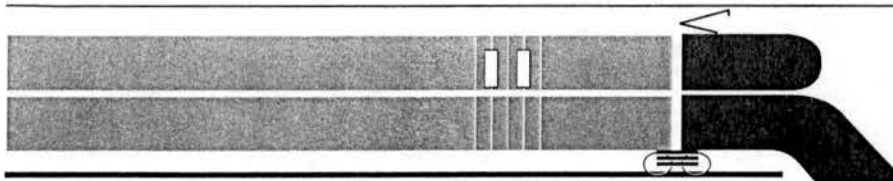


for Stacy Becker

Director of Public Works

c: Mayor Norm Coleman
Council President Dan Bostrom
Councilmember Kathy Lantry
Commissioner Dino Guerin
Phalen Corridor Initiative

District 2 Community Council
District 5 Community Council
North East Neighborhoods Devt. Corp.
Phalen Village Business Association
Robert Piram, Parks



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

June 23, 1998

Cars Collaborative
Ms. Holly Williams
Wilder Family Work
379 University Avenue
St. Paul, Minnesota 55103

Dear Holly:

The Ramsey County Board of Commissioners considered funding the Cars Collaborative program on January 13, 1998. The Board asked for additional coordination and information from the proposers and asked that the program be returned to the Board for action when the information had been completed.

I know that Ramsey County staff met with Cars Collaborative sponsors on January 28 and March 18 in an effort to assist with the Board's request. It appeared that you were continuing to work on resubmitting the proposal, but that has not occurred.

Meanwhile, there is interest on the part of another organization in providing similar services. We are also concerned that Ramsey County's funding allocation for 1998-1999 could be diminished because there are unspent funds that were being reserved for your proposal.

In an effort to bring this issue to closure, Ramsey County requests the sponsors of the Cars Collaborative to submit a revised proposal by July 7, 1998. The proposal must define how the requirements of the Board have been satisfied and include a schedule for implementing the program if it is approved by the Board. The program will be removed from further funding consideration unless you are able to provide the information requested by July 7. Please submit the revised proposal to:

Tim Mayasich
Senior Transportation Planner
Ramsey County Public Works Department
3377 North Rice Street
Shoreview, Minnesota 55126.

Please contact me at 266-2762 if you have questions about this request.

Sincerely,

A handwritten signature in cursive script, appearing to read "Kathy".

Kathryn DeSpiegelaere
Director
Regional Railroad Authority

John R. Gilkeson
1933 Laurel Ave.
St. Paul, MN 55104
(612) 644-8049

June 23, 1998

Ramsey County Regional Railroad Authority
Attn: Ms. Kathy DeSpiegelaere
by fax: 266-2761

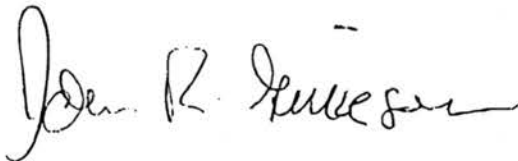
Dear Ms. DeSpiegelaere:

I understand that the Ramsey County Regional Railroad Authority will be discussing today the removal of a bridge and berm located in the east side former BN corridor in the vicinity of Prosperity and Johnson Parkway.

I am not familiar with all of the details of the discussion, but I would like to convey several thoughts, questions, and concerns about this bridge removal. The city and county should not be taking action to liquidate assets and make changes which do not comprehensively improve safety, capacity, and speed of all transportation modes affected by these potential changes.

1. This bridge represents a significant rail corridor asset, which has present and future practical and monetary value for use for grade separated pedestrian, bike and rail traffic.
2. What is the current and replacement monetary value of this bridge?
3. Are both the city and the county prepared to liquidate this asset which has significant monetary and practical value?
4. Who will bear the cost of constructing a new bridge if the city and county deem a new bridge necessary in the future?
5. Why is this bike/trail/rail corridor asset being removed for the purposes of facilitating automobile movement and road usage?
6. Are comparable safety, capacity, and speed investments (to the auto/road improvements) being made in non-auto transportation facilities as part of this project? If not, why not?

I would appreciate a written response to these questions. Thank you for considering these important issues.





Minnesota Department of Transportation

Transportation Building

395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1899

Lis-FVI
see documentation
612 296-1376

April 28, 1998

Kathryn DeSpiegelaere
Ramsey County Regional Railroad Authority
665 Ramsey County Government Center - West
50 West Kellogg Boulevard
St. Paul, MN 55102

RE: Agreement Number 77305 (Riverview)

Dear Ms. DeSpiegelaere:

Enclosed please find three copies of Agreement Number 77305 which contains Federal funds for planning activities along the Riverview Corridor that Ramsey County Regional Railroad Authority will undertake.

Please have all three copies of the Agreement signed and return them to me along with RCRRA's authorizing resolution. Please note that the signature page does include an Acknowledgment of Recipient's Authorized Signatures which needs to be completed and notarized. For your convenience I have marked the pages requiring signatures with a "flag".

Once Congress has released these funds, I can put the Agreement into MnDOT's signature process. A fully executed copy of the Agreement will be sent to you for your files. If you have any questions or if I can be of further assistance, please feel free to contact me.

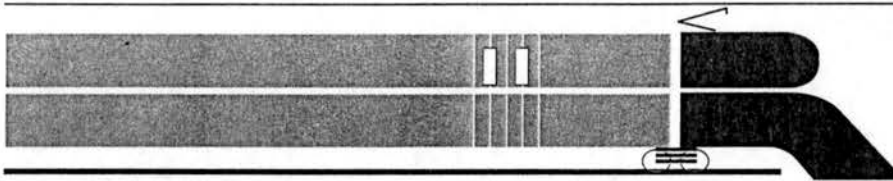
Sincerely,

Judy Ellison

Judy Ellison
Planning Director
Office of Transit

*Note that they need signed
resolution too.*

enc.



Ramsey County Regional Railroad Authority

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

Agenda

Ramsey County Regional Railroad Authority Meeting

June 23, 1998

1:30 p.m. or immediately following Executive Session

Third Floor Council Chambers

Courthouse

1. * Approve minutes of the meeting of May 26, 1998.
2. Update on federal funding.
3. * Approve agreement number 77305 with Minnesota Department of Transportation for distribution of Federal Transit Administration Section 5309 Capital Program funding and authorize the Chair to execute the agreement.
4. Comprehensive Transportation and Transit Plan.
5. * Phalen Berm Removal Agreement.

* Action is requested.



Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

May 26, 1998

The Ramsey County Regional Railroad Authority met on Tuesday, May 26, 1998, in Council Chambers, 3rd Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega (departed at 2:00)
Commissioner Tony Bennett (departed at 2:00)
Commissioner Dino Guerin
Commissioner Susan Haigh
Commissioner Victoria Reinhardt
Commissioner Janice Rettman
Commissioner Jan Wiessner (arrived at 1:08)

OTHERS PRESENT: Terry Schutten, Kathy DeSpiegelaere, Paul Kirkwold, Jim Van Houdt, Bonnie Jackelen, Cyndy MacLeod, Tim Mayasich, Sieglinde Bier, Muktar Thakur, Kris Longhenry

Chairman Ortega called the meeting to order at 1:05 p.m.

1. Approve Minutes of the Meeting of April 14, 1998.

Motion by Commissioner Bennett, seconded by Commissioner Reinhardt to accept the minutes from the April 14, 1998 RCRRA meeting.

Ayes - 6, Nays - 0
Motion accepted.

2. Approve Minutes of the Meeting of April 28, 1998.

Motion by Commissioner Bennett, seconded by Commissioner Reinhardt to accept the minutes from the April 28, 1998 RCRRA meeting.

Ayes - 6, Nays - 0
Motion accepted.

3. Authorize Staff to Negotiate a Contract with Parsons Brinckerhoff for the Major Investment Study for the Riverview Corridor.

Sieglinde Bier, member of the Phase I Riverview Corridor Task Force and also one of the members of the RFP Consultant Selection Committee, commented that she felt the selection process was excellent and was very comfortable with the selected consultant decision. She was confident that Parsons Brinckerhoff would do a good job with the MIS process and community involvement process.

Sieglinde was concerned that the MIS is being used to try and solve problems but was unclear on what the problems were. She also said that direction needs to come from the County and not the consultant.

Commissioner Ortega stated that economic development and land use are strong points being studied in the MIS.

Kathy DeSpiegelaere commented that economic development is a large portion of the study and the consultant team has specialists who will be working on this portion. Participation from the St. Paul PED staff and the Mayor's office has also been important.

Commissioner Haigh had concerns about the strength of community involvement by the consultant.

Sieglinde Bier said that she had the same initial concerns since some of the staff on the consultant team are not local, but felt that their presentation was strong and they were enthusiastic. She stated that she was convinced that the consultant group would do a good job with community involvement.

Commissioner Rettman agreed that this is a big concern but was comfortable with Kathy DeSpiegelaere's ability to direct the consultant in the right direction.

Ayes - 7, Nays - 0
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority (RCRRA) authorized staff to issue a request for proposals for consultant services for a major investment study for the Riverview Corridor; and

WHEREAS, Five proposals were received and were evaluated by a 15 member review committee with members of Metro Transit, Minnesota Department of Transportation, St. Paul Area Chamber of Commerce, Capital City Partnership, Highland District Council, Metropolitan Airports Commission, Metropolitan Council, City of St. Paul, Hennepin County and Ramsey County; and

WHEREAS, The recommendation of the review committee is that Parsons Brinckerhoff team best meets the needs of RCRRA as identified in the request for proposals, Now Therefore Be It

RESOLVED, That staff is authorized to negotiate a contract with Parsons Brinckerhoff for the major investment study for the Riverview Corridor in an amount not to exceed \$1,149,505.

4. 35E Bridge Update.

Muktar Thakur, Mn/DOT, distributed a handout on I-35E Lexington Bridge Project. He stated that there have been various meetings for information exchange with many different individuals and organizations. They have been in the pre-design mode since June 1997 and hope to complete this mode in September or October. The final design would then be started and is anticipated to be completed by November 2000. Construction would then occur 2001-2003.

The reason for the bridge project is that the bridge is reaching the end of its useful life and it's Mn/DOT's responsibility to take care of the bridge. It's an interstate bridge with approximately 70,000 vehicles per day using the bridge.

Muktar Thakur introduced two alternatives that seemed the most reasonable for addressing impacts and issues raised by stakeholders. One alternative (#3), would build the new bridge on one side of the existing bridge, the other alternative (#4), would build the new bridge on both sides of the existing bridge.

Some points brought up by Muktar include:

- * Creating shoulders for buses would allow for timely and faster rides than single occupancy vehicles during congested times
- * Auxiliary lanes improve in/out mainline at entry/exit ramps by giving the full length of the bridge to accomplish merging

maneuver, improves incident management and maintenance capability and smoothes the flow on the mainline

- * The City of St. Paul and Lilydale have noted a strong desire for a bike/pedestrian path, but Mn/DOT cannot clear snow effectively from trails so an agreement would have to be sought for snow removal
- * The shoulder widths have to be wide enough for a snooper truck to park. A snooper truck is used to inspect underneath a bridge.
- * Traffic counts show that the bridge is very close to capacity right now

Dakota County has by a resolution requested alternative #4. Almost all the cities in Dakota County have adopted similar resolutions.

Muktar stated that Mn/DOT has met with the St. Paul Chamber of Commerce and they have not taken a formal stand on any of the alternatives. Mn/DOT will be meeting with them soon to get their input, and then a preliminary layout of alternative #4 will be brought to the cities of Lilydale, Mendota Heights and St. Paul for approval. He anticipates that this will be done in July or August.

The City of St. Paul has adopted a resolution that includes the following features:

- * The bridge shall be as narrow as possible
- * The bridge shall be on the existing centerline
- * They would like a trail
- * They would like it to be in line with St. Paul's Standards of Civic Improvements
- * Minimize impact on park

Kathy DeSpiegelaere commented that Ramsey County adopted a Comprehensive LRT Plan in 1989. This plan had a Southwest Corridor that crossed the I-35E bridge. This plan was done before the Mall of America was here and this corridor was not adopted by the region.

Commissioner Haigh asked if the preferred alternatives call for a transitway or busway and if the shoulder is also used as an entrance and exit lane.

Muktar Thakur answered that if the buses are able to use the shoulders, then it could be a dedicated bus lane. He stated that alternative #4 is the only one with auxiliary lanes and the transit authority has indicated that this would be acceptable because there would be much less traffic compared to the mainline.

Commissioner Haigh stated that she would like the RCRRA to take a position on this bridge because there is a major traffic impact on the area that she represents. She questioned if there were any studies done at Randolph and Lexington to find out where that traffic is filtering.

Muktar replied that there haven't been those types of studies done because this is a bridge replacement project and not an expansion project.

Commissioner Bennett commented that if there are roadway concerns, then it should be brought to the County Board.

Commissioner Rettman asked if the City of St. Paul's features in their resolution meets alternative #4's design.

Mukhtar answered that it meets the bulk of alternative #4, but is unclear about what is meant by the bridge being as narrow as possible. Mn/DOT is working with the City of St. Paul on this.

Commissioner Rettman asked if LRT would work with alternative #4.

Mukhtar replied that there is not a wide enough corridor to accomodate LRT. There is a minimum width of 28 feet for a corridor required for LRT. He commented that there are no plans that he knows of for LRT in this corridor and if down the road there are plans for LRT, then the issue will have to be looked at.

Commissioner Haigh stated that she would like to show some support for an alternative or specifics such as the City of St. Paul did with their resolution. This could either be done at a RCRRA meeting or a full board meeting.

Terry Schutten asked if the RCRRA should be commenting on this issue since there is a study of the Riverview Corridor going on and there is a crossing of the Mississippi River.

Kathy DeSpiegelaere remarked that the Mississippi River crossing for the Riverview Corridor is being studied at Fort Snelling. She told Mukhtar that she would like Mn/DOT to examine the provisions for the Cedar Avenue bridge by Mn/DOT for LRT so it would support LRT.

Commissioner Rettman commented that future mass transit should be looked into in order to connect to other forms of mass transit. She stated that this bridge may not carry LRT but may be an impacter.

Mukhtar Thakur responded that there is a strong community sense that LRT does not belong on I-35E from West Seventh Street to downtown St. Paul. This impacts heavily on the rest of I-35E. Mukhtar stated that the bridge can be revisited in 2010 or 2015 to look at expansion and if there is a plan for LRT, then it can be looked into at that time. The structural integrity of the bridge is the main concern right now.

Commissioner Haigh asked how Shepard Road traffic is affected with the addition of auxiliary lanes and how would buses impact Shepard Road.

Mukhtar Thakur answered that there shouldn't be an additional traffic impact. He added that the auxiliary lanes should make it safer and smooth the traffic flow.

Commissioner Wiessner questioned why this bridge is only being improved for the short term and not looking at future growth of users.

Mukhtar Thakur responded that Mn/DOT knows that there will be growth in users in the future, but neighborhood groups are in agreement that they don't want additional capacity to be added. Mn/DOT believes that they cannot build concrete to solve congestion problems.

Commissioner Rettman stated that she was appreciative that Mn/DOT is listening to neighborhood groups while looking at safety at the same time.

Mukhtar Thakur commented that the bridge will be expandable if the communities want it in 2010 and 2015.

Commissioner Wiessner asked if additional cost would be added in planning for additional width for LRT.

Muktar Thakur answered that there would be additional cost for this and for the additional strength in the footings required for LRT. Mn/DOT would like to build for LRT when it is needed instead of building for it and not ever using it.

Kathy DeSpiegelaere agreed to help with a resolution showing RCRRRA support on the bridge replacement plan.

5. Comprehensive Transportation Plan.

Paul Kirkwold, Ramsey County Public Works, distributed a notebook for each of the Commissioners. This notebook includes all materials from the RCRRRA meetings and will be updated by Public Works staff.

Paul Kirkwold reviewed the board documentation for the comprehensive transportation plan and how this plan will be set up. This included an introduction, table of issue papers, chapter outline and chapter schedules. He asked the RCRRRA to review these and let him know of any revisions. This will continually be revised.

Commissioner Reinhardt questioned how land use can be intertwined into the Metropolitan Council's blueprint of sustainable communities.

Paul Kirkwold answered that the County Board has had a lot of discussion on land use, brown fields and what roads can play in economic development and this is an opportunity to let everyone know what role the County plays on these issues.

Commissioner Reinhardt asked if the title could be changed to Comprehensive Transportation and Transit Plan.

Paul Kirkwold said yes.

Paul commented that the Public Works Department has met with Roseville, Mounds View, Maplewood, White Bear Lake and Shoreview and they are pleased that the County is working with them on this plan. They like the idea that the County is approaching them before the document is written and have suggested that they do a lot of the work through their planning commissions or the municipal comprehensive plan task forces.

Commissioner Wiessner commended Paul on the progress that has been made and has been appreciative of the updates.

Kathy DeSpiegelaere reported that Congress passed a bill on Friday that allocated a minimum of \$120 million over the next six years for the Hiawatha, the Riverview and the Northstar Corridors.

The meeting adjourned at 2:13 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Helgeson
Authorized Signature

6/15/98
Date

Board Action Requested

Update on federal funding.

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 23, 1998
Board Date

Kristine A. Longhenry
Signature

June 4, 1998
Date

TEA 21 Summary from American Public Transit Association/Federal Transit Administration (FTA) work sessions and meetings June 8-11, 1998

BACKGROUND

The new federal transportation bill, TEA 21, was signed into law on June 9, 1998. There are over 180 authorized transit projects and \$8.2 billion designated for them in the six year law.

Several Twin Cities area transit projects are earmarked in the law, which authorizes funding. Earmarked projects are: Twin Cities Transitways, which includes Hiawatha, Riverview and Northstar Corridors, and the St. Paul to Hastings corridor. The Northstar Corridor has a separate designation, as well as the combined one. Annual appropriations must be sought from Congress for the funds.

The lengthy law has made changes in the process for developing transit projects, which are termed "new starts." Meetings and briefings were held to discuss the impact of the new law. Some of the impacts are not yet fully known, and will develop over time.

PROJECTS LISTED IN THE LAW

There are three types of projects listed in the law. The A list has projects authorized for final design and construction within the next three years. The Twin Cities Transitways, which includes Hiawatha, Riverview and Northstar, are in this category. The B list has projects authorized for alternatives analysis and preliminary engineering. The St. Paul to Hastings project is in this category. All B list projects are fully authorized for final design and construction after three years has passed. There is a C list of projects and several special authorizations. A copy of the list is attached.

TECHNICAL CORRECTIONS

The list of projects may change. The House has passed a technical corrections bill, the Senate has not yet passed one.

SHARE OF FUNDING FOR PLANNING AND DESIGN

Planning and design are funded with an 80% federal match for 20% local funds. However, the new law provides that the federal share of the total cost for planning and design may not exceed 8%. Additional local funds are to be used where the costs are greater.

1

MAJOR INVESTMENT STUDY

The Major Investment Study (MIS) was a federal requirement for transportation projects. The MIS is now eliminated; however, the elements of it continue to be required and are to be incorporated into environmental processes (NEPA).

FULL FUNDING GRANT AGREEMENT

At a point after preliminary engineering or during or following final design, a full funding grant agreement is executed with the project proposer and the Federal Transit Administration. This agreement commits the federal dollars for the project. There will be no full funding grant agreement unless a project is rated or is authorized in law.

REPORT TO CONGRESS

An annual report has been submitted by FTA to Congress. This report, termed a 3J report (new starts report) details project specifics and rates the project in various categories. Now there will be two reports, one in February and a supplement in August. Projects will be rated in one of three categories, highly recommended, recommended or not recommended by FTA. This will be the first time all criteria are being combined into a rating for each project. Projects for which there is a record of decision (follows Environmental Impact Statement) are included in the report.

NEW CRITERIA

New criteria have been added for new start projects. The previous criteria remain in effect. They are:

- Cost effectiveness
- Mobility improvements
- Operating efficiencies
- Environmental benefits
- Transit supportive land use
- Local financial commitment
- Other relevant factors

Added criteria are:

- Reduced infrastructure cost due to compact development
- Cost of sprawl
- Population density and transit ridership in the corridor
- Technical capability of grantee.

SPECIFICS ON CRITERIA

Information on how the criteria are applied was distributed. For example, for the local financial commitment criterion, the FTA will examine the proposed local share of project costs, rate the stability and reliability of the capital financing plan and rate the stability and reliability of the operating plan and proposed funding sources.

For transit supportive land use, high medium and low ratings will be given for items such as existing land use, containment of sprawl, transit supportive corridor policies, supportive zoning regulations near stations, tools to implement land use policies and performance of land use policies. Parking policy and management were cited as important factors.

KD
6/13/98

I- AUTHORIZED FOR FINAL DESIGN & CONSTRUCTION

Section 3030(a)

Page 1 of 6 Pages

State Area		Project	Section 3030(c) Amt.
1	GA Atlanta-Athens	Atlanta-Athens Commuter Rail	
2	GA Atlanta-Griffin	Atlanta-Griffin Commuter Rail	
3	GA Atlanta	North Line Extension	
4	TX Austin	NW/North Central/SE - Airport LRT	
5	MD Baltimore	Central LRT Extension to Glen Burnie	
6	MA Boston	Massport Airport Intermodal Transit Connector	
7	MA Boston	North Shore Corridor & Blue Line Extension to Beverly	50,000,000
8	NC Charlotte	South Corridor Transitway	
9	IL Chicago	Navy Pier-McCormick Place Busway	
10	IL Chicago	North Central Upgrade Commuter Rail [METRA]	
11	IL Chicago	Ravenswood Line Extension [CTA]	
12	IL Chicago	Southwest Extension [METRA]	
13	IL Chicago	West Line Extension	
14	OH Cleveland	Cleveland-Akron-Canton Commuter Rail	
15	OH Cleveland	Berea Metrolink Extension	
16	OH Cleveland	Blue Line Extension	
17	OH Cleveland	Euclid Corridor Extension	
18	OH Cleveland	I-90 Corridor to Ashtabula County	
19	OH Cleveland	Waterfront Line Extension	
20	TX Dallas	North Central Extension	200,000,000
21	TX Dallas Fort Worth	RAILTRAN [Phase II]	
22	CO Denver	East Corridor	
23	CO Denver	Southeast LRT [I-25 between 6th & Lincoln]	10,000,000
24	CO Denver	Southwest LRT	
25	CO Denver	West Corridor LRT	
26	IL E. St. Louis-St. Clair County	Mid-America Airport Corridor	
27	FL Fort Lauderdale	Tri-County Commuter Rail	20,000,000
28	TX Galveston	Trolley Extension	
29	CT Hartford	Griffin Line	33,000,000
30	AK Hollis-Ketchikan	Hollis-Ketchikan Ferry	
31	TX Houston	Regional Bus Plan- Phase I	
32	MO/KS Kansas City	I-35 Commuter Rail	30,000,000
33	MO Kansas City	Southtown Corridor	
34	WI Kenosha-Racine-Milwaukee	Rail Extension [Commuter Rail- METRA]	
35	NV Las Vegas	Las Vegas Corridor	155,000,000
36	AR Little Rock	River Rail	
37	CA Los Angeles	Metrolink San Bernardino Line	
38	CA Los Angeles	MOS-3	
39	CA Los Angeles	Metrolink [Union Station-Fullerton]	
40	KY Louisville	Jefferson County Corridor	
41	MD Baltimore/Wash	MARC Commuter Rail Improvements	185,000,000
42	MD Baltimore	Light Rail Double Track	
43	TN Memphis	Medical Center Extension	
44	FL Miami	East-West Multimodal Corridor	20,000,000
45	FL Miami	North 27th Avenue Corridor	

I- AUTHORIZED FOR FINAL DESIGN & CONSTRUCTION

CONTINUED

Section 3030(a)

Page 2 of 6 Pages

State Area			Project	Section 3030(c) Amt.
46	FL	Miami	South Busway Extension	
47	WI	Milwaukee	East-West Corridor	
48	CA	Monterey County	Monterey County Commuter Rail	
49	NH/MA	Nashua,NH-Lowell,MA	Nashua,NH-Lowell, MA Commuter Rail	
50	TN	Nashville	Commuter Rail	
51	LA	New Orleans	Canal Streetcar	
52	NY	New York	8th Avenue Subway Connection	
53	NY	New York	Brooklyn-Staten Island Ferry	
54	NY	New York	Long Island Railroad East Side Access	353,000,000
55	NY	New York	Staten Island Ferry - Whitehall Intermodal Terminal	40,000,000
56	NJ	New Jersey	New York, Susquehanna & Western Commuter Rail	
57	NJ	New Jersey	Urban Core	
58	VA	Norfolk	Norfolk-Virginia Beach Corridor	
59	CA	Orange County	Fullerton-Irvine Corridor	
60	FL	Orlando	Central Florida Light Rail System	100,000,000
61	PA	Philadelphia	Schuylkill Valley Metro	75,000,000
62	AZ	Phoenix	Fixed Guideway	
63	CO	Colorado	Roaring Fork Valley Rail	40,000,000
64	PA	Pittsburgh	Airborne Shuttle System	
65	PA	Pittsburgh	MLK JR Busway Extension	
66	OR	Portland	South-North Corridor	25,000,000
67	OR	Portland	Westside-Hillsboro Corridor	
68	NC	Raleigh-Durham	Regional Transit Plan	
69	CA	Sacramento	Folsom Extension	
70	CA	Sacramento	Placer County Corridor	
71	CA	Sacramento	South Corridor	
72	UT	Salt Lake City	Light Rail [Airport to University of Utah]	
73	UT	Salt Lake City	Salt Lake City-Ogden-Provo Commuter Rail	
74	UT	Salt Lake City	South LRT	
75	CA	San Diego	Mid-Coast LRT Corridor	
76	CA	San Diego	Mission Valley East	325,000,000
77	CA	San Diego	Oceanside-Escondido Corridor	
78	CA	San Francisco	BART to San Francisco International Airport Extension	
79	CA	San Francisco	Bayshore Corridor	
80	CA	San Jose	Tasman Corridor	
81	PR	San Juan	Tren Urbano	
82	PR	San Juan	Tren Urbano Extension to Minillas	
83	CA	Santa Cruz	Fixed Guideway	
84	WA	Seattle	Southworth High Speed Ferry	
85	WA	Seattle	Sound Move Corridor [Earmark \$s for commuter rail]	40,000,000
86	MA	Boston	South Boston Piers Transitway	
87	MO	St. Louis	Cross County Corridor	
88	CA	Stockton	Altamont Commuter Rail	
89	FL	Tampa Bay	Regional Rail	2,000,000
→ 90	MN	Twin Cities	Northstar Corridor [Downtown Minneapolis - Anoka County-St. Cloud]	6,000,000
→ 91	MN	Twin Cities	Transitways Corridors	120,000,000
92	VA	Wash,DC-Richmond,VA	Washington-Richmond Rail Corridor Improvements	

I- AUTHORIZED FOR FINAL DESIGN & CONSTRUCTION

CONTINUED

Section 3030(a)

Page 3 of 6 Pages

Section 3030(c) Amt.

State	Area	Project	
93	VA	Wash,DC/VA	Dulles Corridor Extension
94	DC/MD	Washington, DC	Largo Extension
95	NJ	West Trenton-Newark	West Trenton Line [West Trenton-Newark]
96	IN	Northern Indiana	Westlake Commuter Rail Link
97	PA	Pittsburgh	North Shore-Central Business District
98	PA	Pittsburgh	Stage II Light Rail
99	MA	Boston	North-South Rail Link
100	WA	Spokane	South Valley Corridor Light Rail
101	FL	Miami	Palmetto Metrorail
102	WV	Morgantown	Personal Rapid Transit
103	CA	Los Angeles	Santa Monica Transitway
104	NJ	Northwest NJ	Northeast Rail Corridor
105	NC	Southeast North Carolina	Southeastern North Carolina Corridor
106	IL	Chicago	CTA Douglas Branch
107	CA	San Joaquin	Regional Transit Corridor
108	NM	Albuquerque	Albuquerque High Capacity Corridor [Light Rail]
Total- Final Design & Construction			2,462,200,000

II- AUTHORIZED FOR ALTERNATIVES ANALYSIS & PRELIMINARY ENGINEERING

Sec. 3030(b)

Page 4 of 6 Pages

State Area		Project	Section 3030(c) Amt.
1	GA Atlanta	Georgia 400 Multimodal Corridor	
2	GA Atlanta	MARTA Extension [S. DeKalb - Lindbergh]	
3	GA Atlanta	MARTA I-285 Transit Corridor	
4	GA Atlanta	MARTA Marietta-Lawrenceville Corridor	
5	GA Atlanta	MARTA South DeKalb Comprehensive Transit Program	
6	MD Baltimore	Metropolitan Rail Corridor	
7	MD Baltimore	People Mover	
8	NJ Bergen County	Bergen County Cross County Light Rail	5,000,000
9	AL Birmingham	Transit Corridor	87,500,000
10	MA Boston	Urban Ring	
11	SC Charleston	Monobeam	
12	IL Chicago	Comiskey Park Station	
13	IL Chicago	Inner Circumferential Commuter Rail	
14	PA Harrisburg	Cumberland Dauphin County Corridor 1 Commuter Rail	20,000,000
15	TX Dallas	DART LRT Extensions	
		Southeast Extension	20,000,000
		Northeast Extension	12,000,000
16	TX Dallas	Las Colinas Corridor	
17	OH Dayton	Regional Riverfront Corridor	
18	TX El Paso	International Fixed Guideway [El Paso-Juarez]	
19	CA Fremont	South Bay Corridor	
20	TX Houston	Advanced Transit System	
21	FL Jacksonville	Fixed Guideway Corridor	
22	TN Knoxville	Electric Transit	
23	OH Cleveland	Lorain-Cleveland Commuter Rail	
24	CA Los Angeles	MOS-4 East Side Extension (II)	
25	CA Los Angeles	MOS-4 San Fernando Valley East-West	
26	CA Los Angeles	LOSSAN- Del Mar - San Diego	
27	ME Maine	High Speed Ferry Service	
28	MD Wash,DC/MD	Maryland Route 5 Corridor	
29	TN Memphis	Regional Rail Plan	
30	FL Miami	Kendall Corridor	
31	FL Miami	Northeast Corridor	
32	NJ North. NJ	Trans-Hudson Midtown Corridor	5,000,000
33	LA New Orleans	Airport- CBD Commuter Rail	
34	LA New Orleans	Desire Streetcar	
35	NY New York	Astoria-East Elmhurst Extension	
36	NY New York	Broadway-Lafayette & Bleeker Street Transfer	
37	NY New York	Brooklyn-Manhattan Access	
38	NY New York	Lower Manhattan Access	
39	NY New York	Manhattan East Side Link	
40	NY New York	Midtown West Intermodal Terminal [Ferry Terminal]	16,300,000
33	NY New York	Nassau Hub	10,000,000
42	NY New York	North Shore Railroad	
43	NY New York	Queens West Light Rail Link	
44	NY New York	St. George's Ferry Intermodal Terminal	20,000,000
45	NY Newburgh	LRT System	
46	CO Colorado	North Front Range Corridor [Fort Collins-Denver]	
47	IN Indianapolis	Northeast Indianapolis Corridor	

II- AUTHORIZED FOR ALTERNATIVES ANALYSIS & PRELIMINARY ENG. CONTINUED

Sec. 3030(b)

Page 5 of 6 Pages

	State	Area	Project	Section 3030(c) Amt.
48	CA	Oakland	Oakland Airport-BART Corridor	
49	RI	Providence	Providence-Pawtucket Corridor	
50	PA	Philadelphia	Broad Street Line Extension	
51	PA	Philadelphia	Cross County Metro	
52	NY	Philadelphia	Lower Marion Township	
53	FL	St. Petersburg	Pinellas County- Mobility Initiative	
54	CA	Los Angeles Area	Redlands-San Bernardino Transportation Corridor	
55	CA	Los Angeles Area	Riverside-Perris Rail Passenger Service	
56	UT	Salt Lake City	Draper Light Rail Extension	
57	UT	Salt Lake City	West Jordan Light Rail Extension	
58	CA	San Francisco-San Jose	Caltrain Extension to Hollister	
59	PA	Scranton	Laurel Line Intermodal Corridor	
60	WA	Seattle	SEATAC- Personal Rapid Transit	
61	OH	Toledo	CBD to Zoo	
62	NJ	Northern NJ	Union Township Station [Raritan Valley Line]	
63	MN	Twin Cities	Washington County Corridor [Hastings-St. Paul]	
64	DC	Washington, DC	Georgetown-Ft. Lincoln	
65	VA	Tidewater Virginia	Williamsburg-Newport News-Hampton LRT	
66	OH/KY	Cincinnati	Cincinnati/Northern Kentucky Corridor	65,000,000
67	OH	Cleveland	Northeast Ohio	
68	CA	Marin/Sonoma Counties	North Bay Commuter Rail	

Total- Alternatives Analysis & Preliminary Engineering

260,800,000

III- PROJECT AUTHORIZATIONS [Sec. 3030(c)]-Listing of projects not cited in Sec. 3030(a) & (b)

Page 6 of 6 Pages

	State	Area	Project	Section 3030(c) Amt.
1	CT	Bridgeport	Intermodal Corridor	34,000,000
2	CT	New London	Waterfront Access	15,000,000
3	CT	Hartford	Old Saybrook-Hartford Rail Extension	5,000,000
4	CT	Stamford	Fixed Guideway Connector	18,000,000
5	IN	Indianapolis	Indianapolis Region Commuter Rail	10,000,000
6	IA	Sioux City	Light Rail	10,000,000
7	MD	Baltimore	Light Rail Double Track	120,000,000
9	NM	Santa Fe	Santa Fe-El Dorado Rail Link	10,000,000
10	NM	Albuquerque	Albuquerque Alvarado Intermodal Center	5,000,000
11	NY	New York	Second Avenue Subway	5,000,000
12	PA	Philadelphia-Pittsburgh	Philadelphia-Pittsburgh High Speed Rail ³	10,000,000
13	RJ	Providence	Providence-Boston Commuter Rail	10,000,000
14	RJ	Rhode Island	Integrated Intermodal Transportation	25,000,000

Total- List 3	277,000,000
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Total Earmarks [3030(c)]	3,000,000,000
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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

May 18, 1998

Date

Board Action Requested

Approve contract with Minnesota Department of Transportation for federal funds for the Major Investment Study for the Riverview Corridor in the amount of \$1,150,000 and authorize the Chair to execute the contract.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Resolution
 2. Memorandum from K. DeSpiegelaere
 3. Contract

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

May 26, 1998

Board Date

Kristine A. Longheary
Signature

5-18-98

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, Federal funding in the amount of \$1,150,000 has been received for the Riverview Corridor Major Investment Study; and

WHEREAS, In order to access these funds, Ramsey County is required to approve an agreement with the Minnesota Department of Transportation; Now, Therefore, Be It

RESOLVED, that Agreement Number 77305 is hereby approved by Ramsey County Regional Railroad Authority in the amount of \$1,150,000 and Be It Further

RESOLVED, That the Chair of Ramsey County Regional Railroad Authority is authorized to execute the agreement.

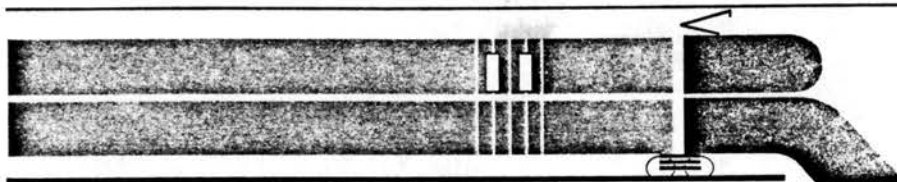
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	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

1



Ramsey County Regional Railroad Authority

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

Memorandum

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

From: Kathryn DeSpiegelaere

Subject: Contract with Minnesota Department of
Transportation for Riverview Corridor Federal Funds

Date: May 17, 1998

Congress has granted federal funds in the amount of \$1,150,000 to the Riverview Corridor for a Major Investment Study.

The federal funds are accessed through the Minnesota Department of Transportation.

A contract that allows Ramsey County Regional Railroad Authority to be reimbursed for the expenditures by the federal government is attached for your approval.



AREA: Ramsey County Regional Railroad Authority
Mn/DOT AGREEMENT NUMBER: 77305
FEDERAL YEAR: 1998-1999

**MINNESOTA DEPARTMENT OF TRANSPORTATION
AGREEMENT FOR DISTRIBUTION OF
FEDERAL TRANSIT ADMINISTRATION SECTION 5309 CAPITAL PROGRAM**

Accounting Information:

Agency: T79	Fiscal Year:98-99	Vendor Number:	Accounting Distribution 1:
Total Amount of Contract:	1,150,000.00		Fund:
Amount of Contract First FY:	1,150,000.00		Appr:
Commodity Code:			Org/Sub:
Object Code:			Rept Catg:
Amount:	1,150,000.00		Amount: 1,150,000.00

Processing Information:

Contract: _____
Number/Date/Entry Initials

Order: _____
Number/Date/Signatures
*[Individual signing certifies that funds have
been encumbered as required by Minn. Stat. §
16A.15.]*

Budget Office: _____
(Authorized Signature)

This Agreement is made by and between the State of Minnesota, acting by and through its
Commissioner of Transportation (hereinafter referred to as "Mn/DOT") and the **Ramsey County
Regional Railroad Authority** (hereinafter referred to as the "Recipient").

WHEREAS, 49 U.S.C. § 5309 authorizes the United States Secretary of Transportation to make grants and loans under this section to assist local governmental authorities in financing alternative analysis related to the development of new fixed guideway systems; and

WHEREAS, the Recipient is eligible to receive Federal Transit Administration (hereinafter referred to as "FTA") Section 5309 Planning Funds; and

WHEREAS, the planning activities to be performed with the funds provided are specified in the Recipient approved Calendar Year (CY) 1998 - 1999 Work Program (which is incorporated herein by reference into this Agreement).

NOW, THEREFORE, in consideration of the mutual covenants and agreements as hereinafter set forth, the parties to this Agreement mutually agree as follows:

I. Term of Agreement

- A. The Agreement shall be in effect upon execution and approval of the appropriate Recipient, Mn/DOT, and state officials, and shall remain in effect until December 31, 2000.

II. Responsibilities of the Parties

A. The Recipient shall:

1. Perform the work activities defined in its 1998 - 1999 CY Work Program as approved by Mn/DOT.

2. Prepare and submit to Mn/DOT monthly financial and program status reports and final program report.

B. Mn/DOT shall:

1. Review and process project requests and monitor progress of the work activities defined in the Recipient's CY 1998 - 1999 Work Programs.
2. Furnish the Recipient, at Recipient's request, all data in Mn/DOT's possession that are considered pertinent to the activities to be performed.

III. Authorized Representative

A. Authorized Representative

Mn/DOT's Authorized Representative for the purposes of the administration of this contract is Judith Ellison, Planning Director, Office of Transit. The Recipient's Authorized Representative for the purposes of administration of this contract is Kathryn DeSpiegelaere, Director, Ramsey County Regional Railroad Authority (RCRRA). Mn/DOT's Authorized Representative shall have final authority for acceptance of RCRRA's planning work activities. If such planning work activities are accepted as satisfactory, shall so certify on each invoice submitted.

IV. Compensation

- A. Subject to the availability of sufficient FTA Funds, Mn/DOT will pay to the Recipient the lesser of the two following amounts: (1) an amount not to exceed **One Million One Hundred Fifty Thousand (\$1,150,000)**, or (2) an amount equal to eighty percent (80%) of the total eligible costs.

- B. The Recipient will fund that portion of the total program costs not reimbursed by FTA funds in accordance with the provisions of Section A., above.
- C. If for any reason, the Federal Transit Administration fails to pay any part of the cost or expense incurred by the Recipient or in the event that all or a portion of federal funds are not available, the Recipient will be responsible for any and all costs or expenses incurred under this Agreement. The Recipient further agrees to pay any and all lawful claims arising out of or incidental to the performance of the work covered by this Agreement in the event the federal government does not pay the same.

V. Terms of Payment

- A. Reimbursements will be made by Mn/DOT within thirty (30) days after Recipient's presentation of invoices for eligible costs and acceptance of such invoices by Mn/DOT's Authorized Representative. Invoices shall be submitted to Mn/DOT's Authorized Representative at:

Mn/DOT Office of Transit
Mail Stop 430
395 John Ireland Boulevard
Saint Paul, MN 55155

- B. Recipient shall submit invoices, not more often than once each thirty (30) days for eligible costs incurred during one or more calendar months. These invoices shall be submitted within thirty (30) days following the end of the period covered by their account. Such invoices shall identify the cost for work performed for the billing period and satisfy the requirements listed below:

1. Control Information: (To be shown on lead sheet of each monthly invoice.)
 - a. Mn/DOT Agreement Number.
 - b. Invoice Number, sequential.
 - c. Billing Address, if different from Business Address.
 - d. Recipient's original signature is required on each invoice attesting to services and costs as new and no previous payment received.
 - e. The original of each monthly invoice and progress report is to be sent to Mn/DOT's authorized representative for review and payment approval.
2. Supporting Information:
 - a. Direct non-salary costs shall be itemized and supported with invoices or billing documents to show that such costs are properly allocable to the project. Support documentation shall be separated in an orderly manner and correspond with each direct costs.
 - b. A payroll cost breakdown which shall include the name of the employee, classification, actual rate of pay, hours worked, and total payment for each invoice period.
 - c. Signed time sheets for each employee listing dates and hours worked.

Accounting-system-generated computer printouts of labor costs for the project may be submitted. The printouts should show the project number, each employee's name, hourly rate, regular and overtime hours, and the dollar amount charged to the project for each pay period. If computer printout sheets are used, copies of signed time sheets for each employee shall be made available for audit when and where requested by Mn/DOT.

d. Overtime portion of the hourly rate will be reimbursed as a direct cost and is not eligible for overhead costs or profit.

C. Subcontractor costs must have all the above documentation.

1. Invoices for subcontractors shall follow the same Terms of Payment as that of the Recipient.

2. Subcontractor shall have all the Control Information and Supporting Information as that of the Recipient.

VI. Amendments

Any amendments to this Agreement shall be in writing, and shall be executed by the same parties who executed the original Agreement, or their successors in office.

VII. Records and Documentation

A. Records

The Recipient shall maintain all accounting and operating records required by 49 C.F.R. § 18 (Common Rule). All books, documents, papers, accounting records, and other evidence pertaining to costs incurred in connection with work and services performed under this Agreement shall be maintained at the offices of the recipient's Authorized Representative.

The Recipient's Authorized Representative shall make such materials available at its office at all reasonable times during the term of this Agreement and for three years from the date of final payment under this Agreement, for inspection by the Mn/DOT, FTA, or any authorized representatives of the Federal Government. Copies of such

materials shall be furnished upon one week notice during the term of the Agreement and for three years from the date of final payment under this Agreement.

The Recipient shall incorporate into all contracts with any and all subcontractors a written condition that subcontractors must maintain the same accounting and operating records required of the Recipient for three years from the date of final payment under this Agreement. Such subcontractors must also make said materials available to the Mn/DOT, FTA, or any authorized representative(s) of the Federal government upon one week notice during the term of the Agreement and for three years from the date of final payment under this Agreement.

B. Subcontracting by Recipient

Mn/DOT shall review all third party contracts prior to the execution of said contract.

VIII. Audits

- A. In compliance with the Single Audit Act and in conformance with the federal Office of Management and Budget's Circular A-128, as applicable, the Recipient will be responsible for the timely completion of a program audit and will send an appropriate number of copies of the audit report to Mn/DOT.
- B. Allowability of all expenses charged under this Agreement shall comply with the applicable provisions of the federal Office of Management and Budget's Circular A-87, Federal Acquisition Regulations, and Mn/DOT Audit Policy.
- C. As required by Minnesota Statutes Section 16B.06, subdivision 4 (1996), the records, books, documents, and accounting procedures and practices of the Recipient and of any and all subcontractors relating to this Agreement are subject to audit and examination by Mn/DOT and either the Legislative Auditor or the State Auditor as is appropriate.

IX. Termination of this Agreement

- A. Mn/DOT may withhold payment or terminate this Agreement at any time with thirty days' written notice if the Recipient does not comply with the provisions of this Agreement.

If Mn/DOT terminates this Agreement, it reserves the right to take such action as it deems necessary and appropriate to protect the interests of Mn/DOT and FTA. Such action may include refusing to make any additional disbursement of funds and requiring the return of all or part of any funds that have been inappropriately disbursed. Mn/DOT may terminate this Agreement or reduce the amount of financial participation shown in Section III herein if federal funding becomes unavailable.

- B. The Recipient may terminate this Agreement at any time with thirty days' written notice if Mn/DOT does not comply with the provisions of this Agreement or if the purpose of 49 U.S.C. §5309 is not being accomplished thereunder.

X. General Provisions

A. Equal Employment Opportunity

In connection with the execution of this Agreement, the Recipient agrees that it shall comply with Minnesota Statutes Section 363.03, subdivision 1, to not discriminate against any employee or applicant for employment because of race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, membership or activity in a local commission, disability, sexual orientation, or age. The Recipient will take affirmative actions to ensure that applicants are employed, and that employees are treated during employment without regard to factors stated in

Minnesota Statutes Section 363.03, subdivision 1. Such actions shall include, but not be limited to, the following: hiring, tenure, compensation, terms, upgrading, conditions, facilities, or privileges of employment.

B. Disadvantaged Business Enterprises

It is the policy of the United States Department of Transportation and the Minnesota Department of Transportation that Disadvantaged Business Enterprises and Women Business Enterprises as defined in 49 C.F.R. § 23, shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal Funds. Consequently, the requirements of 49 C.F.R. § 23, apply to this Agreement.

The Mn/DOT and the Recipient shall take all necessary and reasonable steps in accordance with 49 C.F.R. § 23, to ensure Disadvantaged Business Enterprises and Women Business Enterprises have the maximum opportunity to compete for and perform on contracts and subcontracts. The Mn/DOT, the Recipient, and any subcontractors under this Agreement shall not discriminate on the basis of race, color, national origin or sex in the award and performance of federally funded contracts. Failure to carry out the above requirements shall constitute a breach of this Agreement and may result in termination of the Agreement or other such action as the Mn/DOT deems appropriate.

The DBE goal on this agreement is ten percent (10%).

The goal may be attained by means of:

1. A subcontract agreement or affidavit with a Mn/DOT certified DBE;
2. An equipment lease agreement with a Mn/DOT certified DBE;

3. A joint venture with a Mn/DOT certified DBE--this must be approved by the Mn/DOT EEO Contract Management Office prior to bid opening;
4. A purchase agreement with a Mn/DOT certified DBE supplier--sixty percent of the supplier's contracted amount will be certified toward the DBE goal; or
5. Other services preapproved by the Mn/DOT EEO Contract Management Office.

C. Title VI - Civil Rights Act of 1964

The Recipient agrees to comply with the provisions and conditions of the Civil Rights Act of 1964.

D. Liability

Any and all employees of Mn/DOT and all other persons employed by Mn/DOT to perform any or all of the work under this Agreement shall not be considered employees of the Recipient and any and all claims that may or might arise under the Workers' Compensation Act of Minnesota on behalf of said employees or persons while so engaged, and any and all claims made by any third person as a consequence of any act or omission on the part of said employees or persons while so engaged in any of the work contemplated herein, shall not be the obligation or responsibility of the Recipient.

Any and all employees of the Recipient and all other persons employed by the Recipient to perform any of the work under this Agreement shall not be considered employees of Mn/DOT and any and all claims that may or might arise under the Workers' Compensation Act of Minnesota on behalf of said employees or persons while so engaged, and any and all claims made by any third person as a consequence of

any act or omission on the part of said employees or persons while so engaged in any of the work contemplated herein, shall not be the obligation or responsibility of Mn/DOT.

Each party shall be responsible for its own acts and omissions, the acts and omissions of its employees, and results thereof to the extent authorized by law. The parties shall not be responsible for the acts of any others and the results thereof. Liability of Mn/DOT shall be governed by the provisions of the Minnesota Tort Claims Act, Minnesota Statutes Section 3.736, and other applicable law. Liability of the Recipient shall be governed by the provisions of the Municipal Tort Claims Act, Minnesota Statutes Chapter 466.

E. Lobbying Certification

In connection with the execution of this agreement, the Recipient agrees as required by U.S. DOT regulations, "New Restrictions on Lobbying," 49 CFR 20.11, that no Federal appropriated funds have or will be paid, to any person for influencing or attempting to influence an officer or employee of any agency, Member of Congress, or an employee of a member of Congress pertaining to the award of any Federal assistance, or the extension, continuation, renewal, amendment, or modification of any Federal assistance agreement; and If any funds other than Federal appropriated funds have been or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with any application to FTA for Federal assistance, the Recipient assures that it will complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," including the information required

by the form's instructions, which may be amended to omit such information as permitted by 31 U.S.C. 1352.

F. Debarment, Suspension, and Other Responsibility Matters

In connection with the execution of this Agreement, the Recipient agrees as required by U.S. DOT regulations, "Government wide Debarment and Suspension (Nonprocurement)," 49 CFR 29.510, that to the best of its knowledge and belief, that it and its principals:

1. (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency; (b) have not within a three-year period preceding this proposal been convicted of or had a civil judgement rendered against them for commission fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property; (c) are not presently indicated for or otherwise criminally charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in paragraph (2) of this certification; (d) and have not within a three-year period preceding this certification had one or more public transactions (federal, state, or local) terminated for cause or default.
2. The recipient also certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the FTA.

IN WITNESS WHEREOF, the parties have caused this Agreement to be duly executed intending to be bound thereby.

RECIPIENT

By: _____

Title: _____

Date: _____

DEPARTMENT OF TRANSPORTATION

By: _____

Title: Director, Office of Transit

Date: _____

By: *Deirdre Martin*

Title: Asst County Attorney

Date: May 20, 1998

Approved as to Form and Execution

By: _____

Title: _____

Date: _____

*Insurance approved:
Michelle Z. Gorman 6/16/98*

ACKNOWLEDGMENT OF RECIPIENT'S AUTHORIZED SIGNATURES

STATE OF MINNESOTA

COUNTY OF _____

On this _____ day of _____, 19____, before me appeared _____
(name)

and _____ personally known to me, did swear that they are

(title) and _____ of
(title)

(recipient organization)

Notary _____

Work Plan

The work plan for the Riverview Corridor is to complete a Major Investment Study. This project is expected to be initiated in July, 1998 and to take 18 months to complete.

The Major Investment Study is a federal process to examine transportation improvements in the corridor from the Lower East Side of St. Paul to downtown St. Paul and to the Minneapolis/St. Paul International Airport and with the Hiawatha Corridor to the Mall of America.

The major areas of focus of this study are: Land use, economic development, transit service planning, short and long term transit improvements and work with the community on education and involvement during the course of the process.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Kathy Helgeson
Authorized Signature

6/15/98
Date

Board Action Requested

Comprehensive Transportation and Transit Plan.

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 23, 1998

Board Date

Kristine A. Longhenry
Signature

June 4, 1998

Date

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

MUNICIPAL MEETINGS

Monday, May 18: Shoreview

Tuesday, May 19: White Bear Lake

Wednesday, May 20: Maplewood, Roseville

Tuesday, May 26: Mounds View

Friday, June 5: New Brighton, North St. Paul

Tuesday, June 9: Falcon Heights, Arden Hills

Wednesday, June 10: White Bear Township

Tuesday, June 16: Vadnais Heights, Little Canada

Tuesday, June 30: Lauderdale

In the process of scheduling: Saint Paul

Not yet scheduled: Gem Lake, North Oaks

 = Meeting completed

RAMSEY COUNTY

1999 - 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPERS

CHAPTER 1 - LAND USE

Issue Papers

The land use issue papers (highlighted below) are at least partially completed. At this point, we are waiting for additional statistics which should be available by August, as well as for land use information from the municipalities.

- Demographic and Economic Overview
- Development History
- Existing/Future Land Use

CHAPTER 2 - TRANSIT

Issue Papers

- Existing/Future Transit System Needs*
- Transit Service Options/Travel Demand Management*
- LRT
- Transit Corridors*
- Welfare-to-Work
- Parking Policies

CHAPTER 3 - THOROUGHFARES AND HIGHWAYS

Issue Papers

Several thoroughfares and highway issue papers (highlighted below) are currently being researched and written.

- Functional Classification*

- Jurisdiction*
- Traffic Forecasting*
- Access Management*
- Transportation System Management*
- Future System Needs*
- Goods Movement (Railroads, Ports, Aviation)*
- Bicycle/Pedestrian System Needs*

CHAPTER 4 - SURFACE WATER MANAGEMENT

Issue Papers

- Existing Water Resources Management Plan*
- Incorporate Met. Council Interim Strategy to Reduce Nonpoint Source Pollution to all Metropolitan Area Water Bodies*

CHAPTER 5 - PUBLIC INVOLVEMENT

Issue Papers

- This issue is an action item of the Transportation and Transit Priority Group

*Required by Metropolitan Council

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

June 18, 1998

Date

Board Action Requested

Phalen Berm Removal Agreement

ACTION IS REQUESTED

Request Justification

See draft resolution and attached materials.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 23, 1998

Board Date

Kristine A. Longhenry

Signature

June 18, 1998

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

(page 1 of 3)

WHEREAS, The City of St. Paul has requested that a portion of the 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 is to be accomplished between 200 feet south of Johnson Parkway and McAfee/Topic. The removal may occur incrementally. Removal of any remaining soil in the berm will be done by St. Paul at its expense within one year of a request by RCRRA to complete the removal. A grading and restoration plan

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

(page 2 of 3)

is to be prepared by St. Paul staff to meet approval by RCRRA and St. Paul Parks staff. Grading and restoration will be at St. Paul's request.

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. Removal of the Johnson Parkway bridge will allow improved roadway sight distances. Conditions for removal of the Johnson Parkway bridge must be agreed to by RCRRA staff.
8. Cost issues relating to the following topics 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 reconstruction. If the soil is used for other purposes, market rate charges will apply.
 - c. Restoration of the area where the berm is removed will be the responsibility of St. Paul.
 - d. The removal cost for the Johnson Parkway bridge not to exceed \$75,000 will be reimbursed to St. Paul by RCRRA.
 - 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

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

(page 3 of 3)

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.

And Be It Further

RESOLVED, That \$75,000 is appropriated from fund balance of RCRRA in order to pay for the costs of the removal of the bridge over Johnson Parkway.

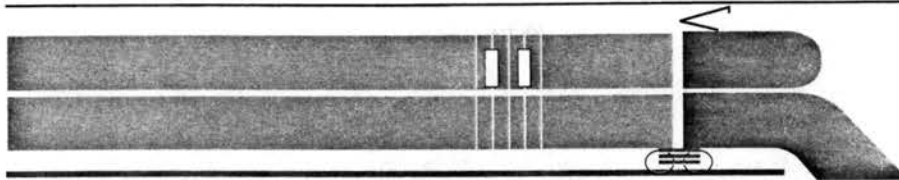
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	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

3



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: Kathy DeSpiegelaere

Subject: Phalen Berm

Date: June 17, 1998

In December, 1997, Ramsey County Regional Railroad Authority passed a resolution relating to right of way it owns in the vicinity of Maryland Avenue, Prosperity and Johnson Parkway. The resolution is Attachment 1. It authorized, subject to an agreement, removal of soil in a berm between a point south of Johnson Parkway and the intersection of Topic and McAfee north of Maryland Avenue (Attachment 2).

The right of way where the berm is located is a potential location for both light rail transit and commuter rail with a potential station at Maryland Avenue.

A draft agreement was sent by Ramsey County Regional Railroad Authority staff to St. Paul staff on January 20. Modifications to the proposed agreement are being proposed by St. Paul staff. Attachment 3 is a request from St. Paul staff, Paul St. Martin.

The points to be modified in the previous RCRRA resolution are:

1. Item 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."

St. Paul has requested that the part of the berm north of Maryland Avenue be removed now, and the part south of Maryland Avenue remain in place for the present, subject to subsequent removal upon the request of RCRRA.

Response: St. Paul has indicated that residents south

and west of Maryland Avenue are opposed to berm removal at this time and that once Phalen Center east of the berm is redeveloped, their opposition will be mitigated.

2. Item 8, "cost issues relating to the following issues will be addressed as indicated:

- b. Value of the soil -- no charge will be made to St. Paul for soil used for Prosperity Road construction"

St. Paul has requested that the soil removed from the berm be used by a private developer building townhomes near the right of way.

Response: Soil is no longer proposed for use for Prosperity Road. Market rate price should be charged for the soil if it is used for a private development. The funding received will be split between Mn/DOT and RCRRA because Mn/DOT funded half of the purchase of the property.

3. Item 8, "cost issues relating to the following issues will be addressed as indicated:

- d. Bridge removal at Johnson Parkway will be the responsibility of St. Paul"

St. Paul has requested that Ramsey County Regional Railroad Authority pay the cost of bridge removal, estimated at \$75,000.

Response: Payment by RCRRA is consistent with a joint powers agreement between the City of St. Paul and RCRRA for this right of way. However, it is also possible for RCRRA Commissioners to request that St. Paul pay the bridge removal cost, particularly since the City is requesting the removal of the berm, rather than RCRRA. The \$75,000 was not in the 1998 budget for RCRRA and will require an appropriation from fund balance.

A resolution has been prepared for your consideration that incorporates the new information.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: December 16, 1997 No: R97-22

(page 1 of 2)

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.

RESOLUTION

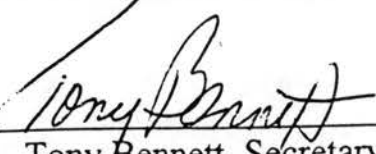
Board of Ramsey County Regional Railroad Authority

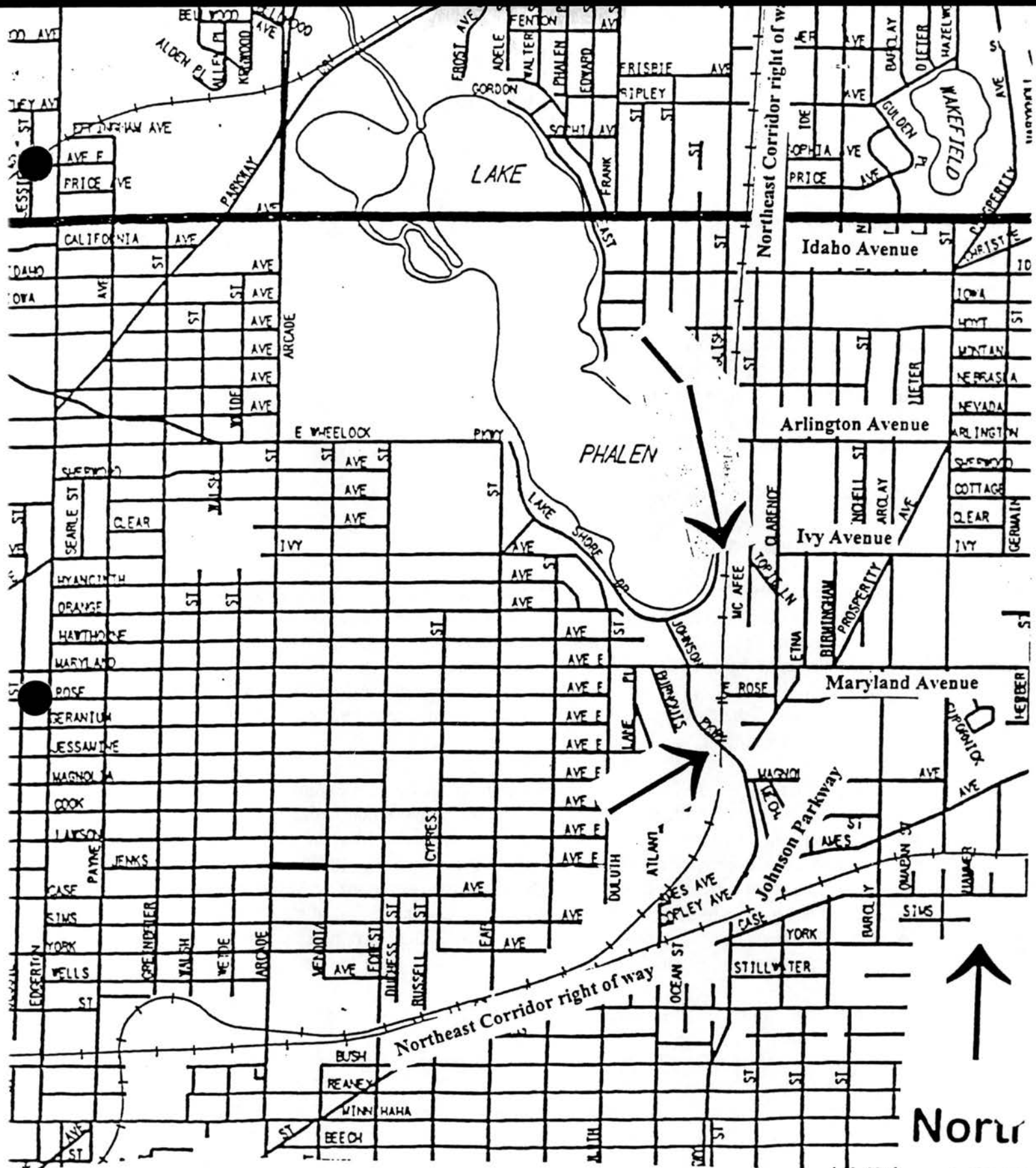
Date: December 16, 1997 No: R97-22

(page 2 of 2)

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.

Rafael E. Ortega, Chairman

By: 
Tony Bennett, Secretary



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

Attachment 2

Attachment 3

DEPARTMENT OF PUBLIC WORKS

Stacy M. Becker, Director

Thomas J. Eggum, City Engineer



CITY OF SAINT PAUL

Norm Coleman, Mayor

Larry Lueth, Street Design Engineer

700 City Hall Annex

(612) 266-6110

Saint Paul, MN 55102

FAX (612) 292-6132

June 16, 1998

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

RE: Ramsey County Regional Railroad Authority Berm Removal

Dear Ms. DeSpiegelaere

On December 16, 1997 the Ramsey County Regional Railroad Authority approved a resolution (R97-22) which outlined conditions for removal of a portion of the RCRRA berm from south of Johnson Parkway to the intersection of Topic and McAfee north of Maryland Avenue. This resolution was approved as a result of a request for the berm removal from the City of St. Paul Public Works and Planning and Economic Development Departments. The original proposal by the City requested that material from the berm be used as fill on the Prosperity Avenue project.

Since that time, the City of St. Paul has completed the plans for public improvements to be constructed in the Phalen Village Area and has received public input on the berm removal. We have determined that there will be enough material generated from the Ames Lake wetland excavation to provide the fill needed for the Prosperity project. The public input we have received has been positive in regard to removal of the berm north of Maryland and both positive and negative as to the berm removal south of Maryland. Some of residents felt that the berm removal south of Maryland should be completed after the redevelopment of the Phalen Village Area is substantially complete.

The City is now modifying its proposal for the berm removal as follows:

- A) As part of the Phalen Village Public improvement project, project, Bridge # 90422 over Johnson Parkway will be removed in late 1998 or early 1999. The narrow width, location and sight distance restrictions caused by the existing bridge necessitate the removal of the bridge. The bridge is used to carry the Burlington Northern Regional Trail over Johnson Parkway. The portion of the trail north and south of the bridge will be relocated, and the trail will cross Johnson Parkway at grade at the signalized Johnson Parkway/ Prosperity intersection. It is my understanding that the Joint Powers Agreement dated August 24, 1993 between the City of St. Paul and the Ramsey County Regional Rail Authority stipulates that the RCRRA is responsible for the cost

of bridges that are removed from the abandoned Burlington Northern rail corridor. We have estimated that the bridge removal will cost \$75,000. We propose that the City would remove the bridge as part of the Phalen Village Project and bill the RCRRA for the cost of the removal.

- B) The City proposes to remove the portion of berm from Maryland Avenue to 1100' north of Maryland in 1998, and use the material from the berm for fill for a housing redevelopment at the northwest corner of Maryland and Clarence. The developer would contract to remove the fill from the berm area and grade it to the contours shown on the attached plan, and then the city would restore the berm area and install the plant materials shown on the attached plan. We are requesting that the City and/or developer be not charged any fee for the value of the fill.
- C) The remainder of the berm between south of Johnson Parkway to Maryland would be left in place until future projects such as construction of Phalen Boulevard or development in the Phalen Village area provide an opportunity for its removal. We anticipate the berm would be removed prior to construction of light rail, and if not, be removed as part of the light rail construction. The City proposes that at the time the remainder of the berm is proposed for removal, that the City of St. Paul and the RCRRA determine responsibility for removal and costs under a separate agreement.

We are still in agreement with the majority of the conditions listed in Resolution R97-22, but this new proposal would affect conditions # 4, #7, #8 .

I request that this be brought before the Board of the Ramsey County Regional Railroad Authority as soon as possible.

If you have any questions, you can call me at 266-6118.

Sincerely,



Paul St. Martin
Civil Engineer IV

Attachment: Berm grading plan

cc: Stacy Becker
Pam Wheelock
Terry Noonan, Ramsey County Public Works

PLANT MATERIALS LIST

PLANT MATERIALS LIST												
ITEM NO.	CONTRACT ITEM	UNIT	CODE	BOTANICAL NAME	COMMON NAME	SIZE	TYPE	QUANTITY			BERM ALTERNATE	TOTAL
								BOULEVARD LOCATION				
								A	B	C		
2571.501	AUSTRIAN PINE, 2.4 m HT B&B	TREE	P/A	PINUS NIGRA	AUSTRIAN PINE	2.4 HT	B&B	7				7
2571.502	PRAIRIE SPIRE ASH, 60 mm CAL B&B	TREE	A/PS	FRAXINUS PENNSYLVANIA	PRAIRIE SPIRE ASH	60 mm CALIPER	B&B			5		5
2571.502	RED JEWEL CRABAPPLE, 60 mm CAL B&B	TREE	C/RJ	MALUS	RED JEWEL CRABAPPLE	60 mm CALIPER	B&B	5				5
2571.502	AUTUMN BLAZE MAPLE, 60 mm CAL B&B	TREE	M/AB	ACER HYBRID	AUTUMN BLAZE MAPLE	60 mm CALIPER	B&B		32			32
2571.502	RED MAPLE, 50 mm CAL B&B	TREE	M/R	ACER RUBRUM	RED MAPLE	50 mm CALIPER	B&B				7	7
2571.502	RED MAPLE 1.8 TO 2.4 m HT B&B	TREE	M/R	ACER RUBRUM	RED MAPLE	1.8 TO 2.4 m HEIGHT	B&B				20	20
2571.502	SILVER MAPLE, 50 mm CAL B&B	TREE	M/S	ACER SACCHARINUM	SILVER MAPLE	50 mm CALIPER	B&B				10	10
2571.502	SILVER MAPLE, 1.8 TO 2.4 m HT BR	TREE	M/S	ACER SACCHARINUM	SILVER MAPLE	1.8 TO 2.4 m HEIGHT	BR				20	20
2571.502	NEW HORIZON ELM, 60 mm CAL B&B	TREE	E/NH	ULMUS HYBRID	NEW HORIZON ELM	60 mm CALIPER	B&B		23			23
2571.502	YELLOW BIRCH, 50 mm CAL B&B	TREE	B/Y	BETULA LENTA	YELLOW BIRCH	50 mm CALIPER	B&B				6	6
2571.502	HACKBERRY, 60 mm CAL B&B	TREE	H	CELTIS OCCIDENTALIS	HACKBERRY	60 mm CALIPER	B&B				1	1
2571.502	BUTTERNUT, 50 mm CAL B&B	TREE	BN	JUGLANS CINEREA	BUTTERNUT	50 mm CALIPER	B&B				3	3
2571.502	BUTTERNUT, 1.8 TO 2.4 m HT BR	TREE	BN	JUGLANS CINEREA	BUTTERNUT	1.8 TO 2.4 m HEIGHT	BR				30	30
2571.502	QUAKING ASPEN, 40 mm CAL CONT	TREE	A/Q	POPULUS TREMULOIDES	QUAKING ASPEN	40 mm CALIPER	CONT				12	12
2571.502	QUAKING ASPEN, 600 TO 900 mm HT CONT	TREE	A/Q	POPULUS TREMULOIDES	QUAKING ASPEN	600 TO 900 mm HEIGHT	CONT				60	60
2571.502	COTTONWOOD, 40 mm CAL B&B	TREE	C	POPULUS DELTOIDES	COTTONWOOD	40 mm CALIPER	B&B				3	3
2571.502	BLACK CHERRY, 50 mm CAL B&B	TREE	C/B	PRUNUS SEROTINA	BLACK CHERRY	50 mm CALIPER	B&B				8	8
2571.502	BLACK CHERRY, 1.8 TO 2.4 m HT BR	TREE	C/B	PRUNUS SEROTINA	BLACK CHERRY	1.8 TO 2.4 m HEIGHT	BR				20	20
2571.502	SWAMP WHITE OAK, 60 mm CAL B&B	TREE	O/SW	QUERCUS BICOLOR	SWAMP WHITE OAK	60 mm CALIPER	B&B		32			32
2571.502	SWAMP WHITE OAK, 50 mm CAL B&B	TREE	O/SW	QUERCUS BICOLOR	SWAMP WHITE OAK	50 mm CALIPER	B&B				3	3
2571.502	SWAMP WHITE OAK, 600 TO 900 mm HT BR	TREE	O/SW	QUERCUS BICOLOR	SWAMP WHITE OAK	600 TO 900 mm HEIGHT	BR				40	40
2571.502	NO. PIN OAK, 60 mm CAL B&B	TREE	O/PN	QUERCUS ELIISOIDALIS	NO. PIN OAK	60 mm CALIPER	B&B				3	3
2571.502	NO. PIN OAK, 600 TO 900 mm HT BR	TREE	O/PN	QUERCUS ELIISOIDALIS	NO. PIN OAK	600 TO 900 mm HEIGHT	BR				40	40
2571.502	BUR OAK, 40 mm CAL B&B	TREE	O/B	QUERCUS MACROCARPA	BUR OAK	40 mm CALIPER	B&B				12	12
2571.502	BUR OAK, 600 TO 900 mm HT BR	TREE	O/B	QUERCUS MACROCARPA	BUR OAK	600 TO 900 mm HEIGHT	BR				60	60
2571.502	E. PIN OAK, 60 mm CAL B&B	TREE	O/PE	QUERCUS PALUSTRIS	E. PIN OAK	60 mm CALIPER	B&B				1	1
2571.502	E. PIN OAK, 50 mm CAL B&B	TREE	O/PE	QUERCUS PALUSTRIS	E. PIN OAK	50 mm CALIPER	B&B				2	2
2571.502	RED OAK, 50 mm CAL B&B	TREE	O/R	QUERCUS RUBRA	RED OAK	50 mm CALIPER	B&B				8	8
2571.502	RED OAK, 600 TO 900 mm HT BR	TREE	O/R	QUERCUS RUBRA	RED OAK	600 TO 900 mm HEIGHT	BR				60	60
2571.502	BASSWOOD, 50 mm CAL B&B	TREE	BW	TILIA AMERICANA	BASSWOOD	50 mm CALIPER	B&B				3	3
2571.502	BASSWOOD, 40 mm CAL B&B	TREE	BW	TILIA AMERICANA	BASSWOOD	40 mm CALIPER	B&B				4	4
2571.502	BASSWOOD, 1.8 TO 2.4 m HT BR	TREE	BW	TILIA AMERICANA	BASSWOOD	1.8 TO 2.4 m HEIGHT	BR				20	20
2571.505	PAGODA DOGWOOD NO 3 CONT	SHRUB	D/P	CORNUS ALTERNIFOLIA	PAGODA DOGWOOD	# 3	CONT.				10	10
2571.505	GREY DOGWOOD 600 TO 900 mm HT BR	SHRUB	D/RT	CORNUS RACEMOSA	GREY DOGWOOD	600 TO 900 mm HEIGHT	BR				50	50
2571.505	AMERICAN FILBERT 600 TO 900 mm HT BR	SHRUB	F/A	CORYLUS AMERICANA	AMERICAN FILBERT	600 TO 900 mm HEIGHT	BR				20	20
2571.505	AMERICAN FILBERT 450 TO 600 mm HT BR	SHRUB	F/A	CORYLUS AMERICANA	AMERICAN FILBERT	450 TO 600 mm HEIGHT	BR				100	100
2571.506	VIRGINIA CREEPER 2 YR NO 1 CONT	VINE	VC	PARTHENOCISSUS QUINQUEFOLIA	VIRGINIA CREEPER	#1 CONT.	POT				25	25

BOULEVARD LOCATION A - JOHNSON PARKWAY
BOULEVARD LOCATION B - PROSPERITY AVENUE
BOULEVARD LOCATION C - CLARENCE STREET
BERM ALTERNATE - MARYLAND TO STATION 13+50

PLANT-MAT 4/25/98

PHALEN VILLAGE PUBLIC
IMPROVEMENTS
98-P-1163
PAVING DR. 12 DRWG. NO. 1424

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED
BY ME OR UNDER MY DIRECT SUPERVISION AND
THAT I AM A QUALIFIED PROFESSIONAL
ENGINEER IN THE STATE OF MISSOURI.
DATE: 5-21-98



SAP 62-664-04, 164-020-90, 164-129-11, 164-253-03

PLANT MATERIALS CHART
SHEET 10 OF 60 SHEETS

12

PLANT MATERIALS LIST

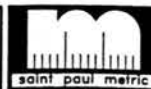
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2571.502	RED JEWEL CRABAPPLE, 60 mm CAL B&B	TREE	C/RJ	MALUS	RED JEWEL CRABAPPLE	60 mm CALIPER	B&B	5				5
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2571.502	SILVER MAPLE, 50 mm CAL B&B	TREE	M/S	ACER SACCHARINUM	SILVER MAPLE	50 mm CALIPER	B&B				10	10
2571.502	SILVER MAPLE, 1.8 TO 2.4 m HT BR	TREE	M/S	ACER SACCHARINUM	SILVER MAPLE	1.8 TO 2.4 m HEIGHT	BR				20	20
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2571.502	YELLOW BIRCH, 50 mm CAL B&B	TREE	B/Y	BETULA LENTA	YELLOW BIRCH	50 mm CALIPER	B&B				6	6
2571.502	HACKBERRY, 60 mm CAL B&B	TREE	H	CELTIS OCCIDENTALIS	HACKBERRY	60 mm CALIPER	B&B				1	1
2571.502	BUTTERNUT, 50 mm CAL B&B	TREE	BN	JUGLANS CINEREA	BUTTERNUT	50 mm CALIPER	B&B				3	3
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2571.502	QUAKING ASPEN, 600 TO 900 mm HT CONT	TREE	A/Q	POPULUS TREMULOIDES	QUAKING ASPEN	600 TO 900 mm HEIGHT	CONT				60	60
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2571.502	SWAMP WHITE OAK, 600 TO 900 mm HT BR	TREE	O/SW	QUERCUS BICOLOR	SWAMP WHITE OAK	600 TO 900 mm HEIGHT	BR				40	40
2571.502	NO. PIN OAK, 60 mm CAL B&B	TREE	O/PN	QUERCUS ELLISOIDALIS	NO. PIN OAK	60 mm CALIPER	B&B				3	3
2571.502	NO. PIN OAK, 600 TO 900 mm HT BR	TREE	O/PN	QUERCUS ELLISOIDALIS	NO. PIN OAK	600 TO 900 mm HEIGHT	BR				40	40
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2571.502	E. PIN OAK, 60 mm CAL B&B	TREE	O/PE	QUERCUS PALUSTRIS	E. PIN OAK	60 mm CALIPER	B&B				1	1
2571.502	E. PIN OAK, 50 mm CAL B&B	TREE	O/PE	QUERCUS PALUSTRIS	E. PIN OAK	50 mm CALIPER	B&B				2	2
2571.502	RED OAK, 50 mm CAL B&B	TREE	O/R	QUERCUS RUBRA	RED OAK	50 mm CALIPER	B&B				8	8
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2571.505	AMERICAN FILBERT 600 TO 900 mm HT BR	SHRUB	F/A	CORYLUS AMERICANA	AMERICAN FILBERT	600 TO 900 mm HEIGHT	BR				20	20
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2571.506	VIRGINIA CREEPER 2 YR NO 1 CONT	VINE	VC	PARTHENOCISSUS QUINQUEFOLIA	VIRGINIA CREEPER	#1 CONT.	POT				25	25

BOULEVARD LOCATION A - JOHNSON PARKWAY
BOULEVARD LOCATION B - PROSPERITY AVENUE
BOULEVARD LOCATION C - CLARENCE STREET
BERM ALTERNATE - MARYLAND TO STATION 13+50

PHALEN VILLAGE PUBLIC
IMPROVEMENTS
98-P-1163

PAVING DR. 12 DRWG. NO. 1424

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED
BY ME OR UNDER MY DIRECT SUPERVISION AND
THAT I AM A FULLY REGISTERED PROFESSIONAL
ENGINEER UNDER THE LAWS OF THE STATE OF
MINNESOTA.
DATE: 5-27-98
SCALE: AS SHOWN
SHEET NO. 10 OF 60



SAP 62-664-04, 164-020-90, 164-129-11, 164-253-03

PLANT MATERIALS CHART

SHEET 10 OF 60 SHEETS

12

ORIGINAL**RESOLUTION
CITY OF SAINT PAUL, MINNESOTA****13**Presented By *DA Bostrom*

Referred To _____

Committee: Date _____

WHEREAS, the City of Saint Paul City Council has adopted the Phalen Village Small Area Plan; and

WHEREAS, the Phalen Village Small Area Plan recommends roadway and wetland improvements as well as removal of a portion of the railroad berm located on Ramsey County Regional Railroad Authority Property; and

WHEREAS, the City of Saint Paul has budgeted funds to complete roadway and wetland public improvements in the Phalen Village Area consistent with the Phalen Village Small Area Plan; and

WHEREAS, removal of the berm in conjunction with the roadway and wetland project will add some costs to the roadway and wetland project but will result in a reduction in the total cost to implement the Phalen Village Small Area Plan; and

WHEREAS, the City of Saint Paul is proposing to remove, regrade and restore the berm from 900' south of Johnson Parkway to 1,000' north of Maryland Avenue; as part of the roadway and wetland project and

WHEREAS, the City of Saint Paul desires to enter into an agreement with the Ramsey County Regional Railroad Authority which would specify conditions and cost participation in relation to the berm removal; now, therefore, be it

RESOLVED, that we hereby authorize the proper city officials to sign the agreement.

	Yeas	Nays	Absent
Blakey	☒		
Bostrom	☒		
Reiter	☒		
Harris	☒		
Benanav	☒		
Lantry	☒		
Coleman	☒		

Adopted by Council: Date July 25, 1998

Adoption Certified by Council Secretary

By: *2. Anderson*

Approved By Mayor: Date 3/18/98

By: *The Staff*

Requested by Department of:

Public Works

By: *Stacy Bell* Director

Approval Recommended by Budget Director:

By: *Joseph M. Reid*

Form Approved by City Attorney:

By: *Matthew J. Pfohl*

Approved by Mayor for Submission to Council:

By: *Jim Mackey*

13

John R. Gilkeson
1933 Laurel Ave.
St. Paul, MN 55104
(612) 644-8049

June 23, 1998

Ramsey County Regional Railroad Authority
Attn: Ms. Kathy DeSpiegelaere
by fax: 266-2761

Dear Ms. DeSpiegelaere:

I understand that the Ramsey County Regional Railroad Authority will be discussing today the removal of a bridge and berm located in the east side former BN corridor in the vicinity of Prosperity and Johnson Parkway.

I am not familiar with all of the details of the discussion, but I would like to convey several thoughts, questions, and concerns about this bridge removal. The city and county should not be taking action to liquidate assets and make changes which do not comprehensively improve safety, capacity, and speed of all transportation modes affected by these potential changes.

1. This bridge represents a significant rail corridor asset, which has present and future practical and monetary value for use for grade separated pedestrian, bike and rail traffic.
2. What is the current and replacement monetary value of this bridge?
3. Are both the city and the county prepared to liquidate this asset which has significant monetary and practical value?
4. Who will bear the cost of constructing a new bridge if the city and county deem a new bridge necessary in the future?
5. Why is this bike/trail/rail corridor asset being removed for the purposes of facilitating automobile movement and road usage?
6. Are comparable safety, capacity, and speed investments (to the auto/road improvements) being made in non-auto transportation facilities as part of this project? If not, why not?

I would appreciate a written response to these questions. Thank you for considering these important issues.





CITY OF SAINT PAUL
Norm Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 612-266-6626
Facsimile: 612-228-3341

June 22, 1998

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

RE: Phalen Village Public Improvements - Railroad Berm Regrading

Dear Mr. Ortega:

Last December, at our request, the RCRRA unanimously passed a resolution directing your staff to prepare an agreement between the RCRRA and the City for regrading a portion of the RCRRA-owned railroad berm as called for in the Phalen Village Small Area Plan, officially adopted by the City Council as part of the St. Paul Comprehensive Plan. Since then we have prepared a grading and restoration plan for the berm area to meet RCRRA and St. Paul Parks staff criteria, as you requested. We also consulted with affected property owners, and held a well-attended neighborhood meeting to review the plans. The City Council unanimously adopted City Council Resolution 98-132 authorizing us to sign an agreement between the City and the RCRRA to remove, regrade and restore the railroad berm in Phalen Village from 900 feet south of Johnson Parkway to 1000 feet north of Maryland Avenue. We are now requesting RCRRA approval of a resolution that would specify the conditions of the agreement.

Public comments we received on berm regrading have been generally positive about regrading north of Maryland and both positive and negative about regrading south of Maryland. While people east of the berm generally see reducing the height of the berm as a benefit, residents west of the berm (particularly the owners of houses along Burnquist Street across the park from the berm) expressed concern that lowering the berm south of Maryland would expose them to noise and views of unsightly property east of the berm. Some said that timing is the issue, and that berm regrading south of Maryland should not be done until property east of the berm is cleaned up as part of Phalen Village area redevelopment and rehabilitation.

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In response to public comments, and because we have determined that there will be enough material generated from the Ames Lake wetland excavation to provide the fill needed for the Prosperity Avenue realignment project, we are proposing to accomplish berm regrading incrementally. Berm regrading north of Maryland Avenue, where lowering the berm would have the greatest immediate impact on restoring a natural corridor between Lake Phalen and Phalen Village, and create a stronger market for the adjacent Phalen Townhomes project, would be done this summer. We anticipate that we will regrade the remaining berm within five years or within one year of a request by the RCRRA to complete the regrading should it be deemed necessary.

We agree that no charge will be made to St. Paul for soil used for the project to realign and reconstruct Prosperity Avenue or other future projects in which Ramsey County is participating in funding. If soil is used for other purposes, the City and the RCRRA will negotiate a unit price for value of the soil based on use of soil, proximity of use to berm, and costs associated with berm removal such as removal of existing trees, erosion control measures and turf establishment in the berm area. If the RCRRA directs St. Paul to complete remaining berm regrading south of Maryland Avenue to prepare it for LRT construction, no charge will be made for the value of the soil. Restoration of the area where the berm is regraded, with plantings to meet St. Paul Parks staff criteria as you have requested, will be the responsibility of St. Paul.

The narrow width, location and sight distance restrictions caused by Bridge # 90422 over Johnson Parkway necessitate that it be removed in late 1998 or early 1999 as part of the Prosperity Avenue realignment project. The portion of Phalen Creek Trail immediately north and south of the bridge will be relocated, and the trail will cross Johnson Parkway at-grade at a new signalized Johnson Parkway-Prosperity intersection. The cost of removing the bridge will be the responsibility of the RCRRA as stipulated in the Joint Powers Agreement between the City of St. Paul and the RCRRA dated August 24, 1993. We have estimated that the bridge removal will cost \$75,000. We propose that the City remove the bridge as part of the Prosperity Avenue realignment project and bill the RCRRA for the cost of removal.

We are proposing to move ahead with regrading the berm to prepare it for construction of LRT with an at-grade station immediately south of Maryland, with substantial City costs and commitments, because of its immediate benefit to high-quality redevelopment that will support a future LRT station here, and because of our strong belief that an at-grade station will have the safest and most convenient pedestrian access, provide the best service to the Phalen Village neighborhood, and help attract the most riders to LRT. The work we do to regrade the berm now will reduce the cost of regrading the berm later, when we are ready to build LRT. In addition, gated at-grade LRT crossings at Maryland and Johnson Parkway, which we support, would cost several million dollars less than a grade-separated design with bridges over Maryland and Johnson Parkway, and an elevated station structure. We look forward to continued cooperation

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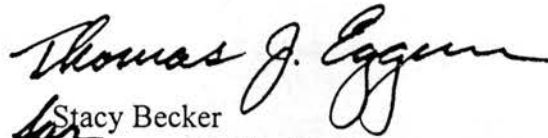
on mutually beneficial transit improvement and neighborhood revitalization projects, in Phalen Village and throughout St. Paul.

Thank you for your support of our efforts.

Sincerely,



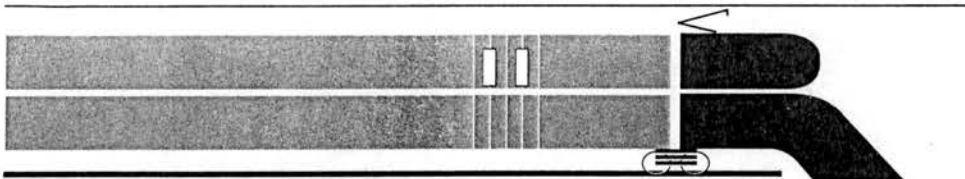
Pamela Wheelock
Director of Planning and Economic Development



for Stacy Becker
Director of Public Works

c: Mayor Norm Coleman
Council President Dan Bostrom
Councilmember Kathy Lantry
Commissioner Dino Guerin
Phalen Corridor Initiative

District 2 Community Council
District 5 Community Council
North East Neighborhoods Devt. Corp.
Phalen Village Business Association
Robert Piram, Parks



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

June 23, 1998

Cars Collaborative
Ms. Holly Williams
Wilder Family Work
379 University Avenue
St. Paul, Minnesota 55103

Dear Holly:

The Ramsey County Board of Commissioners considered funding the Cars Collaborative program on January 13, 1998. The Board asked for additional coordination and information from the proposers and asked that the program be returned to the Board for action when the information had been completed.

I know that Ramsey County staff met with Cars Collaborative sponsors on January 28 and March 18 in an effort to assist with the Board's request. It appeared that you were continuing to work on resubmitting the proposal, but that has not occurred.

Meanwhile, there is interest on the part of another organization in providing similar services. We are also concerned that Ramsey County's funding allocation for 1998-1999 could be diminished because there are unspent funds that were being reserved for your proposal.

In an effort to bring this issue to closure, Ramsey County requests the sponsors of the Cars Collaborative to submit a revised proposal by July 7, 1998. The proposal must define how the requirements of the Board have been satisfied and include a schedule for implementing the program if it is approved by the Board. The program will be removed from further funding consideration unless you are able to provide the information requested by July 7. Please submit the revised proposal to:

Tim Mayasich
Senior Transportation Planner
Ramsey County Public Works Department
3377 North Rice Street
Shoreview, Minnesota 55126.

Please contact me at 266-2762 if you have questions about this request.

Sincerely,

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

Kathryn DeSpiegelaere
Director
Regional Railroad Authority